



HILLINGDON
LONDON



Major Applications Planning Committee

Date: WEDNESDAY, 11
JANUARY 2017

Time: 6.00 PM

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

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

To Councillors on the Committee

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

Published: Tuesday, 3 January 2017

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

Putting our residents first

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

Useful information for residents and visitors

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.

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 4
- 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	Lidl, Former Imperial House and Units 1 & 2, Victoria Road 5039/APP/2015/4395	Ruislip South	Construction of a 2,554sqm. GIA (1,687sqm sales area) Class A1 discount food store with associated access arrangements, car parking and landscaping (involving the demolition of Imperial House, former Comet building and vacant Value Windows Ltd building) and external refurbishment / re-cladding of Bensons for Beds unit. REVISED PLANS. Recommendation: Approval + S106	5 - 60 208 - 226

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Music Box, TOVF 59872/APP/2016/4461	Botwell	<p>Details pursuant to the discharge of Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 (Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775).</p> <p>Recommendation: Approval</p>	61 - 64 227 - 230
8	Music Box, TOVF 59872/APP/2016/4462	Botwell	<p>Details pursuant to the discharge of Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 (Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775).</p> <p>Recommendation: Approval</p>	65 - 68 231 - 234
9	Brunel University, Kingston Lane Site 3 (S73) 532/APP/2016/3489	Brunel	<p>Variation of Condition 1 (in order to permanently extend opening hours until 22:00 Monday to Saturday) of planning permission reference 532/APP/2014/4036: Provision of replacement sports pitches (including new synthetic playing surfaces), erection of floodlighting, boundary fences and storage building, together with associated parking and access improvements (Site 3) (S73 application).</p> <p>Recommendation: Approval</p>	69 - 82 235 - 239

10	Hillside Junior & Infant School 18495/APP/2016/3957	Northwood Hills	Provision of a new Junior School building including new hall, kitchen, admin and teaching facilities set over 2/3 storeys; rearrangement of existing retained grass pitches; provision of new multi-use games area (MUGA); alterations to vehicular access; increased parking provision; creation of a parent drop off facility; internal reconfiguration works to Infants School; landscaping; and associated works. Recommendation: Approval	83 - 126 240 - 261
11	Phase 6, St. Andrews 585/APP/2016/3733	Uxbridge North	Reserved matters (layout, scale, appearance and landscaping) for the erection of 58 dwellings together with associated parking and landscaping, in compliance with conditions 2 and 3 for Phase 6 of planning permission ref: 585/APP/2009/2752 (Outline application (all matters reserved, except for access) including demolition of some existing buildings and mixed use redevelopment of the Former RAF Uxbridge site). Recommendation: Approval	127 - 148 262 - 276
12	1 Union Business Park 43562/APP/2016/3401	Uxbridge South	Change of use of the existing B8 unit to uses within classes B1c, B2 and B8 of the use classes order. Alterations to the layout of existing parking areas and associated landscaping. Alterations to part of the external elevations. Recommendation: Approval	149 - 166 277 - 286

13	<p>Padcroft Works</p> <p>45200/APP/2016/3886</p>	Yiewsley	<p>Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles, to allow for the extension of the basement car park involving the omission of car parking stackers and an infill extension between blocks to add 645sq m of additional residential floorspace.</p> <p>Recommendation: Approval</p>	<p>167 - 206</p> <p>287 - 304</p>
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PART I - Plans for Major Applications Planning Committee 207 - 304

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Agenda Item 3

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

6 December 2016

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Henry Higgins, John Morgan, Brian Stead, Peter Curling (Labour Lead), Janet Duncan, John Oswell and Raymond Graham</p> <p>LBH Officers Present: Roisin Hogan (Planning Lawyer), Neil Fraser (Democratic Services Officer), James Rodger (Head of Planning and Enforcement), Neil McClellan (Major Applications Team Leader) and Syed Shah (Principle Highway Engineer)</p>
96.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Yarrow. Councillor Graham was in attendance as his substitute.</p>
97.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
98.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>Resolved - That the minutes of the previous meeting were agreed as a correct record.</p>
99.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
100.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all of the items on the agenda would be heard in public.</p>
101.	<p>THE OLD VINYL FACTORY - 59872/APP/2016/3571 (<i>Agenda Item 6</i>)</p> <p>Installation of public art (25m x 50m) for a temporary period of 18 months on the east facing wall of the Cabinet Building.</p> <p>Officers introduced the report, confirming that the proposed artwork was intended to</p>

	<p>improve the external appearance of the Cabinet Building prior to any renovation works at the site taking place. As the artwork was to be in place for 18 months, it could be reviewed and changed after this period. As the impact of the temporary wrap on the character and appearance of the building and locality was deemed to be acceptable, it was recommended that the application be approved.</p> <p>The Committee discussed the proposed image, with some Members highlighting the time period that the image was attempting to evoke, while others retaining concerns regarding the suitability of the image. Members suggested that it might prove difficult to change the image once it had been in place for 18 months.</p> <p>Members moved the officer's recommendation, which was seconded, and put to a vote. The application was approved, subject to the conditions as set out in the report, by a vote of 5 to 3.</p> <p>Resolved - That the application was approved, subject to conditions.</p>
102.	<p>MUSIC BOX, TOVF - 59872/APP/2016/1930 (<i>Agenda Item 7</i>)</p> <p>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.</p> <p>Officers introduced the report and confirmed that this application had previously been presented to the Major Applications Planning Committee on the 24 August and 16 November 2016. At the most recent meeting, the Committee resolved to defer the application so that the image for the external face of the building could be reviewed. The applicant had since requested that the Committee approve the application, subject to a condition that a suitable image be approved by the Committee prior to use of the building. This would allow the applicant to enter into contractual arrangements and begin work on the construction of the development whilst an alternative image was sourced.</p> <p>Members were supportive of the officer's recommendation, though highlighted the importance of the final image being brought the Committee for approval prior to the building being opened for use. The recommendation was moved, seconded, and put to a vote where it was unanimously agreed, with one abstention.</p> <p>Resolved - That the application was approved, subject to conditions.</p>
103.	<p>RUISLIP BOWLS CLUB, MANOR FARM- 45220/APP/2016/3857 (<i>Agenda Item 8</i>)</p> <p>Proposed demolition of 2 no. sheds, single storey extension to existing pavilion, erection of detached building for storage / locker room use and associated external works</p> <p>Officers introduced the report, and highlighted the addendum, which confirmed that a request had been received from Historic England that a written scheme of investigation be submitted and approved prior to any demolition or development taking place. Officers suggested that the Council's Conservation Officer be tasked with contacting Historic England to ensure that they were justified in making such a request.</p> <p>Members discussed the importance of retaining the greenery already in situ at the site.</p>

	<p>It was suggested that the officer recommendation be amended to include a condition that the developer would not remove or disturb the pre-existing landscaping. This was moved, seconded, and put to a vote, where it was unanimously agreed.</p> <p>Resolved - That the application was approved, subject to conditions.</p>
104.	<p>FORMER CONTRACTORS COMPOUND, HEATHROW - 67622/APP/2016/3198 <i>(Agenda Item 9)</i></p> <p>Reserved Matters (Appearance, Landscaping, Layout, Scale, and Access) in compliance with condition 2 of application 67622/APP/2015/1851 (Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for 'Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000 sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail'. Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors).</p> <p>Officers introduced the report and highlighted the addendum. The Committee was informed that the plans had been updated to reflect amendments required by the Landscaping Officer. The Landscaping Officer had raised no objections to these amendments, and it was recommended that the application be approved.</p> <p>The officer's recommendation was moved, seconded, put to a vote and unanimously approved.</p> <p>Resolved - That the application was approved.</p>
105.	<p>BRIDGE HOUSE- 40050/APP/2016/852 <i>(Agenda Item 10)</i></p> <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>Officers introduced the report, and confirmed that the application had been previously presented to the Committee on 16 November 2016, where it had been deferred so that additional information on the proposed highways mitigation measures could be provided.</p> <p>Officers had since agreed that the applicant would provide an increased obligation towards improvements to the local highway network from £150,000 to £500,00. This contribution would remain independent of other contributions, such as the £150,000 specified for public realm improvements and the £30,000 towards improvements to the canal/towpath.</p> <p>To address Member's concerns regarding the height of the roof barriers as raised at the previous meeting, these barriers were confirmed to be 1m high, which complied with building control requirements.</p> <p>Members congratulated officers on securing the improved contributions, and moved the</p>

	<p>officer's recommendation. This was seconded, put to a vote, and unanimously agreed.</p> <p>Resolved - That the application was approved.</p>
106.	<p>STOCKLEY PARK PHASE 3, IRON BRIDGE ROAD - 37977/APP/2016/2263 (Agenda Item 11)</p> <p>Land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works to the offsite land parcels (Land Parcel A (10.67 hectares) - Land bounded by Stockley Road and B465 to the west, Goulds Green to the south and the residential area of Goulds Green to the east; Land Parcel B1 (0.52 hectares) - Land to the south of Park View Road and to the east of the residential area of Yiewsley; Land Parcel B2 (0.60 hectares) - Land to the east of Willow Avenue and Chestnut Avenue; Land Parcel C1 (1.19 hectares) - Land to the west of Bolingbroke Way and south of Dawley Road and bound by Stockley Park Golf Club to the west; Land Parcel C2 (0.53 hectares) - Land to the west of Bolingbroke Way and bound by Stockley Park Golf Club to the west (No works are sought to Land Parcel C2); Packet Boat Lane (2.83 hectares) - Land to the north of Packet Boat Lane, to the east of Old Mill Lane and Fray's River and to the east of Cowley Lake) associated with the approved development at Phase 3 Stockley Park (Planning permission ref. 37977/APP/2015/1004 dated 14/12/2014)</p> <p>Officers introduced the report, and confirmed that the development met the policy objectives and was not considered to raise any concerns regarding its impact on neighbours, highways, flooding, or air quality. It was therefore recommended that the application be approved.</p> <p>The Committee raised concerns regarding accessibility for people with disabilities. Officers confirmed that comments had been received from the Access Officer, who had made suggestions relating to the size of entry and exit points, the gradient of any footpaths, and the use of bonded gravel to ensure accessibility for wheelchair users, as outlined in Condition 5. The Committee suggested that the condition would need strengthening, and it was moved that the Committee delegate authority to the Chairman and the Labour Lead to approve the application, once plans were received that addressed Condition 5. This was seconded, put to the vote, and unanimously agreed.</p> <p>Resolved - That authority be delegated to the Chairman and Labour Lead to approve the application, once plans were received that addressed Condition 5.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 6.30 pm.</p>

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

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

Agenda Item 6

Report of the Head of Planning, Sport and Green Spaces

Address IMPERIAL HOUSE VICTORIA ROAD RUISLIP

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

LBH Ref Nos: 5039/APP/2015/4395

Drawing Nos: Energy Statement, dated 11/11/15, Rev. 4
Flood Risk Assessment, November 2015
Geo-Environmental Site Investigation Report
Soft Landscape Specification, dated October 2015
Planning and Retail Statement, November 2015
Transport Assessment, November 2015
Draft Travel Plan, November 2015
Design and Access Statement
3096/302B
3096/405A
3096/409
3096/410A
3096/415
3096/416
3096/420 (as amended by Drw. No. 3096/436 Rev. A
12998/T/03-03 Rev. A
12998/T/02 - 02 (Arboricultural Impact Assessment)
12998/T/02 - 02 (Tree Constraints Plan)
3096/426G
LIDL18941-11g
Air Quality Assessment, dated 27/11/15, Rev.
Tree Survey
Carpark Lighting Proposal, dated 30/10/15
Carpark Lighting Layout, Rev. A
3096/301E
Response to Highway Officer's Comments, February 2016
Underground Services Search Report
South Ruislip Industrial Market & SIL Study, August 2016
Technical Note, July 2016
Technical Note No. 5, dated 13/11/15
GVA letter dated 26/7/15
Response to Bensons for Beds Highway Objection Comments, July 2016
Response to GLA Stage 1 Report (including appendices
3096/426P
3096/436A
Lidl Service Management Plan, November 2016, v.1.
3096/426P (with tracking)

Date Plans Received: 30/11/2015
14/12/2015

Date(s) of Amendment(s):

25/10/2016

**Major Applications Planning Committee - 1st November 2017
PART 1 - MEMBERS, PUBLIC & PRESS**

Date Application Valid:

30/11/2015
17/11/2016
08/07/2016
26/07/2016

DEFERRED ON 4th October 2016 FOR FURTHER INFORMATION .

Members may recall that this application was presented to the Major Applications Planning Committee on 4th October 2016, when a petitioner queried the safety of the then proposed access arrangements which utilised the access road at the rear of the site for servicing which it was argued could conflict with the use of an unauthorised community centre which abutted the access road. Members resolved to defer the application in order to allow revised plans to be submitted and Members the opportunity of reviewing the revised access/servicing arrangements and the applicant to respond to the GLA's concerns raised in their Stage 1 Report.

A revised plan was submitted on 10/11/16, together with a Servicing Management Plan. The revised plan reverts back to taking deliveries to the Lidl store through the existing car park entrance on Stonefield Way as initially proposed within this application, but now, the deliveries would take place during the night, outside of the store's opening hours. Following further negotiations, a further revision of the Servicing and Management Plan has been submitted which specifies that the deliveries will be restricted to a maximum of two deliveries during the night time only, to avoid conflict with customers using the car park during the day.

1. SUMMARY

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

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

As established on the previous application, no objections are raised to the loss of Imperial House which has now been demolished and similarly, Unit 1 and the Value Windows Ltd. building have little architectural or historical merit and are in a generally poor state of repair, so that their loss is acceptable. Further, no objections were raised to the loss of

employment land within the IBA given that the site was (i) not previously used to provide traditional industrial employment, with the car showroom being a sui generis use; (ii) has been marketed since 2006 but no interest has been forthcoming; and (iii) the discount retailer is expected to provide alternative employment opportunities with approximately 30 jobs. Although this site now includes a small part of the adjoining building at the rear, a South Ruislip Industrial Market & SIL Study has been submitted which details market conditions and is considered to justify the loss of the larger site.

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

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

The Council's Highway Engineer has been involved in protracted discussions with the developer in terms of resolving the servicing and delivery arrangements at the site which has seen three revisions to the scheme involving three rounds of public consultation/re-consultation. Revised plans have now been submitted which revert back to utilizing the existing access into the site from Stonefield Way for deliveries to the Lidl store, with the Bensons for Beds store maintaining its current servicing arrangement of utilizing the access at the rear of the site. Lidl's servicing arrangement would again involve delivery lorries having to cross much of the depth of the customer car park to reach the service area at the rear of the new store, which would introduce conflict with customer parking and accessing of the store, but now, it is proposed that the service deliveries will take place during the night, when the store would be closed. The Council's Highway Engineer raises no further objections to the scheme, subject to a S106/S278 Agreement to deal with the highway works, a Green Travel Plan and conditions, including a requirement that no more than a maximum of 2 deliveries/ collections would take place during the servicing period. The proposed delivery arrangements, would also not be likely to give rise to any noise issues, given the IBA location of the store and the safeguards that have been conditioned.

The current application has been referred to the Mayor, due to the increased size of the store meeting the Mayor's threshold, and a Stage 1 Report has been received. No in principle objections were raised by the GLA and the applicant has now provided a response to the specific concerns raised, the detail of which has been incorporated into this report.

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

Subject to the Mayor not directing that the application should be called in or refused, the scheme is recommended for deferral to the Head of Planning and Enforcement for approval, upon completion of the S106 Agreement and recommended conditions.

2. RECOMMENDATION

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

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 for his Stage 2 response,

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

- 1. Highways: S278/S38 to secure highways works as indicated on the approved drawings with final details to be agreed by the Local Planning Authority,**
- 2. Green Travel Plan in accordance with TfL guidance to include a £20,000 bond,**
- 3. Agreement that at least 474sqm of the Bensons for Bed unit shall be used solely for the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, pet sales and associated goods, furniture, furnishings, flooring and carpets, vehicle maintenance products and related accessories and electrical goods and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987),**
- 4. Tree planting on public highway, to include a licence agreement (to plant and maintain the landscape on highway land),**
- 5. Employment Training Strategy. For the commercial operations an employment training initiative will be required to address employment training matters as a result of the proposal if approved. It is our preference to deliver in-kind employment training schemes over a financial contribution.**
- 6. Construction training**
 - Training Cost: £2500 per £1m build cost +**
 - Coordinator costs: $3256/7500 \times £71,675 = £31,116.50$,**
- 7. Project Management & Monitoring Fee: equal to 5% of total cash contributions**

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 31st January 2017, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

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

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

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 3096/405A, 3096/409, 3096/410A, 3096/416, 3096/420, 3096/426P, LIDL18941-11g and Carpark Lighting Layout, Rev. A and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

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

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

External Lighting [Carpark Lighting Proposal Report]

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

Servicing and Delivery Arrangements [Lidl Service Management Plan, November 2016, v1.4]

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

REASON

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

4 COM8 Tree Protection

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

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

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

Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

REASON

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

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

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

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments
- 2.b Car Parking Layouts (including demonstration that 3 spaces (including a dual charging unit) would be served by rapid electrical charging points, with a further 3 spaces being made easily capable of providing rapid electric charging points in the future) and 8 motorcycle spaces
- 2.c Hard Surfacing Materials
- 2.d Final External Lighting Specification
- 2.e Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

5. Other

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

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

approved details.

REASON

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

6 NONSC Revised Cycle Parking Details

Notwithstanding the details shown on Drw. Nos. 3096/426P, 3096/405A and 3096/409, prior to the commencement of works on site, revised details of the provision to be made for cyclists, to include changing, showering and locker facilities for staff and the provision of 16 long stay and 24 short stay cycle spaces to serve the proposed store and 3 long stay and 6 short stay cycle spaces to serve the existing retail unit shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON

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

7 NONSC Revised Details of Electric Charging Points

Notwithstanding the details shown on Drw. No. 3096/426P, prior to the commencement of works on site, revised details of the electric vehicle charging points, to include 2 'rapid' charging active spaces and 2 'rapid' charging passive spaces, together with any associated plant shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON

To ensure that appropriate electric vehicle charging facilities are provided, in accordance with Policy 6.13 of the London Plan (March 2016).

8 COM10 Tree to be retained

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

Remedial work should be carried out to BS 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.

9 NONSC Sales Floor Area

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

REASON

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

10 COM14 No additional internal floorspace

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

REASON

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

11 NONSC Flood Risk Mitigation

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

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

REASON

To minimise the impact of flooding on the proposed development and future occupants and to minimise the impact of the proposed development on the surrounding area in accordance with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with Policy EM6 Flood Risk Management in

Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012 and Policy 5.12 of the London Plan (March 2016) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

12 NONSC Sustainable Water Management

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

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

a) Suds features:

- i. incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

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

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

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

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

e) During Construction

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

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

REASON

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

13 NONSC Piling Method Statement

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

Reason:

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

14 NONSC Noise Control Scheme

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

15 NONSC Noise level from plant/ machinery

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 noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142.

REASON

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

16 NONSC Construction and 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: Part Two - Saved UDP policies (November 2012).

17 COM22 Operating Hours

The premises shall not be open for trading except between:-

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

REASON

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

18 NONSC Delivery Hours

Deliveries to and/or collections from the site shall only take place between 23:00 and 07:00 hours Monday to Saturday and 18:00 and 07:00 hours Sundays, Public and Bank Holidays

REASON

To reduce servicing vehicle and customer conflict, in the interests of highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Personnal Permission

The proposed store shall only be operated by Lidl UK.

REASON

To ensure that the proposed servicing and delivery arrangements remain compatible with the specific operating practices of the store operator in order to safeguard highway safety issues, in accordance with Policy AM7(ii) of the of the Hillingdon Local Plan: Part Two

Saved UDP Policies (November 2012).

20 NONSC Number/Operation and Monitoring of Deliveries

There shall be no more than 2 deliveries/ collections within the specified servicing hours and all deliveries/ collections shall be carried out in accordance with TfL's Code for Quieter Deliveries

and a monitoring programme shall be put in place to record the number of deliveries which shall be submitted to and reviewed by the Local Planning Authority on a 6 monthly basis.

REASON

To ensure that the number of deliveries/ collections during the night does not prejudice highway safety and the amenities of surrounding residential properties, in accordance with Policies AM7(ii), OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

21 NONSC Car Park Management Plan

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

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

REASON:

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

22 NONSC Construction Management Plan

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

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

REASON

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

23 NONSC Non Road Mobile Machinery

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

REASON

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

24 NONSC Low Emission Strategy

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

REASON

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

25 COM29 No floodlighting

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

REASON

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

26 COM30 Contaminated Land

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

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

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

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and

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

27 NONSC Soil Testing

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

Reason

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

28 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.

29 OM7 Refuse and Open-Air Storage

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

REASON

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

30 NONSC External Storage

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

REASON

In the interests of amenity and to ensure that external areas are retained for the purposes indicated on the approved plans in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

31 NONSC Trolley Trap Details

Prior to the commencement of use of the new food store, a trolley trap(s) to prevent

shopping trolleys leaving the site shall be implemented and thereafter retained for so long as the development remains in existence.

REASON

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

32 NONSC Making good Value Windows Ltd Building

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

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2015) Strategic Industrial Locations
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and relate facilities and services
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy

LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of

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

3 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4

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

5

There are public sewers crossing or close to your development. In order to protect public

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

6

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

7

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

8

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

9

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

10

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site forms a 1.0ha, rectangular shaped site located within an industrial/commercial area on the southern side of Victoria Road. The site forms the western corner of Victoria Road's eastern junction with Stonefield Way, a road which forms a one-way route around three sides of a block within the industrial estate, with vehicles entering Stonefield Way from its eastern junction before re-emerging onto Victoria Road at its western junction, some 120m to the west of the application site. The commercial units on this side of Victoria Road are mainly in use for retail purposes, with residential properties opposite.

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

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

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

3.2 Proposed Scheme

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

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

The main differences in this scheme from the previous scheme (App. No. 5039/APP/2014/3715 refers) are that: (i) the site with the incorporation of part of the Value Windows Ltd building at the rear is slightly larger; (ii) the existing vacant former Comet Unit would be demolished; (iii) there would be an uplift in terms of the floor area of the Lidl store of 593 sq. m GEA, from 2,046 sq. m to 2,639 sq. m (785sq. m increase in the GIA from 1,970 sq.m to 2,755 sq.m) and increase of 401 sq. m of the sales area; (iv) the proposed building would extend further forward on site and be marginally taller to incorporate a new part first floor staff area along its eastern side; (v) the building would have more of a rectangular footprint, omitting the side bakery (which would now be provided internally within the main building); (vi) service/deliveries would be at the rear of the building (instead of along the western side of the Lidl store); (vii) and the surrounding site would be completely re-configured, with the Bensons for Beds service yard area being revised and a total of 123 car parking spaces being provided within the surrounding single car park (as compared to 104

previously proposed), including 13 disabled spaces and 7 brown badge spaces (compared to 9 dual use spaces previously) and the scheme retains 4 parent and child spaces. The scheme also proposes 2 active and 2 passive charging spaces, 8 motorcycle spaces and 26 short stay and 18 long stay cycle spaces.

Following protracted discussions with officers on this scheme, further changes have been made to the service/delivery arrangements and now, the existing access on Stonefield Way would be used (instead of the access further south on Stonefield Way which serves the Value Windows Ltd building, the arrangement previously presented to committee on 4/10/16) but during the night, outside of the store's trading hours.

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

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

The application is supported by the following documents:-

Design and Access Statement:

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

Planning and Retail Statement:

This provides an introduction to the proposals and describes the site, its planning history and the development proposals and includes a comparison between the existing and proposed floor space. The planning policy framework is then described and the report goes on to consider the appropriateness of the release of the site from employment use, including the prospect of industrial/warehousing use of Imperial Garage in the future (noting the lack of interest shown to marketing activity and various reports/studies that indicate a surplus supply of industrial land in Hillingdon) as compared to the economic benefits of the proposed scheme. The report goes on to consider the retail impact of the scheme, following NPPF guidance and describes the assessment methodology. Results are described, with a health check assessment of surrounding local and town centres. The report then goes on to

consider the sequential test and evaluates a number of in centre, edge of centre and then out of centre sites in and around the surrounding centres and the report concludes that there are no suitable, available and viable sites which are sequentially preferable. The report goes on to outline other planning considerations raised by this application and the various reports that have been submitted to assess them. The public consultation undertaken on the proposals are described and conclusions reached.

GVA letter dated 26/7/16:

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

Transport Assessment:

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

Response to Highway Officer Comments, February 2016:

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

Technical Note, July 2016:

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

Response to Bensons for Beds Highways Objection comments, July 2016

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

Draft Travel Plan:

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

South Ruislip Industrial Market and SIL Study:

This provides an introduction to the study, describes the site and policy context. It then provides an industrial market review and assesses the demand and supply for industrial floorspace within Hillingdon and the wider A40 corridor. The report concludes that the existing industrial buildings on site are not attractive to the market in terms of their size, condition or nature of the stock. Whilst weaker than the M40/Heathrow market, the A40 corridor remains a relatively attractive and well performing industrial location. However, within the A40 corridor, performance of the industrial market varies, with the Stonefield Way/Victoria Road estate being one of the weaker locations, where demand and supply are weaker, rents are generally lower, growth levels are low and there is a higher proportion of

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

Air Quality Assessment:

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

Flood Risk Assessment:

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

Geo-Environmental Site Investigation Report:

This provides an introduction to the report, describes the site and the proposed development. It goes on to describe a desk study of the site describing the sources of

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

Energy Statement:

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

Soft Landscape Specification:

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

Car Park Lighting Proposal Report:

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

Response to GLA Stage 1 Report:

This advises of the revisions and further information/clarification provided in order to address the GLA's concerns in their Stage 1 Report.

Lidl Service Management Plan, November 2016, v1.5:

This provides an introduction to the plan, describing relevant background policy documents and the report's layout. It advises that the Service Management Plan (SMP) will be applicable to all delivery vehicles serving the foodstore which will be undertaken by Lidl themselves and it is not envisaged that there will be any third party deliveries to the store. It goes on to describe the local situation and the servicing arrangements, with the service area at the rear of the Lidl store being accessed by means of a dedicated access onto Stonefield Way which would also be available for customers of the store and the Bensons for Beds Unit. Servicing vehicles would have to enter the Lidl car park and undertake a reversing manoeuvre into the servicing bay, which can accommodate up to a 16.5m articulated vehicle. The loading bay enables the rear floor of the vehicle to be level with the store so that there is no need for lifts and enables the vehicles to be emptied by rolling stock into the store with minimal noise. Each loading bay will be enclosed within an insulated shelter which would contain noise generation. It goes on to advise that Lidl seeks to be operationally efficient with a minimum number of deliveries to the store per day. These come from the Regional Distribution Centre (RDC) in Enfield using Lidl's own vehicles, with suppliers delivering direct to the RDC where stock is picked as required on a store by store basis. It is proposed to service this site outside of trading hours, complying with TfL and DfT Quiet Deliveries Good Practice Guidance documents with servicing hours from 23:00 - 07:00 hours, Monday to Saturday and from 18:00 - 07:00 hours Sunday and Bank Holidays. The

delivery driver will have access to the store, therefore reducing the need for the driver to have to wait for any store employees, and the driver can then unload and load the vehicle and lock up prior to departing the site.

Relevant national and regional policy and guidance is then described and measures described for the management, development and monitoring of the plan, including the statement 'Based on the projected turnover of this store, a maximum of 2 deliveries would be expected on a typical day. Internal control measures and notifications within Lidl Logistics IT system ensure that no deliveries may be planned outside of the permitted hours'. The SMP will be monitored on a regular basis by staff and an annual review would be undertaken.

3.3 Relevant Planning History

Comment on Relevant Planning History

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

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

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

On the western part of the site now occupied by Bensons for Beds and the vacant unit last used by Comets, outline planning permission was originally granted for the erection of a 1,579 sq.m (GIA)(1,635sqm GEA) non-food retail warehouse with associated parking, servicing and access facilities on 30/9/93 (App. No. 41266C/93/476 refers). The permission was subject to various conditions, including condition 10 which restricted the sale of goods to non-food goods and condition 14 prevented the subdivision of the unit without the prior approval of the LPA. Reserved matters (landscaping, design and external appearance) were approved on 25/2/94 (App. No. 41266F/93/1622 refers).

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

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

Planning permission was granted to install a 280 sq. m mezzanine, together with a new fire

door within the smaller Bensons for Beds unit on 18/2/14 (64229/APP/2013/2501).

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

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

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E5 (2012) Town and Local Centres
- PT1.E7 (2012) Raising Skills
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF2 NPPF - Ensuring the vitality of town centres
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.17 (2015) Strategic Industrial Locations
- LPP 4.7 (2015) Retail and town centre development
- LPP 4.8 (2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.7 (2015) Renewable energy

LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based

	catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

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

A total of 79 responses were received to the initial proposal, 74 in support and 5 objecting to the proposals.

The supporting comments are summarized:-

(i) Scheme will result in the much needed re-development of this derelict and run-down area which will add to the attraction of Victoria Road Retail Park.

(ii) Lidl would be good for the area, providing competition for the larger expensive supermarkets, which will benefit the surrounding community due to lower cost of living and reducing need to travel to other discount stores and other shops along Victoria Road, particularly Bensons for Beds will benefit with increased footfall,

(iii) Larger store will create more jobs,

(iv) Site currently attracts vermin which would be resolved,

(v) Support proposal if it will cause no undue disruption to parking,

(vi) Whole process has already taken too long

Objection comments can be summarised as:-

- (i) Already sufficient supermarkets in the area and we do not need another,
- (ii) Proposal with increased competition will put small local independent traders out of business, resulting in the closure of community and business assets,
- (iii) Larger Lidl store will attract more customers and increase traffic through Stonefield Way and Victoria Road and conversion of part of Stonefield Way to two-way traffic will result in chaos. As residents, we notice many more large long vehicles using Stonefield Way than stated in the report. Proposal will result in increase of HGV delivery traffic in an already heavily congested area, with more congestion on Victoria Road and increase of noise and pollution on surrounding residential roads,
- (iv) Larger Lidl store will require more parking spaces,
- (v) Research shows discounters arriving in an area encourage increased car usage as people make multiple car journeys to 'shop around' to save marginal sums of money, with increased congestion, noise and pollution. Ironically, cost of fuel likely to outweigh any savings on groceries,
- (vi) Increased road damage with increase strain on Council budgets and inconvenience when roads need repair,
- (vii) Application does not make clear what an A1 use is, nor does it provide hours of building work and store opening,
- (viii) There is a river within 20m of the proposed Lidl store so application form is incorrect. This is a flood plain and last summer saw heavy rain causing Victoria Road to flood,
- (ix) Proposal will exacerbate light pollution, contributing to that of surrounding properties,
- (x) Planting plans show 4 trees in front of the Bensons for Beds/ Comet unit which will be replaced by 2 trees with only a metal cage for protection. It would not be unreasonable for a third tree to be planted in the area. The majority of the trees on site have already been removed (but not the 4 trees referred to above),
- (xi) Hedge in front of units has already been removed,
- (xii) At last planning meeting, a councillor acknowledged concerns regarding inadequate parking and traffic congestion and stated that he would be prepared to take the blame but this does not help local residents,
- (xiii) Bensons for Beds unit does not improve the road frontage and should have a more modern elevation,
- (xiv) Service road outside the site is to be shortened, reducing parking spaces. This is after Princess Way across the road has been restricted,
- (xv) Unit 2, Columbus, Stonefield Way is used for community purposes. New access route through to serve new Lidl and Bensons for Beds will be used by large lorries and use significantly increased which will be dangerous for community centre users who generate a lot of pedestrian activity and use the access road, particularly as width of access is inadequate with no pavement,
- (xvi) Proposal will involve loss of parking along Columbus Way which community use relies upon,
- (xvii) Making front part of Stonefield Way a two-way road will result in further parking loss and add to congestion, particularly involving the container lorries accessing Stonefield Way which will add to congestion on Victoria Road,
- (xviii) Alternative service access should be found, either from front car park, or directly from Victoria Road or new access behind Bensons for Beds.

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

- (xix) The proposed development would be contrary to national, regional and local planning policy, which adopts a town centre first policy, by directing trade away from recognized centres, harming their vitality and viability and disrupting the retail hierarchy;

(xx) The proposed development presents significant highway issues, including traffic generation, vehicular access and highway safety.

The Retail Objection

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

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

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

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

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

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

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

The objection goes on to assess trade diversion and estimates that the store would divert 4.7% of trade away from South Ruislip centre and with other committed development, this would total 23%, with the Sainsbury's store being affected by a 49.7% total trade diversion. The objection also considers that 'overtrading' can not be used as an argument for the need for additional floorspace, unless the overtrading is evidenced by corroborating evidence such as overcrowding and congestion. As such, there is no capacity to accommodate such a diversion of trade without putting the viability of the Sainsbury town centre store at risk. Diverting trade away from identified centres would be contrary to policy and, whilst wider planning and regeneration benefits could arise from the strategic Arla development, the same cannot be said of this scheme. In terms of the retail hierarchy, Annexe 2 of the London Plan notes that local centres may include a small supermarket typically around 500sqm whereas the additional floor space on this scheme as compared to the consented scheme is similar to the 500sqm figure and the overall floorspace is over three times what the London Plan considers may be appropriate in a local town centre location.

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

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

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

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

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

The objection is correct in confirming that the NPPF promotes competition and in this respect, the

proposed development will simply enhance this further, relative to the presence of 'mainline' retailers as the presence of LAD retailers remains relatively limited.

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

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

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

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

The Council's PEP Officer has also considered the detailed objection from Bensons for Beds and advises that:

The majority of in-principle policy issues were considered as part of the consented scheme.

Whilst the site is located within a Strategic Industrial Location, many of the surrounding units are already in retail use. I tend to agree that more weight should be given to the conclusions of the Convenience Goods Retail Study Update, however, I would suggest that in-principle issues could only be raised if there are significant differences between this and the consented scheme.

Officer's response:

The consented scheme (5039/APP/2015/3715 refers) which was presented to the Major's committee on 18/11/15) did raise very similar in-principle issues concerning loss of industrial floor space and retail impact on surrounding centres that were fully considered in the officer's report. As this scheme only represents a fairly minor increase in floor space, a refusal of retail impacts could not be sustained, particularly as the GLA in their Stage One Report do not raise any concerns in terms of the retail impact of this scheme on surrounding centres.

The Transport Objection

As regards the transport objection, this queries the appropriateness of using 2 year old data which

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

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

A further round of public consultation was undertaken on the revised site layout plans and access arrangements using the access at the rear of the site used by Value Windows Ltd and a community centre was submitted on 27/7/16, with 301 neighbouring properties being consulted. Two petitions were received, one in support and one in opposition, together with 35 individual responses (this is the version of the scheme that was presented to the Major Planning Committee on 4/10/16).

The petition objecting to the proposal has 93 signatories and states:

'The petitioners object to the grant of the planning consent for the proposed development of the Lidl Store at Victoria Road, South Ruislip on the basis of the access arrangements proposed by the plans submitted on 8 September 2016. The access arrangements for the Lidl store adversely affect the use and operation of Unit 2 Columbus House.

There is no objection to the principle of the Lidl Store, but to the access as proposed. A different access solution should be sought.'

The petition in support has 94 signatories, relates to the original submission and states:

'We, the undersigned, fully support Lidl's application for the provision of a neighbourhood food store on the Imperial House site, Victoria Road, South Ruislip, HA4 0BE.

We agree to our petition data being used by Lidl to lobby local Councillors and London Borough of Hillingdon to aid progression of the planning application.

Address data may be used to provide updates on the progress of the development/planning process. Information will not be passed to a third party, nor be used for sales purposes.'

The petition also includes individual comments from the petitioners but these comments raising material planning considerations re-iterate many of the supporting comments made by individuals included in the officer's report.

Of the 35 individual responses received, 29 responses are in support and 6 are opposed to the store, with the responses re-iterating the points raised in the initial responses, although more express their frustration at the amount of time the application is taking to determine. Only one response makes an additional general comment of whether Section 6 of the D & A Statement should be amended due to reflect the reduced number of parking spaces.

Officer comment:

It is the plans that are considered so it is not necessary to amend the Application Form.

A further round of public consultation has taken place on the latest revisions to the scheme which now would utilize the existing car park access on Stonefield Way for deliveries to the Lidl store, but during the night when the store would be closed. A total of 24 responses have been received, 21 of which are in support, with 3 objecting to the proposal. Again, these comments mainly re-iterate comments in support and in opposition previously made and none of them specifically mention night time deliveries. Two additional objection comments received raise the following additional issues:-

(xxi) loss of privacy from the proposed store,

(xxii) Drw. No. 3096/426P involves large vehicles having to drive through public areas, two previous proposed accesses would have been simpler and could have been shared,

(xxiii) Assumptions traffic assessments based upon are not representative of the reality of other Lidl stores - committee should visit another similar Lidl store before approving this scheme.

GLA (Summary):

London Plan policies on retail, urban design, energy, flood risk and transport are relevant to this application. The application complies with some of these policies but not with others, for the following reason:

Principle of development: The principle of a Class A1 food store (Lidl) on the site is accepted.

Retail (Impact tests): The retail impact tests demonstrate that the development will not have a significant adverse impact on the hierarchy of town centres in relation to trade draw and that the impact investment will only be on an edge of centre development in a local centre - this is not included or protected by the London Plan hierarchy of centres and retail policy. A condition is recommended to control the balance of open A1 use on the Bensons for Beds unit.

Officer's response: A Heads of Term has been included in the S106 Agreement which is considered more appropriate in this case to control the balance of open A1 retail.

Urban design: The proposals are for a standard design format Lidl store and replacement retail shed format for Bensons for Beds and the development layout efficiently sets out its requirements to provide large areas of car parking whilst allowing the maximum store frontage. The main design concern with the proposals relates to making the development energy efficient and this is reflected in comments set out in the energy section of this report.

Energy: The energy strategy's overall saving of 26% falls short of London Plan requirements and the applicant should consider the scope for additional measures aimed at achieving further carbon reductions.

Flood risk (surface water run-off): Whilst the proposals meet the minimum requirements of the London Plan policy, the applicant is encouraged to consider more sustainable forms of drainage. The design of the geocellular units should meet the Method 2 design - taken from the Ciria Susdrain website.

Transport: The applicant should respond and hold further discussions on issues raised by TfL in relation to pedestrian access (PERS audit required and suggest moving zebra crossing further east, adjacent to Lidl entrance to prioritise pedestrian safety), car parking (reducing overall amount to 120

spaces or less), electric charging points (10% active and 10% passive) and cycle parking (there is a shortfall of 3 long stay and 7 short stay spaces), the travel plan (revisions needed to submitted draft), delivery and servicing (swept paths need of smaller delivery vehicles serving Bensons for Beds) and Construction Logistics Plan (to be secured by condition).

LONDON BOROUGH OF EALING:

No response

LONDON BOROUGH OF HARROW:

No response

SOUTH RUISLIP RESIDENTS ASSOCIATION:

No response

ENVIRONMENT AGENCY:

Thank you for consulting us on the above application. We have no objection to this application.

Advice to applicant

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

THAMES WATER:

Waste Comments

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

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

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

No piling shall take place until a piling method statement (detailing the depth and type of piling to be

undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with safeguarding criteria and accordingly, there are no safeguarding objection to the proposal.

HEATHROW AIRPORT LTD:

I have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

Internal Consultees

HIGHWAY ENGINEER:

This application for a new foodstore on the site on Victoria Road, South Ruislip has been subject to a long period of discussion over changes in layouts which are summarised below:

a. The proposed development comprises a new Lidl foodstore (1687sqm RFA) as well as the retention of the Bensons for Bed store (702sqm RFA). There is already a consented development of 1285 sq.m in place. In the latest proposals there will be 123 car parking spaces on site. The existing Comet store (1213 sqm RFA) has been removed. The site will have two accesses off Victoria Road, one via the existing junction with Stonefield Way (East), incorporating changes to allow two way traffic flow for a short distance) and the second via a new junction onto Victoria Road. Cycle parking provision for 44 cycles and for 8 motorcycles will be provided. 2 active and 2 passive EV charging points are also proposed. The latest car parking layout would seem to satisfy TfL's request for reducing on-site car

parking.

b. The site has poor public transport accessibility (PTAL=1b/2 - poor) so this is an area where car borne shopping is likely to predominate.

c. The changes in traffic flows between the proposed and recently consented development are indicated as 21 veh/hr, 22 veh/hr and -22 veh/hr for the weekday am peak, pm peak and Saturday peak respectively. The traffic impact of such changes on operation of the highway network is not considered to be significantly different to those previously accepted for the consented development. The junctions along Victoria Road were shown to operate within capacity during the weekday am and pm peak periods as well as during the Saturday peak.

However, it should however be noted that the Transport assessments for both the consented and proposed Lidl developments have assumed a significant traffic reduction along Victoria Road, based on information from the consented ARLA development

d. The initial scheme proposed servicing arrangements whereby HGV's would navigate through the customer car park was proposed. This arrangement was deemed to be unacceptable as part of the current application and was a comment on the previous application for a smaller Lidl store which was subsequently refused planning consent. The current proposals have changed that and now provided a safer route for service vehicles using an access off Stonefield Way that would not involve service / delivery vehicles to both the Lidl and the Benson for Bed Stores (which presently has a segregated service yard) traversing through the customer car park, and thereby avoiding hazardous conditions / safety concerns. The previous proposals were obviously not seen as appropriate for Bensons for Beds as they appointed consultants to object to the proposals on their behalf. It is assumed that the applicant has satisfied Bensons for Beds as to the benefits of this revised layout.

e. Lidl's transport consultant were asked to provide evidence on the need for a second access on Victoria Road which they did and they demonstrated that without a second access on Victoria Road there would be long delays within the site. The proposed new vehicular access onto Victoria Road was historically considered as a means to allow service / delivery vehicles to be segregated from the customer car park but with a new servicing arrangement off Stonefield Way. However, while this objective was not fully achieved as part of the recently consented Lidl Store, the extent of the conflicts between HGV's and use of customer car park was very significantly reduced and considered acceptable.

f. There are minor changes to be made to the alignment and waiting restrictions on Stonefield Way to allow the access to the car park to be made.

g. On the basis of the above comments I have no significant highway concerns given the previous consented development and the series of iterations that have taken place in order to minimise the impacts at the site. There will be conditions related to the latest site layout, the provision of parking, a car park management plan, construction management plan and Delivery and Servicing Plan along with a Travel Plan. There will also be a S278 agreement relating to the new access and changes to the short section of Stonefield Way East.

Further comments:

I have reviewed the latest Service Plan (version 1.5) written by Gateway and provided by LIDL. We asked for a Service Plan as the previous scheme to have a separate service access off Stonefield Way fell through so the applicant suggested out of hours deliveries to be considered using the car park access off Stonefield Way.

If out of hours deliveries is to be used it was important that details of the proposed arrangement were provided.

The Service Plan indicates that LIDL are keen to embrace the latest policies from TfL and DfT relating to quieter deliveries and deliveries outside normal working hours.

The proposed servicing hours will be 2300 to 0700 Monday to Friday and 2300 to 0700 Sunday and Bank Holidays.

LIDL suggest that they operate their own vehicle fleet that come from a regional distribution centre and no third party deliveries are generated by LIDL stores.

Each store is served by 16.5m articulated lorries and the site has been designed with this type of vehicle in mind. Each 16.5m vehicle can carry as many as 32 pallets that are filled with the requirements of the store.

The SP suggests that for a typical day, 2 deliveries in the period identified would be expected. Each delivery consists of the driver opening the service area and delivering the pallets and then removing empty pallets.

The SP contains a suggested monitoring and review process whereby a dedicated member of staff will collate information on deliveries (time of day, comments from staff/neighbours etc.) and liaise with LBH every 6 months for the first 2 years of operation and then annually up until a total of 5 years.

In the light of the material provided I am happy to accept the Service Plan and suggest that we condition the following:

The delivery process to adhere to TfL's Code for Quieter Deliveries

The proposed delivery times as set out above.

A maximum of 2 deliveries within the specified servicing hours.

Provision of a monitoring programme whereby LBH are consulted on a six monthly basis.

These conditions will be included in the personal permission for LIDL at this location.

TREES/ LANDSCAPING OFFICER:

The site is occupied by various retail units including Imperial House, a former car sales showroom, which form a part of the linear retail park running along the south side of Victoria Road, at the junction with Stonefield Way.

The area to the north of Victoria Road is residential in character, with extensive areas of 1930's and post-war housing.

There is a large car park extending along the front of the site. This is separated from the road by a wide grass verge, part of which covers a culverted river.

The car park is currently divided with access to the eastern units via the one-way Stonefield Way, while Imperial House has a separate access off Victoria Road.

The site and surrounding area is generally level.

The site currently benefits from a dense low level hedge along the Victoria Road frontage which helps to part-screen views of the car park.

Aside from this, there are occasional trees planted within the car park and its edges, as indicated on Poole & Pattle's Site Layout drawing.

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

- A Tree Survey, by Arbtech, dated 28/10/2015, has assessed the quality and value of 9No individual trees and 2No. groups.
- All of these trees are graded 'C', or 'U', according to categories recommended in BS5837:2015. As such, they are of poor quality, with a short useful life expectancy.
- This category of tree does not normally constitute a constraint on development. For this site, the previous applications and pre-application discussion has already established the principle of sacrificing some of the existing trees and establishing replacement planting to secure longer term benefits regarding visual amenity and environmental improvement.
- Poole & Pattle's drawing No. 406 Rev L indicates an amended layout since, which has been enabled by the acquisition of additional space.
- Drawing No. 411 Rev A provides details of the hard landscape (surfacing) proposals.
- On drawing No. 411 Rev A, the key to the LIDL ownership boundary appears to be identical to that of the Council-owned land. The two should be clearly differentiated.
- ACD's drawing No. 18941-11g, Landscape Proposals, indicate that the existing trees to the south of the site entrance on Stonefield Way are to be retained. At least 11No. trees, together with groups 1 and 2 are to be removed to facilitate the development. This contrasts poorly with the provision of 9No. replacement trees - 7 of which will be planted (under licence) on Council-owned verge.
- It would be normal to expect the replacement of trees lost due to development on a 2 for 1 basis (at least) where possible.
- Previous discussions have taken place about the need to replace /-re-instate the hedge (similar height) along the site frontage. This is a non-negotiable requirement.
- The planting plan includes tree planting details (using cellular tree pit construction) and provides plant schedules.
- The planting plan is supported by ACD's Planting Specification. The tree planting specification makes no reference to the detailed construction of the cellular system specified, on plan, for the car park.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to pre-application discussion (relating to previous applications and a post-application meeting with Lidl on 16 December 2015).

A licence to plant (and thereafter establish and maintain) the soft landscaped verges should be confirmed and secured through a legal agreement.

No objection, subject to the above observations and COM8, COM9 (parts 1, 2, 4, 5 and 6) and COM10.

WATER AND FLOOD MANAGEMENT OFFICER:

The site is in Flood Zone 2 and therefore subject to the sequential test.

A sequential test has been submitted which provides justification as to why this development should be sited in an area with a high probability of flooding - Flood Zone 2.

This area is designated an industrial and employment area within the Local Plan Part 2, and is already in retail use.

The Planning Practice Guidance defines this use in Table 2 as Less vulnerable and an appropriate use within Flood Zone 2.

To then comply with the Exception test a Site Specific Flood Risk Assessment undertaken by Peter Brett Associates Project Ref: 36217/4001 | Rev: - | Date: November 2015 has been provided to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Fluvial Flood Flood Risk

Sequential Test

The site is shown to be within Flood Zone 2 and the National Planning Policy Framework on page 23 states:

'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'

The Council has to be able to accept that the benefits of the development outweigh this risk by determining there is no reasonable available commercial land at a lower risk of flooding. The applicant has satisfied the Council, in the document written by PBA in November 2014 for the previous submission that it passes the Sequential Test.

Exception Test

The applicant must then demonstrate that flood risk can be suitably mitigated in accordance with the NPPF and Policy EM6 of the Local Plan. The National Planning Policy Framework states:

'For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted.'

A site specific Flood Risk Assessment (FRA) has been submitted.

The National Planning Policy Framework also states that it should be demonstrated: development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

The Flood Risk Assessment has then provided further information on the risk to and from the site.

The FRA states that the safety of the occupants will be managed through an evacuation system and provides a template flood evacuation plan. As the site is in Flood Zone 2 (1% to 0.1% probability) and the level of risk identified as this would be acceptable to the NPPF.

Surface Water

The site also lies in a Critical Drainage Area, where the management of the drainage in this area is very important in managing the flood risk.

The FRA proposes to reduce the surface water run off from part of the site by controlling it through a tanked system before discharging off site. The applicant demonstrates this scheme is feasible considering the size of the proposed car park.

Recommendations:

Approval subject to conditions requiring construction in accordance with details provided in the FRA and provision of a sustainable water management scheme.

SUSTAINABILITY OFFICER:

I have no objections to the proposed development subject to the development being carried out in accordance with the approved energy assessment and subject to a carbon offset contribution of £12,600 being secured in the S106 as a consequence of the development falling short of the 35% reduction required by the London Plan.

ENVIRONMENTAL PROTECTION Officer (NOISE):

I note that no noise impact assessment has been carried. I therefore recommend that any approval should include conditions to require the submission of a control of noise scheme, the imposition of a site noise rating level and the submission of a Construction Environmental Management Plan.

ENVIRONMENTAL PROTECTION OFFICER (AIR QUALITY):

I have reviewed the Air Quality Report dated 1st December 2015. The development site is just to the north of the declared Air Quality Management Area, local monitoring data indicates that pollution levels close to sensitive receptors are within the limits set by the air quality legislation.

The report has not included an air quality assessment of any associated energy source nor has it included an air quality neutral assessment. The transport assessment indicates there are no HDVs associated with the operation of the site but that there will around 300 to 50 extra LDVs dependent upon direction of travel from the site.

As the LB Hillingdon Local Plan part 1 policy EM8 states that all development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors, should permission be granted it is recommended that conditions requiring i. the submission of a Construction Management Plan, in accordance with The Mayor of London's Control

of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, ii. Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon meet Stage IIIA of EU Directive 97/68/EC and iii. a low emissions strategy for the operation of the site is submitted are attached.

ACCESS OFFICER:

The proposal is to demolish the derelict building known as Imperial House, the former Comet store, and a portion of the Value Windows Ltd building, and to redevelop the site to form a new Lidl foodstore on the site of Imperial House.

It is understood that the car park currently serving the Benson for Beds unit would be extended to serve the proposed new Lidl store. 14 Blue/Brown Badge accessible parking spaces are referred to within the Design & Access Statement and are shown on plan. The design of building and its internal layout adheres to a typical Lidl stores format.

No accessibility concerns are raised, however, the following informatives should be attached to any grant of planning permission.

Recommended Informatives

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead and take steps to address barriers that impede disabled people.
2. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

Conclusion: Acceptable

S106 OFFICER:

1. Highways: S278/S38 to secure highways works as indicated on the approved drawings with final details to be agreed by the Local Planning Authority,
2. Green Travel Plan in accordance with TfL guidance to include a £20,000 bond,
3. Agreement that at least 474sqm of the Bensons for Bed unit shall be used solely for the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, pet sales and associated goods, furniture, furnishings, flooring and carpets, vehicle maintenance products and related accessories and electrical goods and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987),
4. Tree planting on public highway, to include a licence agreement (to plant and maintain the landscape on highway land),
5. Employment Training Strategy. For the commercial operations an employment training initiative will be required to address employment training matters as a result of the proposal if approved. It is our preference to deliver in-kind employment training schemes over a financial contribution.
6. Construction training

- Training Cost: £2500 per £1m build cost +
- Coordinator costs: 3256/7500 x £71,675 = £31,116.50,
- 7. Project Management & Monitoring Fee: equal to 5% of total cash contributions

7. MAIN PLANNING ISSUES

7.01 The principle of the development

- Loss of Employment Land

The application site is identified as a Strategic Industrial Location: Preferred Industrial Location (PIL) within the London Plan (March 2016), as a Locally Significant Industrial Site (LSIS) by the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and an Industrial and Business Area (IBA) within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that IBAs are designated for business, industrial and warehouse purposes (Use Classes B1 - B8) and for sui generis uses appropriate to an industrial area. The policy goes on to advise that alternative uses will not be permitted unless (i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future, (ii) the alternative use does not conflict with other policies and objectives of the plan and the proposal better meets the plan's objectives, particularly in relation to affordable housing and economic regeneration. It is also noted that as part of the emerging Hillingdon Local Plan, in order to rebalance the amount of employment land in the borough, it is proposed to remove part of this site (Units 1 and 2) and adjoining retail units that front Victoria Road from the IBA (albeit not that part of the site occupied by Imperial House).

The acceptability of the loss of employment land on the majority of this site has already been established by the previously consented scheme (5039/APP/2015/3715 refers) when it was noted that the proposed Class A1 food store would replace the former car showroom that has been vacant since 2006, thereby replacing a former sui generis use that is more akin to a retail use than an industrial use. Evidence was also provided of a lack of interest in the property since the Rover dealership ceased trading in 2006.

This scheme also includes part of the Value Windows Ltd building at the rear of the site. This is currently vacant and in a dilapidated state. The application includes an assessment of the industrial market along the A40 corridor which points to the Victoria Road Estate as being particularly unattractive for future industrial occupiers as compared to other industrial areas within the corridor and sites take longer to sell/rent. The proposals would not result in the complete loss of the industrial use on the adjoining site, just a reduction in the size of the building and a smaller building could stimulate interest (a condition has been added to ensure that the retained building is made good). Given the dilapidated state of the building and the enhancement of the application site, it is considered that a reason for refusal on the grounds of a marginal greater uptake of industrial land could not be justified.

Therefore no objections are raised to the principle of the 'loss' of the employment land, particularly as the applicant estimates that the new store would generate up to 30 jobs, in compliance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- Retail Impact

Sequential Test:

Paragraph 24 of the National Planning Policy Framework (NPPF) establishes the requirement for a sequential assessment by advising that applications for main town centre uses such as retail development should be located within town centres, then in edge of centre locations and finally on out of centre sites. Annex 2 of the NPPF specifically includes local centres in the definition of town centres.

This approach is carried forward in the current London Plan and the Council's Local Plan Part 1: Strategic Policies, adopted in November 2012.

- London Plan Policy 4.7 (Retail and Town Centre Development) requires retail and town centre development to relate to the size, role and function of a town centre and that development should be focused on sites within the town centres themselves.

- London Plan Policy 4.8 encourages a proactive approach to retail planning and bringing forward capacity for additional comparison goods retailing, particularly in the large international, metropolitan and major town centres with convenience retail supported in the district, neighbourhood and more local centres to secure a sustainable pattern of neighbourhood provision.

- Policy E5 of the Hillingdon Local Plan Part 1 (November 2012) states that the Council will accommodate additional retail growth within established centres in accordance with the conclusions of the latest evidence base. Growth for comparison goods will be primarily accommodated in District Centres as set out in Table 5.5 and if appropriate, specific locations for growth in convenience goods will be determined through the production of the Hillingdon Local Plan: Part 2 - Site Specific Allocations Local Development Document. Planning decisions will be taken in accordance with the provisions of national guidance, particularly the sequential and impact tests.

On the previous consented application (App. No. 5039/APP/2015/3715 refers) for a Lidl store with a 2,046 sq. m GEA, it was established that the site was sequentially preferable as no in centre, edge of centre or closer/more accessible out of centre sites were available in South Ruislip and surrounding centres. The sequential test has been re-run on this application. Adjoining London Boroughs of Ealing and Harrow have been consulted on this application and no objections or suggestions to consider other sites within their areas have been received, unlike on the previous application. Furthermore, retail consultants acting on behalf of Bensons for Beds and looking to object to the scheme state that they undertook their own assessment and arrived at the same conclusion. It is therefore considered that the sequential test is sufficiently robust and comprehensive, in line with the NPPF requirements and demonstrates that the site is sequentially preferable.

Impact Assessment:

Paragraph 26 of the NPPF covers the requirement for impact assessments. Paragraph 26 requires that this should include assessment of the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. In addition, paragraph 26 requires the impact assessment to include an assessment of the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

The question of retail impact is a key concern in the consideration of this out of centre application. The NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres. With any supermarket proposal of this scale, there will clearly be an impact upon shopping patterns within the locality and the aim of the retail impact assessment submitted with the application is to predict, with as much accuracy as possible, the impact on these trade patterns.

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres and stores, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments. Any one of these fields is sensitive to the assumptions inputted into the forecasting model.

On the previous consented application, officers reviewed the submitted retail impact assessment and concluded that the impact of the scheme on surrounding centres was acceptable. This scheme proposes a slightly larger Lidl store with a GEA of 2,639 sq.m and sales area of 1,687 sq.m uplifts as compared to the consented store of 593 sq. m in GEA and 401 sq.m in terms of the sales area. It is considered that this uplift in the floor area of the consented Lidl store would not be significant in terms of the impacts upon surrounding centres when having regard to the fact that this scheme also now involves the demolition of the former 870 sq. m (net) former Comet store (Unit 1) with a consequent overall reduction in the amount of floor space on site. As such, it is therefore considered that no objections could reasonably be raised on retail impact grounds.

7.02 Density of the proposed development

Not applicable to this commercial development.

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

The proposal would not affect the setting of any statutory or locally listed building and the site is not located within or sited on the fringes of a conservation area or is located within an area of special local character. Furthermore, GLAAS previously advised that this is a previously developed site in an area with no significant recorded archaeological interest and therefore the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and there is no requirement for an archaeological condition for further investigation.

7.04 Airport safeguarding

There are no safeguarding issues raised by this application and MoD Safeguarding and Heathrow Airport Ltd have confirmed that they have no safeguarding objections to the proposal.

7.05 Impact on the green belt

The application site does not form part of nor is it located adjacent to the Green Belt and as such, no Green Belt issues are raised by the proposal.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that development harmonises with the layout and appearance of the street scene or other features of the area which are desirable to retain or enhance. Policy BE15 requires alterations to existing buildings to harmonise with their scale, form, architectural composition and proportion. Policy BE25 encourages the modernisation and improvement of IBAs through amongst other criteria, the careful design and landscaping of buildings and environmental improvements.

The proposal has involved the demolition of Imperial House, to be replaced by the new Lidl store, Unit 2 and part of the Value Windows Ltd. building and the re-cladding of Unit 1, the retained 'Benson for Beds' retail unit.

No objection was raised to the loss of Imperial House, which had no historical or architectural interest and had been vacant for a number of years, which had a neglected and dilapidated appearance which distracted from the visual amenity of the area. Also Unit 2 and the Value Windows Ltd. building have no intrinsic architectural merit and in the case of the latter, this building is somewhat dilapidated so that no objections are raised to their loss. The proposals would redevelop the site of Imperial House with a modern building which together with the re-cladding of the adjacent retail unit and wider improvements to the landscaping, will upgrade and enhance the site.

The proposed new building would occupy a similar siting to that of Imperial House, although now it would be sited some 5m to 6m further forward on site than the Benson for Beds unit and the adjoining unit to the west. However, it would not project beyond the unit on the eastern side of Stonefield Way (east) and would still be set back 19.2m from the road frontage which has a wide verge in front and the building itself would be of a very similar scale to adjoining buildings so that it would not appear unduly prominent within the street scene.

The proposal would present an extensive glazed shopfront which would add visual interest along this part of Victoria Road and would also re-clad the Benson for Beds unit with similar materials. On this basis, combined with the enhanced landscaping now proposed (see Section 7.14 below), the scheme would make a valuable contribution to the enhancement of this part of the IBA and the street scene of Victoria Road generally, in compliance with Policies BE13, BE15 and BE25 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to safeguard the amenities of adjoining residential properties from new development in terms of overshadowing, dominance and loss of privacy respectively.

The application site is located within an IBA and the busy Victoria Road separates the site from the nearest residential properties on the opposite side of the road. As the proposal would replace the existing Imperial House with a similarly sized and sited building which would be some 54m from the front elevations of the nearest properties opposite, there would be no significant adverse impacts upon the amenities of surrounding residential occupiers in terms of dominance, loss of sunlight and/or privacy associated with the proposed building. Air quality and noise issues are dealt with in Section 7.18 below.

7.09 Living conditions for future occupiers

Not applicable to this commercial scheme.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

- Proposed Parking/Access Arrangements

The proposed development has a PTAL score of 1b and comprises a new Lidl foodstore (1,687sqm RFA) as well as the retention of the Bensons for Bed store (702sqm RFA) to be served by 123 car parking spaces on site. The existing Comet store (1,213 sqm RFA) would be removed. The site would have two customer accesses from Victoria Road, one via the existing junction with Stonefield Way (East), incorporating changes to allow two way traffic flow for a short distance) and the second via a new junction onto Victoria Road. Cycle parking provision for 44 cycles and for 8 motorcycles would be provided. 2 active and 2 passive EV charging points are also proposed. This application has been subject to a long period of discussion and a number of revisions have been made to the scheme. The current proposal is to use the existing car park access at the top of Stonefield Way for deliveries and servicing of the new Lidl store, but in order to overcome the conflict of foodstore deliveries passing through the car park when in use by customers, it is proposed to restrict delivery hours to between 23:00 - 07:00 hours, Monday to Saturday and to 18:00 - 10:00 hours Sunday and Bank Holidays when the foodstore would not be trading. The Bensons for Beds unit would continue to be serviced from the access at the rear of the site. The Highway Engineer raises no objections to these arrangements which are specified with the submitted Servicing Management Plan, November 2016, v1.5, subject to the recommended conditions. These form part of the officer recommendation.

- Traffic generation

The Council's Highway Engineer advises that the changes in traffic flows between the proposed and recently consented development are indicated as 21 veh/hr, 22 veh/hr and - 22 veh/hr for the weekday am peak, pm peak and Saturday peak respectively whereas the consented scheme would generate 257 two way vehicular trips in the weekday pm peak hour and 349 two way vehicle trips during the Saturday peak hour. The Engineer advises that the traffic impact of such changes on the operation of the highway network is not considered to be significantly different to those previously accepted for the consented development. On the previous application, the junctions along Victoria Road were shown to operate within capacity during the weekday am and pm peak periods as well as during the Saturday peak.

However, it should however be noted that the Transport assessments for both the consented and proposed Lidl developments have assumed a significant traffic reduction along Victoria Road, based on information from the consented ARLA development.

Lidl's transport consultants were asked to provide evidence on the need for the second access on Victoria Road which was historically proposed as a means to allow service / delivery vehicles to be segregated to some extent from the customer car park. However, with the new servicing arrangement off Stonefield Way and using nighttime deliveries, the source of conflict between HGV's and use of the customer car park would be omitted. However, the

consultants were able to demonstrate that without this second access on Victoria Road, there would be long customer delays within the site. As such, it is considered that the access arrangements represent a significant improvement upon the consented scheme and are acceptable.

- Parking

The enlarged car parking area at the front of the units would be shared by the two units, and would provide a total of 123 spaces, including 4 parent & child, 13 disabled person and 7 brown badge holders spaces. The Mayor's maximum car parking standards would limit the food stores parking to a maximum of 184 spaces and the non-food unit to 24 spaces, giving a maximum total of 208 spaces. A Saturday Parking Accumulation Profile has now been provided for the two stores which shows that there would be a maximum accumulation of 119 vehicles between 11:00 and 12:00, demonstrating that the 123 space car park would satisfy predicted demand during the site's busiest period. On this basis, the Council's Highway Engineer does not raise any objection to proposed car parking (also see GLA comments and applicant response below). The Council's Access Officer also does not raise objection to the proposals on accessibility grounds.

Electric vehicle charging points and cycle parking issues are dealt with in the GLA comments below.

- Draft Travel Plan

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of a Travel Plan. A draft Travel Plan has been submitted. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. A final Travel Plan would be secured as part of the S106 Agreement.

GLA comments

The GLA in their Stage 1 Report suggest that the zebra crossing on Victoria Road should be moved

further to the east, adjacent to the proposed Lidl entrance to prioritise pedestrian safety. It is also recommended that there is a reduction in car parking provision to 120 spaces or less and 10% active and 10% passive EVCPs are provided. Also, a PERS audit should be undertaken and there is a shortfall of 3 long stay and 7 short-stay spaces which is unacceptable to TfL. Also cycle accessibility requirements should be met and that adequate facilities for staff wishing to cycle to work should be provided. A revised Travel Plan is also required, to be secured through the S106 Agreement. TfL also request swept path analysis of the Bensons for Beds unit and given concern raised by Council Highway Officers, arrangements for articulated lorries turning right from Victoria Road should be reviewed. A Construction Logistics Plan should also be secured by condition.

The applicant has provided a detailed response to the GLA's comments in which they argue the zebra crossing is currently in the best position in terms of safety, further justification for the amount of parking, advise that rapid charging units would be used (circa 30 minutes for a full charge as compared to 5 - 7 hours for a standard unit and 2 - 3 hours for a fast unit), alongside a new electricity substation to provide the necessary infrastructure. On this basis, 2 active (one dual charging unit) and 2 passive (one dual charging unit) are proposed which

represents a net benefit to users. As regards a PERS audit, applicants argue that the proposal include off-site improvements to the pedestrian highway network, including a raised table crossing provided over Stonefield Way and a footway provided from the Lidl store entrance to the existing westbound Victoria Road bus stop and zebra crossing. The level of highway improvements is therefore commensurate with the development and compliant with NPPF tests. As regards cycling, the applicants argue that to be London Plan compliant, 18 long stay and 32 short stay cycle spaces are required which the site will provide and request that the cycle parking number is addressed through a condition. They also advise that changing and locker facilities are to be provided for staff within the store. The applicant expect that a (revised) travel plan will be secured via a S106 Agreement prior to the unit opening for trading. They also state that the layout and servicing strategy has been agreed with Council Highway Officers, including arrangements for right turning lorries on Victoria Road and swept path analysis has been provided for the Bensons for Beds unit, although these aspects of the scheme have been superseded by the latest change to the servicing access.

The necessary conditions/ s106 Agreement to secure the rapid charging points, highway works, additional cyclist facilities and a Construction Logistics Plan have been conditioned as part of the officer's recommendation. The GLAs views on the revisions and submitted further information will be provided in their Stage 2 Report.

- Conclusion

In conclusion, the Highway Engineer considers that the network can accommodate the traffic flows produced by the development without any severe impact. Arrangements for night-time deliveries are also acceptable, subject to the proposed safeguards, including a condition that stipulates that no more than 2 deliveries/ collections take place during each servicing period. In the light of paragraph 32 of the NPPF, the impacts are not considered to be demonstrably severe. As such no objections are raised on traffic generation grounds, subject to the S106 and various conditions. Accordingly, it is considered the proposed development accords with the guidance of the NPPF and policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

As regards security, a condition has been attached to ensure that the scheme satisfies 'Secure by Design' standards.

The other relevant planning considerations have been dealt with in other sections of this report.

7.12 Disabled access

The proposal would have a store entrance which incorporates automatic opening doors and 13 of the 123 proposed car parking spaces would be disabled spaces, with a further 7 brown badge spaces. On this basis, the Council's Access Officer advises that the proposal is acceptable from an accessibility perspective as the scheme makes appropriate provision for disabled access, subject to various informatives. These have been included in the officer recommendation.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate. Policy BE25 also stresses the contribution that landscaping can make to the improvement of the Borough's IBAs.

The site boundaries are defined with shrub planting and trees, including trees along the Stonefield Way frontage and within the car park itself. There is a wide verge running along the southern edge of Victoria Road, which in other places has been enhanced by more extensive planting buffers than at the front of this site.

The Council's Tree/ Landscape Officer advises that the landscape plan indicates that the existing trees to the south of the site entrance on Stonefield Way are to be retained. At least 11No. trees, together with groups 1 and 2 are to be removed to facilitate the development. This contrasts poorly with the provision of 9No. replacement trees - 7 of which will be planted (under licence) on Council-owned verge at the front of the site as it is normal to expect the replacement of trees lost due to development on a 2 for 1 basis (at least) where possible.

The Tree Officer advises that previous discussions have taken place about the need to replace /re-instate the hedge, to a similar height along the site frontage. This is a non-negotiable requirement. The planting plan also includes tree planting details (using cellular tree pit construction) and provides plant schedules and the planting plan is supported by ACD's Planting Specification. However, the tree planting specification makes no reference to the detailed construction of the cellular system specified, on plan, for the car park.

The Council's Tree/ Landscape Officer concludes that the acceptability of the scheme relies heavily on the off-site planting of a hedge and trees within the highway verge. However, subject to this planting forming the subject of a S106 Agreement and a licence agreement (to plant and maintain the landscape on highway land) and various landscape conditions, the scheme, including the revised planting scheme is acceptable in terms of policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- Ecology

As regards ecology, on a previous application, Natural England advised that the proposals are unlikely to affect any designated nature conservation site or landscape and that their standing advice should be used to assess the likelihood of protected species being present. Having regard to their standing advice, there is little probability of the site containing any protected species. Furthermore, the Council's Sustainability Officer does not raise any objections to the proposal on ecological grounds.

7.15 Sustainable waste management

The submitted plans do not show any specific provision being made for waste and recycling, although there is a separate internal room with a separate external door which could be used for waste and recycling and provision could also be made within the warehouse.

Commercial site operators do have a duty of care to contain waste safely until it is collected by a licensed waste carrier. A condition has included in the officer's recommendation, requiring details of waste and recycling storage to be submitted.

7.16 Renewable energy / Sustainability

An Energy Statement has been submitted in support of the application. The Council's

Sustainability Officer advises that the scheme is deficient in terms of satisfying the Mayor's energy policy, but raises no objections to the proposed development, subject to the contribution set out in the energy report of £12,600 to make up for the shortfall and the development proceeding in accordance with the approved statement.

The application has also been referred to the GLA. In their Stage 1 Report, the GLA comment that the applicant should provide a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available. They also ask for the total thermal output of the heat pumps to be provided and advise that although the potential for PV panels to be installed on the roof was investigated, the reason of additional cost for not implementing them, without a full cost analysis, can not be accepted. Furthermore, the viability of the PV panels should not be compared against an equivalent contribution to an offset fund as this should only be considered once it has been demonstrated that on-site measures have first been maximized.

In their Response to GLA Stage 1 Report, the applicants argue that there would be no energy or environmental benefit of future proofing the development for connection with a district heat network should one become available as the infrastructure required would outweigh the benefits. The thermal output data of the heat pump system is provided in the report (60.15 MWh which equates to circa 79% contribution to the site's total space heat demand). As regards PV panels, Lidl have confirmed that a 120sqm solar PV array will be installed on the roof and a revised roof layout plan has been provided (Drw. No. 3096/436 Rev. A refers).

It is considered that the revisions made to the scheme should satisfy the Mayor's energy concerns, but this will be confirmed in their Stage 2 Report.

7.17 Flooding or Drainage Issues

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policy 5.12 of the London Plan (March 2016) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014) deal with flood risk which should be handled as close to its source as possible in compliance with Policy 5.13 (Sustainable Drainage) of the London Plan (March 2015) and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

The application is supported by a Flood Risk Assessment (FRA) and includes Sequential and Exception Tests. The sequential test demonstrates that there are no sequential preferable sites with a lower risk of flooding for this type of use available and the proposal makes adequate provision to mitigate against flood risk. On this basis, the Council's Water and Flood Management Officer advises that the scheme is acceptable in terms of flood risk, providing it is carried out in accordance with the Flood Risk Assessment which is controlled by condition and a sustainable water management scheme is conditioned. These form part of the officer's recommendation.

The GLA in their Stage 1 Report do state that the scheme does meet the minimum requirements of the London Plan policy but consideration should be given to consider more sustainable forms of drainage, namely that the design of the geocellular units should meet the Method 2 design taken from the Ciria Susdrain website.

The applicant in their response to the GLA have confirmed that they will implement Method 2 design and an updated surface water strategy has been submitted.

It is therefore considered that the scheme accords with Policy EM6 (Flood Risk Management) in Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the National Planning Practice Guidance (March 2014).

7.18 Noise or Air Quality Issues

NOISE ISSUES

This scheme represents a significant improvement in terms of the potential for noise being generated from the siting of the servicing bay causing disturbance to neighbouring residential properties as compared to the previously approved scheme as the servicing area is now sited at the rear of the store, furthest away from the nearest residential properties on the opposite side of Victoria Road.

In order to overcome the potential for delivery lorry movements conflicting with customer use of the car park, it is proposed to service the store outside of trading hours, ie during the night. Such arrangements are being encouraged by the GLA to relieve peak hour pressures on the roads and this site would be suited to such arrangements as it is on an IBA where lorry movements would typically not be controlled. The scheme seeks to minimize noise generation by having the warehouse floor at the same level as the delivery lorry truck bed so that goods storage cages can be rolled on and off without the need to unload the cages or use lifts etc. and the storage bay would have an insulating curtain to protect against inclement weather which would assist with noise containment. Delivery drivers would also have keys to access the warehouse/store so that they would not have to wait for other staff members.

The Council's EPU Officer advises that noise has not been considered as part of this submission. However, the officer has considered the scheme, including night time deliveries and advises that any approval would need to be conditioned so that a control of noise scheme is submitted, a site noise rating level, at least 5dB below the existing background noise level is imposed and a Construction Environmental Management Plan is submitted. These conditions form part of the officer recommendation. Also deliveries would need to take place in accordance with TfL's Code for Quieter Deliveries.

AIR QUALITY ISSUES

As regards air quality, the EPU Officer advises that the site is just north of the declared Air Quality Management Area and local monitoring data indicates that pollution levels close to sensitive receptors are within the limits set by the air quality legislation, but did raise issues in terms of omissions from the submitted Air Quality Assessment. However, given Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires that all development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors, conditions are recommended to ensure i. the submission of a Construction Management Plan, in accordance with The Mayor of London's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, ii. Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon meet Stage IIIA of EU Directive 97/68/EC and iii. a low emissions strategy for the operation of the site. These form part of the officer recommendation.

7.19 Comments on Public Consultations

The comments in support of the application are noted. As regards the objection comments,

points (i), (iii), (iv), (vii), (v), (viii), (ix), (x), (xi), (xiii), (xiv) and (xxi) are dealt with in the main report. In terms of point (ii), the NPPF encourages retail competition and the impact of development on individual retailers is not a material planning consideration, points (vi), (vii) and (xii) do not raise material planning considerations/objections. Point (xxii) does not reflect the current proposal whereby Lidl deliveries would be at night. As regards point (xxiii), the Transport Assessment is considered by the Council's Highway Engineer and TfL to be sufficiently robust and based on reasonable assumptions.

7.20 Planning obligations

Policy LE7 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of commercial development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

1. Highways: S278/S38 to secure highways works as indicated on the approved drawings with final details to be agreed by the Local Planning Authority,
2. Green Travel Plan in accordance with TfL guidance to include a £20,000 bond,
3. Agreement that at least 474sqm of the Bensons for Bed unit shall be used solely for the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, pet sales and associated goods, furniture, furnishings, flooring and carpets, vehicle maintenance products and related accessories and electrical goods and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987),
4. Tree planting on public highway, to include a licence agreement (to plant and maintain the landscape on highway land),
5. Employment Training Strategy. For the commercial operations an employment training initiative will be required to address employment training matters as a result of the proposal if approved. It is our preference to deliver in-kind employment training schemes over a financial contribution.
6. Construction training
 - Training Cost: £2500 per £1m build cost +
 - Coordinator costs: $3256/7500 \times £71,675 = £31,116.50$,
7. Project Management & Monitoring Fee: equal to 5% of total cash contributions

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under both the Council's and the Mayor's Community Infrastructure Levies which would equate to £95 per sq. m and £35 per sq.m of floorspace adjusted for inflation.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

Land Contamination:

A Geo-Environmental Site Investigation Report has been submitted with the application. The Council's EPU Officer has reviewed the document and advises that conditions are required to secure further site investigation for contamination and imported soil needs to be tested for possible contamination. These conditions have been included in the officer's

recommendation.

Lighting Scheme

An indicative lighting scheme has been submitted with the application, with lighting on 6m and 8m columns and includes a report, including light spillage layout plans. These demonstrate that there would not be any significant light spillage outside the site. A final external lighting scheme has been conditioned as part of the landscaping scheme.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where

equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This application would now involve deliveries to the Lidl store taking place at night when the store would be closed, thus avoiding the potential for conflict with customer parking and accessing of the store. Such delivery arrangements are supported by the GLA and are considered appropriate on this IBA site as the nearest residential properties are sufficiently remote from the service bay. Although the store is larger, and utilizes a larger site, no objections are raised to these changes on grounds of retail impact and loss of employment land, particularly as the proposal would now involve an overall reduction of retail floor space on site as compared to the previously approved scheme.

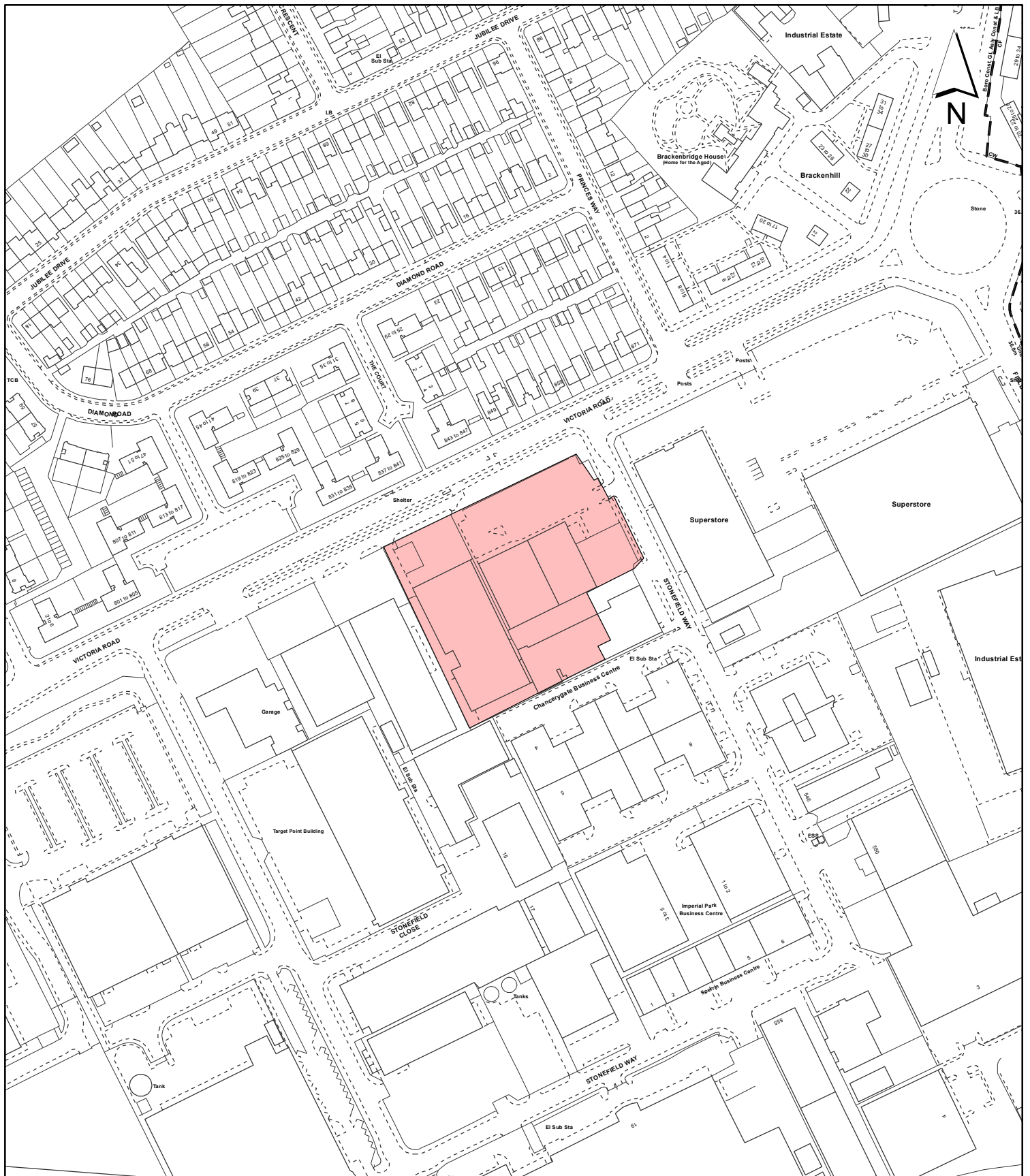
The application is recommended for approval, subject to referral back to the Mayor, a S106 Agreement and the recommended conditions.

11. Reference Documents

National Planning Policy Framework (March 2012)
London Plan (March 2016)
Hillingdon Local Plan (November 2012)
LDF - Accessible Hillingdon
Planning Obligations Supplementary Planning Document, July 2008

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Lidl
Former Imperial House and Units 1&2,
Victoria Road**

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

Planning Application Ref:

5039/APP/2015/4395

Scale:

1:2,500

Planning Committee:

Major Page 59

Date:

January 2017



HILLINGDON
LONDON

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Report of the Head of Planning, Building Control, Sport & Green Spaces

Address MUSIC BOX, THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Details pursuant to the discharge of Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 (Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775).

LBH Ref Nos: **59872/APP/2016/4461**

Drawing Nos: 5344-PL-07A Elevations 1 of 2 16.12.2016
5344PL-08A Elevations 2 of 2 16.12.2016

Date of receipt: 16/12/2016 **Date(s) of Amendment(s):**

1. MAIN PLANNING CONSIDERATIONS

This application is for details pursuant to the discharge of Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 (Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775). The relevant consultees are / are not satisfied with the proposals.

Planning History

59872/APP/2012/1838 - Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.

59872/APP/2013/3775 - Variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

59872/APP/2016/1930 - Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.

Case Officer's comments:

The approved building is wrapped in perforated metal panels which will have one facade and one partial facade that uses different sized punched holes to create an

abstracted version of an image. The principle of the use of perforated metal panels has been agreed as part of the Reserved matters consent. Planning application reference 59872/APP/2016/1930 was presented to the Major Applications Planning Committee on the 24th August 2016 and the 16th of November 2016. The resolution of the Committee on the 24th of August 2016 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 was not possible to agree an appropriate image and as such the application was again presented to Major Applications Planning Committee with a proposed amended image on the 16th of November 2016. Members were asked to consider whether the proposed amended image was acceptable, however Members decided that it was not and the application was deferred for a new image to be proposed.

The Applicant then requested that Planning Committee consider the granting of consent for the application with the addition of a condition requiring that a suitable image to be agreed in writing with the Local Planning Authority (which would be referred to committee for approval) prior to use of the building. This would enable the Applicant to enter into contractual arrangements and begin work on construction of the development whilst an appropriate image is sourced and submitted for consideration. The application was presented to planning committee on the 06/12/16 with a recommendation for approval, subject to the attachment of the above condition. The application was approved at committee with the following condition, which the current application seeks to discharge:

Condition 3 states:

'Notwithstanding the details shown on approved drawing 5344-PL-05 rev I and 5344-PL-06 rev H, prior to the perforated metal panels being installed on site an image for the metal panels shall be submitted to and agreed in writing with the Local Planning Authority. The approved design shall then be implemented in accordance with the approved details prior to first use of the car park.'

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE4 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).'

The Applicant has provided the following comments in support of the proposed image:

An image for the perforated metal panels, comprising a stylised photograph of historic pop culture (screaming girls at a Beatles concert), was submitted with application 59872/APP/2016/1930. This image was not approved at committee. Instead the above condition was introduced requiring that an image was submitted to the Council for approval as part of a discharge of condition application. U+I and its masterplan architects have undertaken a lot of research to find suitable images for the Music Box facade.

The proposed screaming girls image (option A) is considered appropriate for the Music Box facade given the number of Beatles records that were pressed on site and the fact that Beatlemania was such a major part of British pop culture. The proposed image would therefore be an historic reference to the music history of the site. The image was also selected for the following qualities:

1. Strong contrast in the image to retain the legibility of the image once it has been converted to a perforation;
2. A proportion which works with the building facade;
3. Available for use in terms of copyright;
4. Non-controversial and not offensive to the public.

The image has been carefully positioned predominantly on the eastern facade, and part of the northern facade, where it will be visible from the approved new public space in front of the Cabinet Building and when approaching from the new pedestrian route through the site (referred to as the groove). The image will not be visible from the wider surroundings due to the presence of other new and existing buildings. Whilst we are aware that some councillors had a concern about the image we maintain that the image is appropriate to the site and its historical context and have submitted this application seeking a formal decision on the design from Councillors.'

The Applicant is aware of previous discussions regarding the proposed image and an alternative image has also been produced which uses the historical context of the HMV 'nipper dog' barking into a microphone (option B). The details of Option B are set out in a separate discharge of condition application (reference 18839/APP/2016/4462) that is also presented to Planning Committee for consideration.

Conclusion:

The proposed image is considered to be appropriate to the historical context of the site and the facades will be screened from outside the wider TOVF site by existing and proposed buildings. The submitted details as shown on plan references 5344 P 07A and 5344 PL 08A are deemed acceptable and as such Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 is recommended to be discharged.

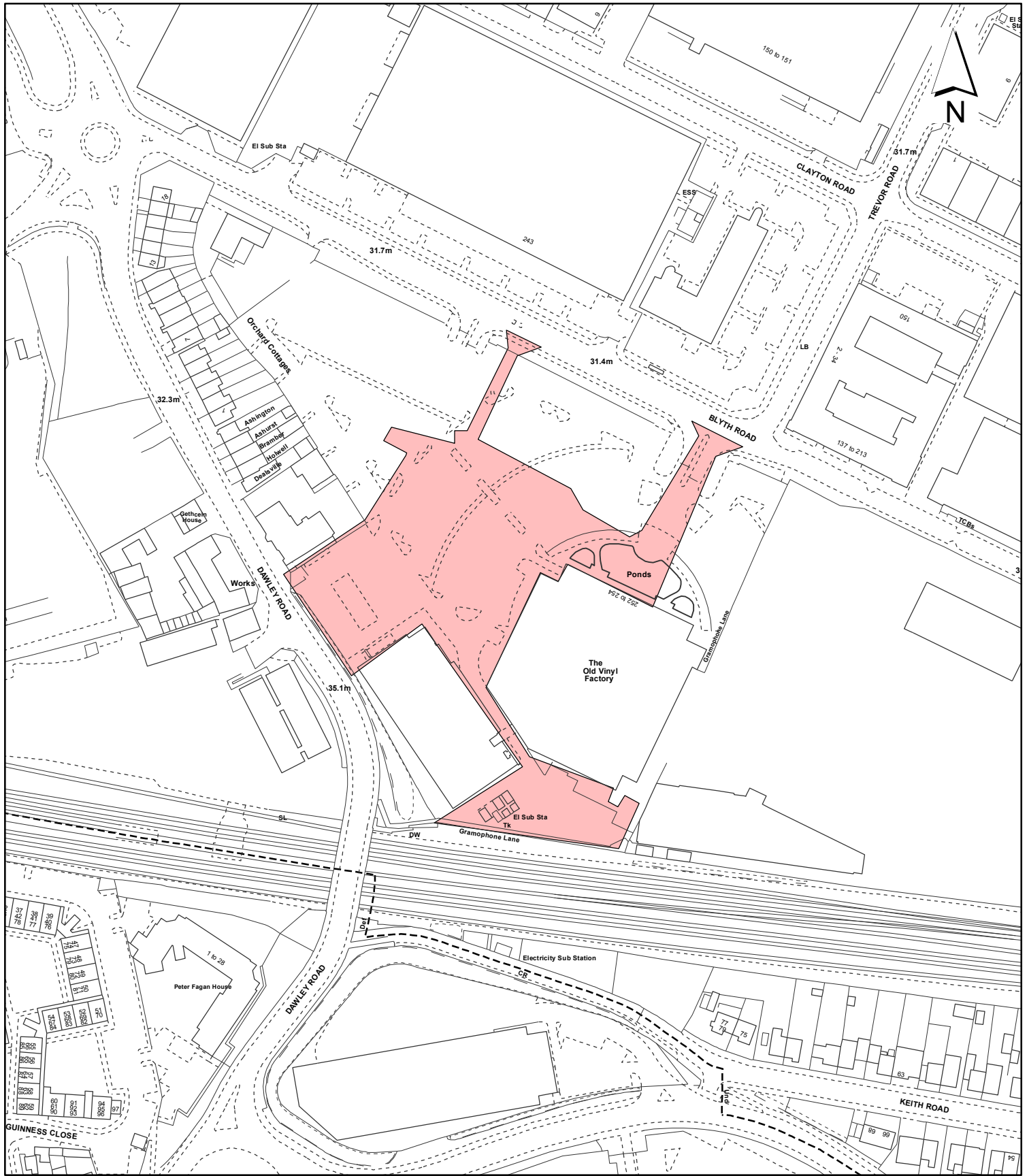
2. RECOMMENDATION

APPROVAL

INFORMATIVES

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Music Box
 The Old Vinyl Factory**

Planning Application Ref:
59872/APP/2016/4461

Planning Committee:
Major Page 64

Scale:
1:2,000

Date:
January 2017

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

Development: Details pursuant to the discharge of Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 (Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775).

LBH Ref Nos: **59872/APP/2016/4462**

Drawing Nos: 5344 PL 07B Elevations 1 of 2 16.12.2016
5344-PL-08B Elevations 2 of 2 16.12.2016
12606.10 Cover Letter Discharge of Condition 3 (Op

Date of receipt: 16/12/2016 **Date(s) of Amendment(s):**

1. MAIN PLANNING CONSIDERATIONS

This application is for details pursuant to the discharge of Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 (Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775). The relevant consultees are / are not satisfied with the proposals.

Planning History

59872/APP/2012/1838 - Outline planning application for a mixed use development on the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.

59872/APP/2013/3775 - Variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

59872/APP/2016/1930 - Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.

Case Officer's comments:

The approved building is wrapped in perforated metal panels which will have one

facade and one partial facade that uses different sized punched holes to create an abstracted version of an image. The principle of the use of perforated metal panels has been agreed as part of the Reserved matters consent. Planning application reference 59872/APP/2016/1930 was presented to the Major Applications Planning Committee on the 24th August 2016 and the 16th of November 2016. The resolution of the Committee on the 24th of August 2016 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 was not possible to agree an appropriate image and as such the application was again presented to Major Applications Planning Committee with a proposed amended image on the 16th of November 2016. Members were asked to consider whether the proposed amended image was acceptable, however Members decided that it was not and the application was deferred for a new image to be proposed.

The Applicant then requested that Planning Committee consider the granting of consent for the application with the addition of a condition requiring that a suitable image to be agreed in writing with the Local Planning Authority (which would be referred to committee for approval) prior to use of the building. This would enable the Applicant to enter into contractual arrangements and begin work on construction of the development whilst an appropriate image is sourced and submitted for consideration. The application was presented to planning committee on the 06/12/16 with a recommendation for approval, subject to the attachment of the above condition. The application was approved at committee with the following condition, which the current application seeks to discharge:

Condition 3 states:

'Notwithstanding the details shown on approved drawing 5344-PL-05 rev I and 5344-PL-06 rev H, prior to the perforated metal panels being installed on site an image for the metal panels shall be submitted to and agreed in writing with the Local Planning Authority. The approved design shall then be implemented in accordance with the approved details prior to first use of the car park.'

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE4 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).'

The Applicant has provided the following comments in support of the proposed image:

An image for the perforated metal panels, comprising a stylised photograph of historic pop culture (screaming girls at a Beatles concert), was submitted with application 59872/APP/2016/1930. This image was not approved at committee. Instead the above condition was introduced requiring that an image was submitted to the Council for approval as part of a discharge of condition application. U+I and its masterplan architects have undertaken a lot of research to find suitable images for the Music Box facade.

It is proposed to use an image of the HMV 'nipper dog' barking into a microphone (option B). The proposed image reflects the site's music related history and creates a family friendly and playful setting for the approved building. It has also been selected for the following qualities:

1. Strong contrast in the image to retain the legibility of the image once it has been converted to a perforation;
2. A proportion which works with the building facade;
3. Available for use in terms of copyright;
4. Non-controversial and not offensive to the public.

The image has been carefully positioned predominantly on the eastern facade, and part of the northern facade, where it will be visible from the approved new public space in front of the Cabinet Building and when approaching from the new pedestrian route through the site (referred to as the groove). The image will not be visible from the wider surroundings due to the presence of other new and existing buildings.

The image provides an alternative to the screaming girls image (option A) which has been submitted as part of a separate discharge of condition application (planning application reference 59872/APP/2016/4461) that is also presented to Planning Committee for consideration.

Conclusion:

The proposed image is considered to be appropriate to the historical context of the site and the facades will be screened from outside the wider TOVF site by existing and proposed buildings. The submitted details as shown on plan references 5344 P 07B and 5344 PL 08B are deemed acceptable and as such Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 is recommended to be discharged.

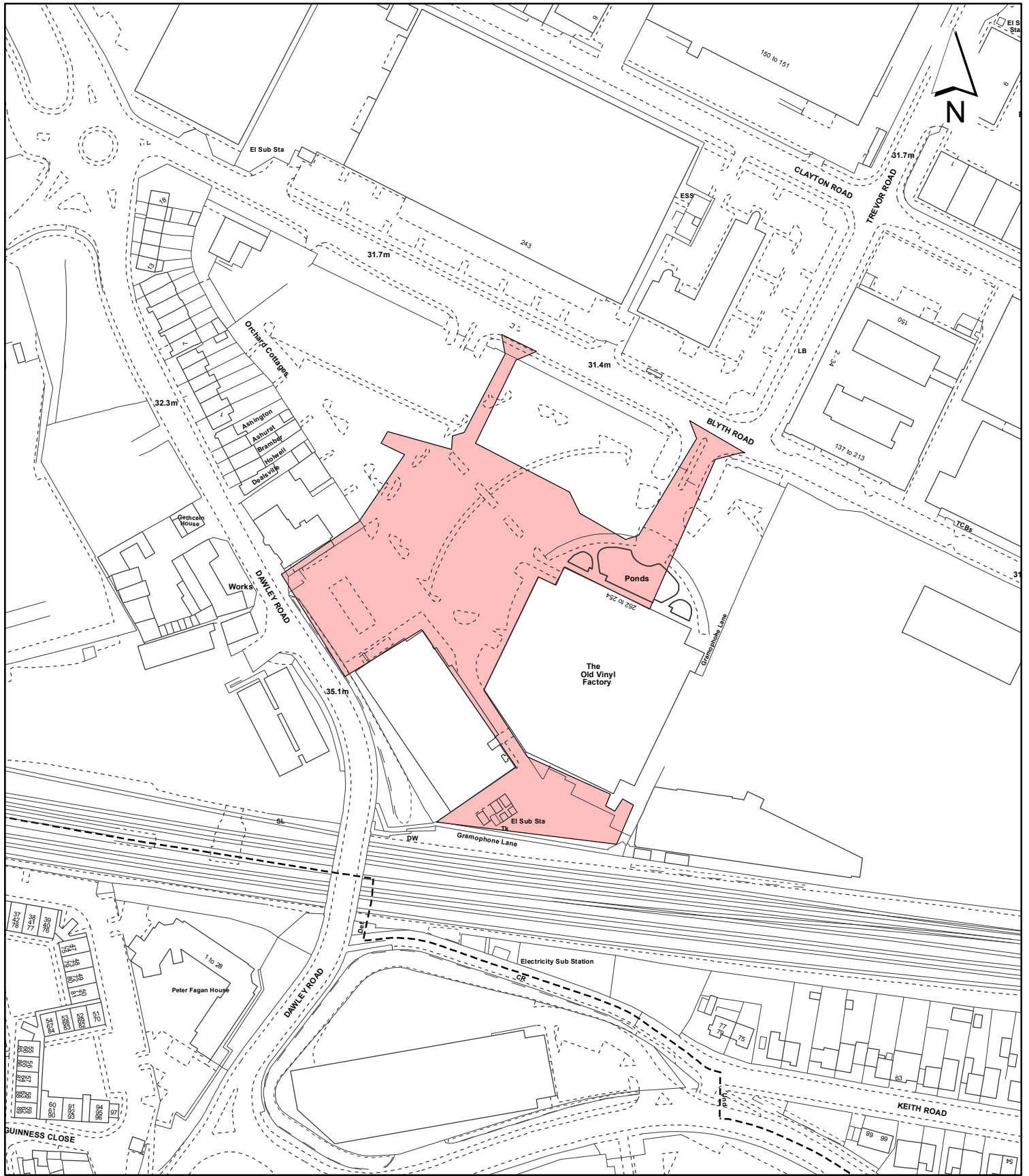
2. RECOMMENDATION

APPROVAL

INFORMATIVES

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

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Site Address:

**Music Box
 The Old Vinyl Factory**

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

Planning Application Ref:
59872/APP/2016/4462

Scale:
1:2,000

Planning Committee:
Major Page 68

Date:
January 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

Development: Variation of Condition 1 (in order to permanently extend opening hours until 22:00 Monday to Saturday) of planning permission reference 532/APP/2014/4036: Provision of replacement sports pitches (including new synthetic playing surfaces), erection of floodlighting, boundary fences and storage building, together with associated parking and access improvements (Site 3) (S73 application).

LBH Ref Nos: 532/APP/2016/3489

Drawing Nos: FLOOD LIGHTING SURVEY REPORT REV 1 dated August 2014
BUSPPV-GW-00-ETL-001 Lighting Details - Site 3 Northern Envelope
Lighting Details - Site 3 Southern Envelope
Vehicle Count Register - Oct 14
Location Plan - Drawing BUSPPV-OW-00-LOC-004
Site Plan - Drawing BUSPPV-OW-00-SIT-003
Fencing Details received 13/11/2014
Fencing/tree Protection Method Statement received 13/11/2014
Ecological Survey received 21/11/2014
lighting report received 30/11/2014
Letter dated 16/11/2014
Covering Letter 13-11-14

Date Plans Received: 19/09/2016 **Date(s) of Amendment(s):**

Date Application Valid: 21/09/2016

1. SUMMARY

The application seeks to vary condition 1 of planning permission ref: 532/APP/2014/4036 (hours of operation), to extend the opening hours of the Cemetery sports pitches at Site 3 of Brunel University's campus until 22:00 Monday to Saturday.

It is considered that the proposal will preserve the open character of the Green Belt.

2 local residents have objected to this application on the grounds that it will result in an unacceptable degree of disturbance in the evenings. However, the Cemetery pitches are considered to sufficiently distant from the nearest residential properties in Robinwood Close. No issues relating to light or noise pollution have arisen during a temporary 18 month monitoring period and it is not considered that the variation will result in an unacceptable degree of noise or light pollution to neighbours. Nature conservation/ecology and highway safety will not be adversely affected by the proposed extension of hours of use.

As such, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 NONSC Hours of Use

The facilities hereby approved shall not be used except between 07:30 hours and 22:00 hours Mondays to Saturday, 08:00 hours and 18:00 hours Sundays and at no time on Public or Bank Holidays.

REASON

To protect the residential amenities of adjoining residents in accordance with Policy OE1 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

2 NONSC Drainage

Development shall not begin until drainage works, including construction site drainage systems and surface water source control measures have been carried out in accordance with details to be submitted to and approved by the Local Planning Authority.

REASON

To avoid surface water-run off from the site and to protect the ecology of the Grove Nature Reserve, in accordance with Policies OE8 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

3 NONSC Ecology

A watching brief for nesting birds, and European Protected Species shall be maintained during the clearance operations by an on-site ecologist approved by the Local Planning Authority. The removal of any large vegetation shall only take place once they have been checked for bat roosts.

REASON

In order to protect the ecology of the site and adjoining Grove Nature Reserve, in the interests of nature conservation and in order to comply with Policy EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the Conservation of Habitats and Species Regulations 2010 (as amended).

4 NONSC Bat Survey

A bat survey should be undertaken prior to implementation of works on the site to ascertain the presence of any protected species, estimate the size of the population present (if any) and assess the distribution of the species and their habitats across and adjacent to the application site. Where protected species are found to be present, an assessment shall be made of the likely impacts the development would have on the species concerned. This should be accompanied by a set of any additional mitigation measures necessary to comply with relevant legislation.

REASON

In order to protect the ecology of the site and adjacent nature reserve in the interests of nature conservation and in order to comply with Policy EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the Conservation of Habitats and Species Regulations 2010 (as amended).

5 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, 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. 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:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. 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 to be retained are 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).

6 TL5 Landscaping Scheme - (full apps where details are reserved)

A landscaping scheme shall be submitted to the Local Planning Authority within 2 months of the date of this permission.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

7 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place 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 in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in

compliance with policy BE38 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

8 NONSC Landscape Retention

Trees, hedges and shrubs shown to be retained on the original approved scheme (532/APP/2001/1858) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority (LPA).

Any trees, hedges and shrubs being severely damaged during construction, seriously diseased or dying shall be replaced by one of a size and species to be agreed in writing with the LPA.

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 LPA. New planting should comply with EIS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) Recommendations for Tree Work and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Such work or planting shall be completed within 8 months of the commencement of the development or such period as agreed in writing by the LPA.

REASON

To safeguard the amenities of the area in accordance with Policy BE38 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

9 NONSC Traffic Arrangements

The roads, sight lines at road junctions and parking areas (including where appropriate the marking out of parking spaces) shown on the approved plans shall be constructed prior to the commencement of the use of the synthetic hockey pitch and multi games area, thereafter permanently retained and used for no other purpose.

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 (July 2011).

10 NONSC No Additional Floodlighting

No floodlighting or other form of external lighting (including security lighting) shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources, intensity of illumination and shielding to eliminate vertical and horizontal light spillage. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To protect the visual amenity of the Green Belt, the residential amenities of surrounding residents and the ecology of The Grove Nature Reserve, in compliance with Policies OL2, OE1 and EC3 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

11 NONSC Floodlighting Use

The floodlights hereby approved shall only be used for those specific facilities in use at any time. The floodlights installed herein shall be fitted with a timer unit to ensure compliance with these times.

REASON

To protect the visual amenity of the Green Belt, the residential amenities of surrounding residents and the ecology of The Grove Nature Reserve, in compliance with Policies OL2, OE1 and EC3 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

12 NONSC Hedge Retention

The retained hedgerow along the site boundary shall be maintained at a minimum height of 2,4 metres. Any gaps which occur shall be filled with replacement planting of similar size and species or other boundary screening as agreed by the Local Planning Authority.

REASON

To protect the visual amenity of the Green Belt, the residential amenities in surrounding residents and the ecology of The Grove Nature Reserve, in compliance with Policies OL2, OE1 and EC3 of the Hillingdon Local Plan Part 2 Saved UDP Policies (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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

3

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be re-submitted as part of this new planning permission, where those details would remain the same.

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to site 3 of Brunel University, this being the area of the campus on the eastern side of Kingston Lane, accommodating an athletics track, synthetic football pitch, synthetic hockey pitch, tennis courts, a rugby pitch and a pavilion. Floodlighting is also provided to the athletics track and synthetic pitches, although the tennis courts do not benefit from floodlighting. The Cemetery pitch at the northern end of the playing fields (subject to this application) is also floodlit.

Site 3 is 8 hectares in extent and adjoins a mortuary and cemetery to the north. To the south there are houses on Grove Lane, with gardens backing onto the site. To the east, there are several cottages, which are set back from the edge of the site, Robinwood Close, a residential cul-de-sac and Grove Nature reserve. To the west, the site adjoins Kingston Lane, which is fronted by the University's main campus (site 2), several residential properties, a church and a nursing home. The main entrance to the site is located at the southwest corner, with vehicular access from Kingston Lane.

The closest residential properties are located in Robinwood Grove, Grove Lane and on Kingston Lane. The application site is within the Green Belt as designated with the Saved Policies UDP, and subject to the site specific policy for Brunel University.

3.2 Proposed Scheme

The original approved scheme (ref:532/APP/2001/1858) concerned the provision at Site 3 of Brunel University of replacement sports pitches, including new synthetic playing surfaces, the erection of floodlighting, boundary fences and storage building, together with associated parking and access improvements. Condition 7 limited the hours of operation.

A series of temporary permissions have been granted for extension of opening hours to 22:00. Permanent permission has been granted for an extension of use of the majority of the facilities on site 3 until 10pm, apart from the Cemetery pitch. The applicant now seeks to permanently extend the opening hours of the Cemetery pitch until 22:00 Monday to Saturday, by varying Condition 1 of planning permission ref: 532/APP/2014/4036 which states:

The facilities hereby approved apart from the cemetery pitches shall not be used except between 07:30 hours and 22:00 hours Mondays to Saturday, 08:00 hours and 18:00 hours Sundays and at no time on Public or Bank Holidays.

For a period of 18 months from the date of this permission, the Cemetery pitches hereby approved shall not be used except between 07:30 hours and 22:00 hours Mondays to Saturdays, 08:00 hours and 18:00 hours Sundays and at no time on Public or Bank Holidays.

Thereafter, the cemetery pitches hereby approved shall not be used except between 07:30 hours and 21:00 hours Mondays to Saturdays, 08:00 hours and 18:00 hours Sundays and at no time on Public or Bank Holidays.

The applicant submits that allowing such use generates significant benefits to the Borough, both in terms of allowing the University to be successful and also in terms of improving levels of sports take up. For these reasons, the University is applying via this application for a permanent change to the opening hours.

3.3 Relevant Planning History

Comment on Relevant Planning History

In 2002, planning permission was granted for the pitches at Site 3 (ref: 532/APP/2001/1858). The application was approved on 15/10/02 and conditions relating to external lighting were imposed and hours of use were imposed.

Details of external lighting in compliance with condition 10 of planning permission ref:

532/APP/2001/1858 were approved on 15/11/02 (ref: 532/APP/2002/2446).

Variation of condition 7 (to allow an extension of use Monday to Friday from between 07.30 hours to 21.00 hours to between 07.30 hours to 22.00 hours) of planning permission ref.532/APP/2001/ 1858 dated 15/10/2002 'provision of replacement sports pitches was refused on 02/12/2004.

Planning permission ref:532/APP/2012/607 dated 15/05/2012 was granted permission for extended opening hours for specific period within June, July and August in order to facilitate training associated with the 2012 Olympics.

In 2012, planning permission was granted (ref: 532/APP/2010/2614) to temporarily extend the opening hours until 10pm on Monday to Saturday. This was intended to be a 'trial period', which would last for 18 months.

532/APP/2014/4036: The application sought to vary condition 7 (hours of operation) of planning permission ref: 532/APP/2001/1858, to extend the opening hours of the sports pitches until 22:00

Monday to Saturday. This was granted for the athletics and MUGA pitches. However this permission only granted temporary permission for the Cemetery pitch for an 18 month period, after which time the cemetery pitches would revert to use at the following times: between 07:30 hours and 21:00 hours Mondays to Saturdays, 08:00 hours and 18:00 hours Sundays and at no time on Public or Bank Holidays.

The current application seeks to extend the opening hours of the Cemetery pitches until 10pm on Monday to Saturday on a permanent basis.

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:

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **16th November 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

131 Neighbouring Owner Occupiers were consulted on the application including the Robinwood Grove residents association, Cleveland Road Neighbourhood Watch and Cleveland Road Residents Association. The application has also been advertised in the local press under Article 15 of the Town and Country Planning (Development Management Procedure) Order 2015.

2 letters of objection have been received from residents of Robinwood Grove raising concerns

regarding:

(i) Light nuisance

(ii) Noise nuisance after 9pm

. We can hear the noise from the Cemetery pitch from our private estate, and the lights throw light upwards.

. We wish to complain that this pitch is used by the American football team who at the end of each game make a huge WHOOP sound, at 10pm which wakes people up and the children here find it distressing.

. 7.30 am until 9.00pm is sufficient for outdoor sport, considering it shares various boundaries with residential areas.

. The pitches next to Robinwood Grove have been extended to 10pm, however Brunel do seem to clear these by 9.30 approximately which is appreciated, surely the same could be done for the cemetery pitches?

SPORT ENGLAND

No comment.

CLEVELAND ROAD NEIGHBOURHOOD WATCH

No comment.

CLEVELAND ROAD RESIDENTS ASSOCIATION

No comment.

ROBINWOOD CLOSE RESIDENTS LTD

No comment.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

No objections.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was established with the original approved scheme (ref: 532/APP/2001/1858). There has been no substantive change to policy or guidance in respect of the sports pitches since the 2002 approval. There is no objection in principle subject to the variation in hours of operation not raising any amenity issues to neighbours.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

The application site is located within an area of Green Belt. The use of the site for sports facilities and the associated floodlighting was considered to be an acceptable use within the Green Belt under planning permission ref: 532/APP/2001/1858 dated 15/10/01. The proposed extended opening hours are not considered to have a detrimental impact on the Green Belt.

7.07 Impact on the character & appearance of the area

The scheme will involve no physical alterations to the sport pitches or the associated in situ floodlighting. The proposed floodlighting to the northern Cemetery football pitch has already been approved in detail. Accordingly it is not considered the scheme will have any material impact on the character and appearance of the area, in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012) and Policy PT1.BE1 (2012)- Built Environment, Hillingdon Local Plan Part 1.

7.08 Impact on neighbours

Policies OE1 and OE3 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. The nearest residential properties are located in Robinwood Grove to the east of the site and in Field Heath Road to the south.

Historically, there were no limitations to the hours of use of the playing fields and sports facilities on site 3. However, in granting planning permission for the refurbishment of the site, in view of the potential effects of floodlighting and noise associated with the more intensive use of the site on residential amenity, a condition limiting the hours of use until 9:00 pm was imposed. This was in order to ensure that the facilities were not in use during unsociable hours, thereby avoiding or minimising potential adverse effects on the local environment. In addition, the scheme was designed to limit the potential effects of light and noise pollution to surrounding residential development to acceptable levels.

2 local residents in Robinwood Close have objected to this application on the grounds that the activities generated by the use of the Cemetery playing pitch has resulted in an unacceptable degree of disturbance in the evenings. However, the Cemetery pitch is somewhat distant from the nearest residential properties in Robinwood Close. It is noted that the facilities have been in use for the last 18 months until 10 pm and the Council's Environmental Protection Unit (EPU) report that during this period, there were no complaints with regard to noise problems.

In terms of floodlighting, accompanying the previous application for an extension of time for the majority of the facilities on site 3 until 10 pm, a floodlight survey report was submitted that assessed the existing floodlighting. The report concluded that the lighting levels (i.e. luminance), measured on site were deemed to be in accordance with codes of practice and general good practice and have had no environmental impact on the surrounding land or a social impact to the local residents.

However, in view of the fact that the floodlighting for the Cemetery pitch had not yet been implemented and therefore has not been assessed, it was not considered appropriate to grant a permanent extension of time until 10pm for this element of the site. A temporary 18 month extension of time was therefore given to the Cemetery pitch.

Vertical light spill diagrams have now been submitted as part of this application for the Cemetery pitch which indicate that there is no environmental impact on the surrounding land or a social impact to the local residents.

The applicants have applied for a full relaxation for the Cemetery pitch for use until 10pm. No issues relating to light pollution have arisen during the temporary monitoring period. Notably the Environmental Protection Unit raises no objection in terms of light pollution.

Against this background, it is not considered that the the variation of hours should be refused on light pollution or noise grounds, subject to an additional condition requiring the installation of an automatic light shut off system, to ensure there is no breach of the hours designated for the use of floodlights.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is not considered that extended opening hours would result in a detrimental increase in traffic volumes to/from the site. The Highways Officer raises no objection to an extension of opening hours.

7.11 Urban design, access and security

Not applicable to this application restricted to varying a condition on the hours of operation to the sport pitches.

7.12 Disabled access

The application will have no impact on disabled access arrangements to the site.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Extension of the current opening hours will not result in changes to the existing landscape.

ECOLOGY

The application site itself has no nature conservation designation, however the Grove Nature Reserve to the east is a Grade 2 site of Borough importance. An ecological survey was submitted as part of the original application. This concluded that the site is of overall low ecological interest and its more intensive development would not result in a significant loss of nature conservation resources in the local area. It further concluded that as the intensity of light from the floodlights decreases over a short distance from the site, the potential impact from floodlighting on the adjoining Grove Nature Reserve should not be a concern. As such it is not considered that the extension of the current opening hours will impact on the ecology of the area.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

NOISE

The public consultation raised concerns over possible noise nuisance after 9pm. There has

been no history of noise pollution complaints arising from the trial period temporary hours of operation to 10pm, which falls within the daytime period (night-time being deemed to commence at 23:00). The Environmental Protection Unit raises no objection to the extension of the opening hours.

AIR QUALITY

It is not considered that the extension of the current opening hours will impact on the air quality of the area.

7.19 Comments on Public Consultations

Two letters of objection were received during the public consultation raising concerns over light and noise nuisance after 9pm. These concerns have been dealt with elsewhere in this report.

7.20 Planning obligations

The proposal is not considered to necessitate any planning obligations.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

N/A

10. CONCLUSION

The applicant seeks permission to vary condition Condition 1 of planning permission ref: 532/APP/2014/4036 , to extend opening hours of the Cemetery pitch until 22:00 Monday to Saturday.

The variation of opening hours is not considered to have any negative impact assessed against Green Belt Policies. In terms of adverse amenity impacts to neighbours, the facilities have been in use for the last 18 months until 10 pm and there have been no complaints with regard to noise or light pollution problems during this period. As such, it is not considered that there would be an unacceptable degree of disturbance to adjoining residents.

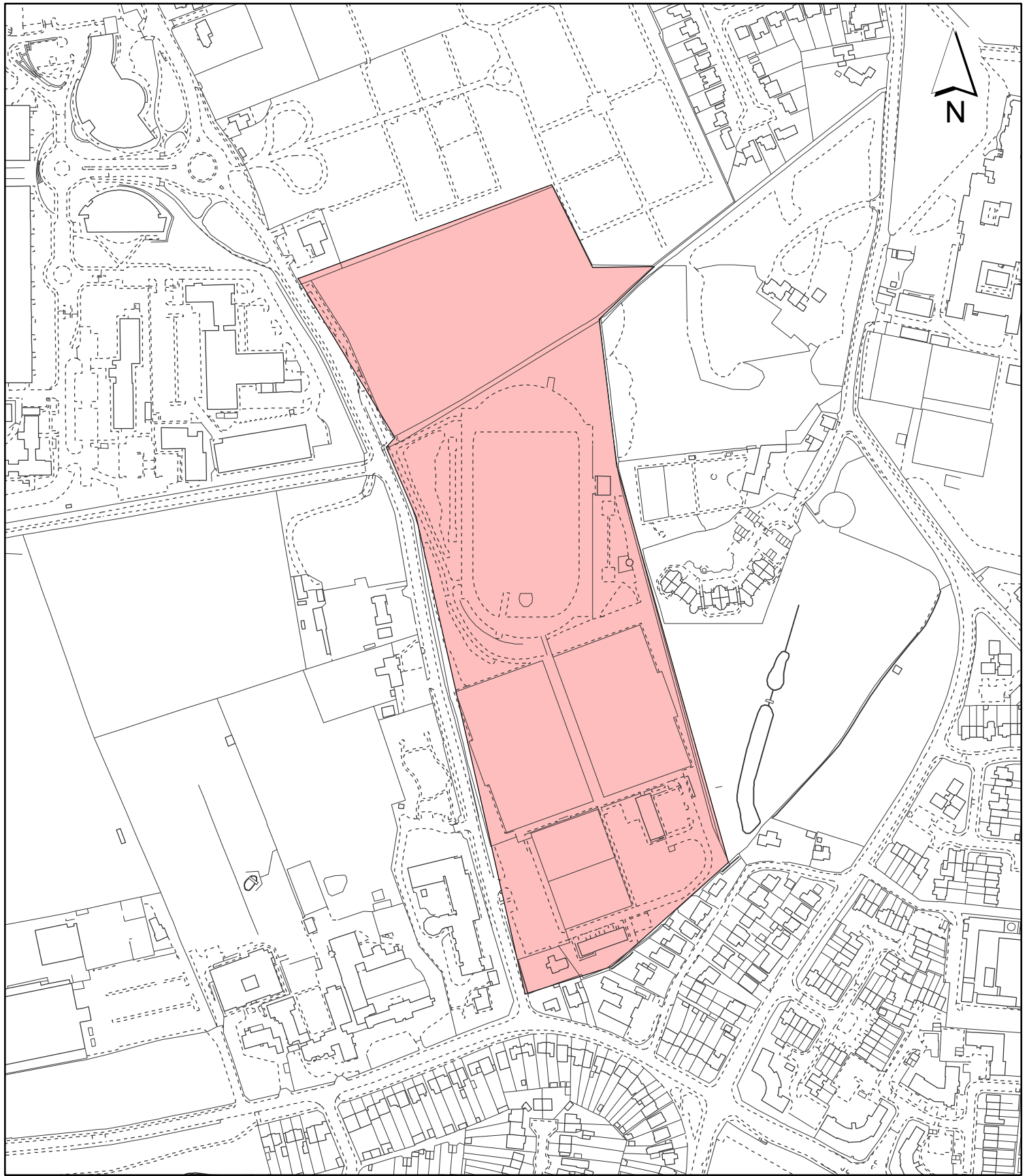
The scheme is considered to comply with Policies OL1 and OE1 of the Hillingdon Local Plan Part 2 Saved UDP Saved Policies (November 2012) and as such is recommended for approval.

11. Reference Documents

- a) The National Planning Policy Framework (March 2012)
- (b) Hillingdon Local Plan Part 1 Strategic Policies.
- (c) Hillingdon Local Plan Part 2 Saved UDP Saved Policies (November 2012)
- (d) Supplementary Planning Guidance Community Safety by Design
- (e) Supplementary Planning Guidance Air Quality
- (f) Supplementary Planning Guidance Noise
- (g) Supplementary Planning Guidance Planning Obligations
- (h) London Plan (2016)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Brunel University
 Kingston Lane Site 3**

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

Planning Application Ref:
532/APP/2016/3489

Scale:
1:3,500

Planning Committee:
Major Page 82

Date:
January 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

- Address** HILLSIDE JUNIOR AND INFANT SCHOOL NORTHWOOD WAY
NORTHWOOD
- Development:** Provision of a new Junior School building including new hall, kitchen, admin and teaching facilities set over 2/3 storeys; rearrangement of existing retained grass pitches; provision of new multi-use games area (MUGA); alterations to vehicular access; increased parking provision; creation of a parent drop off facility; internal reconfiguration works to Infants School; landscaping; and associated works.
- LBH Ref Nos:** 18495/APP/2016/3957
- Drawing Nos:** HS-A-0001 (Location Plan)
Tree Survey & Protection Plan
HJ-A-9001 (Proposed Building 3D Representations)
HJ-A-1203 Rev.C (Proposed First Floor Plan)
Topographical Survey (Sheet 1 of 2)
Topographical Survey (Sheet 2 of 2)
HS-A-0003 (Existing Site Plan (Ground Floor Level))
HS-A-0002 (Existing Site Plan (Topographical))
HS-A-0004 (Existing Tree Removal Plan)
Noise Impact Assessment, prepared by Pace Consult dated 30/09/1
Archaeological Desk-Based Assessment, prepared by AOC Archaeology Group dated July 2015
Lighting Strategy Report, prepared by Arcadis dated September 201
Ecological Appraisal, prepared by EPR dated July 201
Bat Building and Tree Inspection, prepared by EPR dated August 201
Flood Risk Assessment and Drainage Strategy, prepared by Waterc Consultants dated October 2016
Arboricultural Constraints Report, prepared by SES dated August 201
Arboricultural Impact Assessment, prepared by SES dated 27/10/1
Energy Statement, prepared by Arcadis dated September 201
M285-300 Rev.P3 (Planting Plan)
M285-200 Rev.P3 (Hard Landscape Plan)
HS-A-3003 Rev.B (Proposed Site Section 4-4)
HJ-A-3001 (Proposed Building Sections)
HA-A-3001 Rev.B (Proposed Site Sections 1-1 & 3-3)
HS-A-0006 Rev.B (Zoning & Fencing Strategy Plan)
HJ-A-1204 Rev.A (Proposed Roof Plan)
HJ-A-2002 Rev.B (Proposed Coloured Building Elevations)
HS-A-0005 Rev.C (Proposed Site Plan)
HJ-A-1202 Rev.D (Proposed Ground Floor Plan)
HS-A-3002 Rev.B (Proposed Site Section 2-2)
Travel Plan Rev.C, prepared by Local Transport Projects, dated 01/12/1
Transport Assessment Rev.C, prepared by Local Transport Projects, date 01/12/16
Design & Access Statement rev.5, prepared by Callison RTKL date 07/12/16
HJ-A-1201 Rev.C (Proposed Lower Ground Floor Plan)

Date Plans Received: 28/10/2016
Date Application Valid: 01/11/2016

Date(s) of Amendment(s): 28/10/2016

1. **SUMMARY**

This application seeks full planning permission for the provision of a new Junior School building and associated works at Hillside Infant and Junior Schools in Northwood. The proposals involve the provision of a new 2/3 storey classroom block with associated facilities such as hall, kitchen, staff and administrative areas, etc; reconfiguration of the staff car park to create additional spaces and provision of drop-off/pick-up facility; reconfiguration of the playing field and provision of a Multi-Use Games Area (MUGA); landscaping; and ancillary development.

The proposals would enable the expansion of the schools from two forms of entry (2FE) to three forms of entry (3FE) allowing them to cater for a total of 675 pupils (including nursery).

The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area. The Hillingdon School Expansion Programme is part of the Council's legal requirement to meet the educational needs of the borough.

In the main metropolitan areas throughout the country there has been a significant increase in the need for school places and this holds true for London. This increase reflects rising birth rates, migration changes and housing development. The latest forecast for school places indicates a sustained residual need for additional forms of entry in primary schools in the north of the borough and there is therefore a requirement to expand Hillside Infant and Junior Schools to help meet this need.

The existing schools would be expanded from two forms of entry to three forms of entry to provide additional places for the children of the borough. Internal reconfiguration works would take place to the existing school building such that it would provide for an expanded Infant cohort and the new building would be occupied by the new expanded Junior School. Combined, the two schools will provide capacity for a total of up to 675 pupils (including nursery).

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and Local Plan: Part 2 policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Furthermore, whilst it would result in some loss of playing field, it is considered that the provision of alternative high quality sporting facilities and improvements to the existing drainage would be of

sufficient benefit to sport so as to outweigh this loss, such that the proposals would not be contrary to current policies which seek to preserve existing playing fields and sports provision. Sport England nevertheless object to the proposals. Accordingly, if the decision is made to approve planning permission the scheme would be referable to the Secretary of State.

It is not considered that the proposed development would result in an unacceptable impact on the visual amenities of the school site or on the surrounding area. Furthermore, it is not considered that the proposal would have any significant detrimental impact on the amenities of the occupiers of neighbouring residential units.

The proposal is supported by a detailed Transport Assessment and provides for mitigation measures to reduce its impact on the local highway network. The Council's Highway Engineer has reviewed this information in detail and confirmed that the proposed development would be acceptable in terms of traffic impact, pedestrian and highway safety.

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

2. RECOMMENDATION

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

A. That the application be referred to the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

B. That should the Secretary of State not call in the application that the application be deferred for determination by the Head of Planning and Enforcement under delegated powers.

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, HS-A-0001, HJ-A-2002 Rev.B, HJ-A-9001, HJ-A-3001, HS-A-3001 Rev.B, HS-A-3002 Rev.B, HS-A-3003 Rev.B, HJ-A-1201 Rev.C, HJ-A-1202 Rev.D, HJ-A-1203 Rev.C, HS-A-0005 Rev.C, HS-A-0006 Rev.B, HJ-A-1204 Rev.A, M285-300 Rev.P3 & M285-200 Rev.P3, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

4 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:

Tree Survey & Protection Plan

Noise Impact Assessment, prepared by Pace Consult dated 30/09/16

Archaeological Desk-Based Assessment, prepared by AOC Archaeology Group dated July 2015

Lighting Strategy Report, prepared by Arcadis dated September 2016

Ecological Appraisal, prepared by EPR dated July 2015

Bat Building and Tree Inspection, prepared by EPR dated August 2015

Flood Risk Assessment and Drainage Strategy, prepared by Waterco Consultants dated October 2016

Transport Assessment Rev.D, prepared by Local Transport Projects, dated 01/12/16

Travel Plan Rev.D, prepared by Local Transport Projects, dated 01/12/16

Arboricultural Constraints Report, prepared by SES dated August 2015

Arboricultural Impact Assessment, prepared by SES dated 27/10/16

Energy Statement, prepared by Arcadis dated September 2016

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

REASON

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

5 COM7 Materials (Submission)

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

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

REASON

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

6 COM8 Tree Protection

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

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

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

REASON

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

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

Within three months of commencement of works on site a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical charging points 10% to be active and 10% passive provision)

2.e Hard Surfacing Materials

2.f External Lighting

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

3. Living Walls and Roofs

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

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

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

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

8 COM10 Tree to be retained

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

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

REASON

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

9 COM26 Ecology

Within three months of commencement of works on site a scheme for the protection, creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must proceed in accordance with

the approved plans.

REASON

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with policy BE1 of the Local Plan: Part One Strategic Policies, policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

10 COM31 Secured by Design

The building(s) shall adhere to 'Secured by Design' principles as set out in the document 'Secure by Design Design - New Schools 2014' published on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until relevant security measures have been implemented.

REASON

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

11 NONSC Travel Plan

Prior to first occupation of the development hereby approved a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the Travel Plan shall be implemented in perpetuity and it shall be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved.

The Travel Plan shall demonstrate a commitment to the ongoing promotion of sustainable travel to users of the development and include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, a commitment to delivering the Travel Plan objectives and details of effective mechanisms to achieve the objectives of the Travel Plan. It shall also include measures, such as expansion of breakfast/after school clubs, staggering of the start/end school times, implementation of car sharing initiatives and the promotion of walking and cycling initiatives, aimed at reducing peak time congestion.

REASON

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

12 NONSC Traffic Management Plan

Prior to the commencement of development a traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall provide details in relation to access (vehicular and pedestrian) and the parking provision for school and contracting staff and the delivery of materials during construction.

REASON

To ensure that the construction does not have an unacceptable impact on residential amenity and in the interests of highway and pedestrian safety in accordance with policies

AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Car Park Management Strategy

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

The submitted strategy shall contain details of parking allocation of the staff car park; details as to how the drop-off and pick-up area will be managed to ensure its efficient operation; security measures; any parking management equipment such as barriers/ticket machines, etc; and a detailed scheme of management for the areas including within and outside of peak school pick up and drop off hours.

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

The drop-off/pick-up area must be provided prior to occupation of the development.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 6.1 and 6.3.

14 NONSC Delivery & Servicing Plan

Prior to occupation of the development hereby approved 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. Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

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 Unitary Development Plan Saved Policies (September 2007).

15 NONSC Fire Strategy

No development shall proceed beyond the steel/timber/concrete superstructure (including roof structure) of any building proposed until a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building has been 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 Policies AM13 and AM16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.2.

16 NONSC Automatic Light Switch Off

Measures shall be put in place to ensure that lights, including car park lighting, are automatically turned off when the buildings are not in use.

REASON

To safeguard residential amenity in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to reduce energy demands in accordance with London Plan (2015) Policy 5.2.

17 COM17 Control of site noise rating level

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.

REASON

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

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.

BE5	New development within areas of special local character
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
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
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
R4	Proposals that would involve the loss of recreational open space

R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.18	(2016) Education Facilities
LPP 3.19	(2016) Sports Facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.3	(2016) Community infrastructure levy

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 I1 Building to Approved Drawing

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

5 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

6 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 - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

7 I11 The Construction (Design and Management) Regulations 1994

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

8 I12 Notification to Building Contractors

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

9 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

10 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control o

Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

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

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

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

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

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

11 I19 Sewerage Connections, Water Pollution etc.

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

12 I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

13 I28 Food Hygiene

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

14 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
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

15

The Council's Access Officer has advised as follows:

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

b) Inclusive design principles should be applied to all learning activities and school functions. This ensures an environment to help children with Special Educational Needs and disabilities take part in school activities on an equal basis alongside their non-disabled peers.

c) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure

that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

d) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate door and door furniture can be easily located by people with reduced vision.

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

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

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

16

With regard to part 2.a of condition 7, the Council's Waste Strategy Manager has advised as follows:

a) An area needs to be allocated for the storage of waste and recycling bins.

b) Ideally this should be a fenced area to contain the bins. I would recommend using bulk metal bins for containing the waste and recycling awaiting collection. The bulk bins would need to be rotated by school staff in between collections. A 1,100 litre bulk bin measures 1,370 mm (h) x 990 mm (d) x 1,260 mm (w).

c) The material used for the floor /surface of where the bins are stored should be 100 mm thick to withstand the weight of the bulk bins.

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

e) 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).

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

g) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle. The width of the carriageway should be 4 metres to allow the collection vehicle to manoeuvre safely.

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

17

Thames Water have provided the following advice:

Waste Comments

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

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

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

Waste Comments

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

3. CONSIDERATIONS

3.1 Site and Locality

Hillside Infant and Junior Schools occupy an approximately 1.5 hectare broadly rectangular shaped plot located on the western side of Northwood Way in Northwood.

They currently share a single-storey 1970s system framed building located towards the southern end of the site. A single-storey temporary modular classroom block, installed earlier this year, also occupies the southern most corner of the site.

Located on a hill, the site is split into three distinct tiers. The playing fields are located to the north and on the highest part of the site. The school car park and junior school playground occupy the central part of the site. The existing school buildings and Infant play areas occupy the southern and lowest part of the site. A single-storey modern Children's Centre and limited parking occupies a part of the eastern side of the site, just to the north east of the main school car park.

The school site is located in a predominantly residential area, characterised by a mix of detached bungalows and two-storey detached and semi-detached houses. It is immediately

bounded to the west by the residential gardens of properties in Addison Way. It is bounded to the north and east by Northwood Way, beyond which are residential properties and it is bounded to the south by a public footpath, beyond which are residential properties.

The school is served by 29 car parking spaces. A single pedestrian and vehicular access currently exists via Northwood Way. A secondary pedestrian only access is available via the footpath to the south, which links Northwood Way and Townsend Way/Addison Way.

The site benefits from lines of mature trees, most notably to the north and south of the car park, to the south of the existing school building and around the site boundaries to the north and east of the playing field. Some tree planting also exists along the site's western and southern boundaries.

The entire application site falls within the developed area as designated in the Hillingdon Local Plan. The Hillside, Northwood Hills Area of Special Local Character immediately bounds the school site to the east. Records indicate that surface water pooling occurs to the south of the site and along Northwood Way to the east, as long as within some parts of the site.

3.2 Proposed Scheme

This application seeks full planning permission for the expansion of the existing Hillside Infant and Junior Schools through the provision of a new classroom block and associated development including the reconfiguration of the existing playing field, creation of a Multi-Use Games Area (MUGA), alterations to the car park, creation of a pupil drop-off/pick-up area, landscaping and ancillary works.

The new classroom block would be located relatively centrally along the western boundary, immediately to the north of the existing building. Reflecting the level changes across this part of the site it would be built into the bank to provide a part two-storey part three-storey building. It would accommodate 12 classrooms, an ICT suite, a food science/design technology room, library, staff room, studio, hall, group rooms, administrative areas, WCs, stores, circulation space and associated facilities.

To accommodate the new building, the existing Junior School playground would be lost and the playing field reconfigured. A MUGA, capable of accommodating a range of sports, including two netball courts would be provided in front of the new building to off-set the loss of the playground and reduction in area of playing field. Regrading of the playing field and provision of retaining walls around its boundaries would allow a usable space, capable of accommodating similar sports provision to the existing, to be retained.

The existing car parking across the site would be reconfigured and a new access created off Northwood Way to enable both the maximisation of parking provision and also the creation of a one-way pupil drop-off and pick-up area. A total of 37 car parking spaces would be provided. Cycle and scooter parking would also be provided.

Hard and soft landscape enhancements would be provided across the site, including new tree planting to the north of the car park and along the site boundaries. Landscape enhancements would also be made to the Infant School entrance.

Once complete, the Junior School would occupy the new building. Internal refurbishment works, not requiring planning permission, would take place to the existing building to allow

the expansion of the Infant School into the newly created space. It is understood that refurbishment works would also seek to improve some of the existing shortcomings of the building where several classrooms are undersized. The recently installed temporary modular classroom would be removed. No alterations are proposed to the Children's Centre, which shares the school site.

Following the expansion, combined the schools would cater for a total of 675 pupils and 78 full time equivalent (FTE) staff (including 45 nursery pupils). This would represent increases of 216 pupils and 25 FTE staff.

3.3 Relevant Planning History

18495/APP/2007/3183 Hillside Infants School Northwood Way Northwood

ERECTION OF A SINGLE STOREY CHILDREN AND FAMILY CENTRE INCLUDING ASSOCIATED EXTERNAL WORKS (INVOLVING DEMOLITION OF EXISTING REDUNDANT BUNGALOW AND WOODEN SHED)

Decision: 07-02-2008 Approved

18495/APP/2009/119 Hillside Infants School Northwood Way Northwood

Details of materials in compliance with condition 2 of planning permission reference: 18495/APP/2007/3183, dated 17th October 2007 (single storey children and family centre including associated external works, involving demolition of existing redundant bungalow and wooden shed).

Decision: 18-02-2009 Approved

18495/APP/2015/1363 Hillside Primary School Northwood Way Northwood

Erection of a temporary double modular classroom unit with associated external works

Decision: 08-06-2015 Approved

18495/APP/2016/2807 Hillside Primary School Northwood Way Northwood

Details pursuant to conditions 5 (tree protection) and 6 (landscaping) of planning permission ref: 18495/APP/2015/1363 dated 08/06/16 (Erection of a temporary double modular classroom unit with associated external works).

Decision: 28-07-2016 Approved

Comment on Relevant Planning History

The site has an extensive planning history, predominantly relating to minor developments. In terms of the most recent planning history, records indicate that planning permission was granted for the Children's Centre, which now occupies a part of the eastern side of the site, in 2008. Planning permission was granted for the temporary classroom unit now occupying the southern corner of the site, for a temporary period of three years, in June 2015. That classroom was required to accommodate a bulge class of 30 children, whilst more permanent solutions were sought to meeting the long-term need in this part of the borough. The most recent 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)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM11 (2012) Sustainable Waste Management
PT1.EM5 (2012) Sport and Leisure
PT1.EM6 (2012) Flood Risk Management
PT1.EM7 (2012) Biodiversity and Geological Conservation

Part 2 Policies:

BE5 New development within areas of special local character
BE13 New development must harmonise with the existing street scene.
BE19 New development must improve or complement the character of the area.
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions.
BE22 Residential extensions/buildings of two or more storeys.

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
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
R4 Proposals that would involve the loss of recreational open space
R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities

- R10 Proposals for new meeting halls and buildings for education, social, community and health services
- R16 Accessibility for elderly people, people with disabilities, women and children
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- LPP 3.18 (2016) Education Facilities
- LPP 3.19 (2016) Sports Facilities
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 6.1 (2016) Strategic Approach
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- LPP 6.12 (2016) Road Network Capacity
- LPP 6.13 (2016) Parking
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.19 (2016) Biodiversity and access to nature
- LPP 7.21 (2016) Trees and woodlands
- LPP 8.3 (2016) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st December 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 111 local owner/occupiers and the Northwood Hills Residents'

Association. Four site notices and a press notice were also posted.

Two letters of objection and one letter of support have been received.

The objections raise the following concerns:

- i) The capacity assessment in the Transport Assessment claims to be 'worst case' yet the base data was collected on a single day, a day that may not have been the worst.
- ii) No mention or plans have been provided indicating that there may be plans to change road markings or signage.
- iii) No capacity assessment for contractor traffic during construction has been provided.
- iv) The on-site drop-off facility is inadequate and will create substantial queuing and disruption on and off site along Northwood Way.
- v) The inadequacy of the drop-off design will not alleviate the substantial disruption that occurs when an H13 bus seeks to negotiate Northwood Way during peak times.
- vi) Severe disruption to Northwood Way during construction.
- vii) The proposed access and egress facilities will actively exacerbate existing problems.

The letter of support makes the following comments:

- i) No objections are raised but more parking should be provided for the school and children's centre.

A letter of support has also been received from the Chair of Governors of the Junior School, which comments as follows:

"The Junior School students need access to the increased size classrooms which are recommended for all schools now. At the moment there is not enough room in the existing school and storage is limited. With the number of children in Hillingdon the council asked us to consider to help meet the need to go from a two form to three form entry this means the new building is needed. It will enable the school to offer activities it has not been able to do so up to now and it is looking for ways that other members of the neighbourhood could benefit from these facilities as well. The ability to create a drive through should minimise the parking issues in Northwood Way when children are taken to school and collected and the school will work hard with the school community to encourage parents to drop off their children quickly and to be considerate to the neighbours."

It should be noted that in accordance with Department for Education (DfE) requirements relating to the expansion of maintained schools a parallel consultation has been carried out by the Council's Education Team. The Local Planning Authority has been forwarded two responses which have been sent directly to the Education Team. It should be noted that in both cases residents advise that they are generally supportive of the proposals but nevertheless have concerns. For completeness, those comments are summarised below:

- 1) Traffic and parking - introduction of more yellow lines around the school means there is never anywhere to park. Northwood way is currently too narrow and should be widened to provide parking bays for parents and residents.
- 2) The whole road infrastructure needs to be reviewed, especially given the number of schools in the area.
- 3) Since works to road and roundabout layouts were undertaken in Northwood Hills, traffic and queuing has significantly worsened and broken down cars or emergency vehicles needing to get through adds to problems.
- 4) All roads and parking in and around the school should be reviewed and managed.
- 5) Traffic around drop off and collection times will need to be controlled during construction to ensure parents still have access and sensible and functional drop off points or parking for parents is provided.
- 6) Residents and parents who are unable to walk cannot park close to the school.

- 7) The Zebra crossing outside the school is often violated by angry fast drivers.
- 8) Staggered drop off times should be imposed to reduce congestion. A school bus and provision of a turning circle should also be considered.
- 9) The current school will almost certainly contain asbestos - assurances need to be given to assure parents their children will be safe.
- 10) The walkways and general outlay of the grounds, especially in the infants areas are no longer suitable for modern use and should be refurbished and better landscaped to reduce pedestrian congestion and school start/finish times.

METROPOLITAN POLICE

Due to the nature of the building and the fact that it is a primary school, we all have a duty of care to the safeguarding of the children. As such, a Secured by Design condition should be imposed on the development. It is noted within the Design and Access statement that it mentions Secured by Design principles and it should be ensured that these principles are adhered to with the assurance of a planning condition.

SPORT ENGLAND

Sport England - Statutory Role and Policy

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 74) and Sport England's Playing Fields Policy, which is presented within its Planning Policy Statement titled 'A Sporting Future for the Playing Fields of England' (see link below, www.sportengland.org/playingfieldspolicy)

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

The Proposal and Impact on Playing Field

A new junior school, Multi-Use Games Area (MUGA), increase in parking provision, alterations to the site access and other alterations are proposed which would result in the loss of part of the playing field.

Assessment against Sport England Policy/NPPF

The proposed development would result in significant loss of playing field land that Sport England does not consider is outweighed by the proposed MUGA, the limited area of land that would be levelled and potential drainage. The playing field would be almost halved in size which would impact the ability of the existing playing pitch to be repositioned for maintenance purposes, enable play off the playing pitch and to accommodate additional or different playing pitches being marked in the future. In addition, the reduction in size will prevent the running track being marked on the playing field during the summer.

Sport England notes that the Design and Access Statement refers to an increase in sport area but this calculation does not appear to include the existing netball hardstanding area and does not solely concentrate on the loss of playing field. As a result, Sport England does not consider that the proposed development would fall within any of its exceptions.

Sport England therefore advises that the design and layout is reconsidered to reduce the loss of the

playing field, for example by positioning the proposed school building on non-playing field land and re-orientating and reducing the MUGA.

Conclusion

In light of the above, Sport England objects to the application because it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 74 of the NPPF

THAMES WATER

Waste Comments

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

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

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

Waste Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

Recommend No Archaeological Requirement.

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.

The site does not lie within an Archaeological Priority Area and as, noted in the submitted archaeological desk-based assessment, it has low archaeological potential for all periods reflecting a paucity of recorded archaeology in the vicinity and its historical location on a common. The site will also have been disturbed by construction of the school. Whilst some as yet undiscovered archaeological features could be present there is no evidence for significant heritage assets to be encountered.

No further assessment or conditions are therefore necessary.

Internal Consultees

TREES/LANDSCAPE OFFICER

The school is situated in the north-west corner of Northwood Way, at the junction with Hillside Road. The main building is located in the southern third of the site. The site slopes up gently to a mid-level car park and playground, before rising steeply to level open playing fields at the north end of the site. Aside from the sloping topography, the site benefits from lines of mature trees, notably to the north and south of the car park and around the site boundaries.

The trees are not protected by TPO or Conservation Area designation. Nevertheless, they are an important feature in the landscape of this part of Northwood and contribute to the adjacent Area of Local Special Character.

A Tree Survey (and Arb Impact Assessment) has been prepared by SES. The survey identifies four trees, or groups of trees, which are 'A' rated (high quality and value): G2, G7, T10 and G8. Parts of group 7 and 8 will be removed to facilitate the development. Nine trees, or groups, are rated 'B'(moderate quality and value): G1, T2, T3, G5, T7, T11, T13, T14 and G109. Of these, G1 and G10 will be removed. Further to this, a the following low quality trees (G6, T9 and T12) will be removed, as will T5 and G9 - which are unsuitable for retention.

A site inspection (22 November 2016) confirmed that some of the best trees (including the line of Hornbeam to the south of the car park) and trees along the external boundaries of the site (north and east) can, and will be, protected and retained. It was also noted that some pre-emptive pruning / crown lifting may be required to selected retained trees.

If the application is to be recommended for approval, landscape conditions will be required to ensure that retained trees are appropriately protected and that the proposed landscaping contributes to the character and appearance of the area.

Recommendation: No objection subject to the above comments and COM8 (this should include on site supervision and monitoring by the tree consultant with updated information supplied to the LPA), COM9 (parts 1,2,3,4,5 and 6) and COM10.

WASTE STRATEGY MANAGER

- a) An area needs to be allocated for the storage of waste and recycling bins.
- b) Ideally this should be a fenced area to contain the bins. I would recommend using bulk metal bins for containing the waste and recycling awaiting collection. The bulk bins would need to be rotated by school staff in between collections. A 1,100 litre bulk bin measures 1,370 mm (h) x 990 mm (d) x 1,260 mm (w).
- c) The material used for the floor /surface of where the bins are stored should be 100 mm thick to withstand the weight of the bulk bins.
- d) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.
- e) 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).
- f) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the

bin to level of the collection vehicle.

g) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle. The width of the carriageway should be 4 metres to allow the collection vehicle to manoeuvre safely.

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

ENVIRONMENTAL PROTECTION UNIT

Officers have reviewed the Noise Impact Assessment report by Paceconsult (ref PC-16-0229-RP1.3 dated 30 September 2016). The noise report shows the indoor ambient noise level (IANL) for classrooms as recommended in Building Bulletin BB93 will be 38dBA, below the recommended levels. The LA1,30min will be 48dBA, again being below the recommended level in BB93. The IANL will be achieved without further mitigation works.

However, with regards to mechanical services plants that are to be installed, a condition is recommended to ensure they do not cause a noise nuisance.

The standard informative relating to control of environmental nuisance from construction work should also be attached if approval is granted.

SUSTAINABILITY OFFICER

No objections are raised to the proposed development.

The development needs to make a positive contribution to wildlife creation and enhancement. Accordingly the following condition is required:

Condition

Prior to the commencement of development a scheme for the protection, creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must proceed in accordance with the approved plans.

Reason

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Local Plan.

HIGHWAY ENGINEER

This application is for a new school building at Hillside Junior and Infant School at Northwood Way Northwood. Pre-application advice has been provided and a Transport Statement (TS) and School Travel Plan by Local Transport Projects dated October 2016 has been produced.

There are pedestrian and vehicular accesses to the site off Northwood Way along with parking restrictions, a bus stop and pedestrian crossing closeby. The site has a PTAL value of 2 (poor).

The existing vehicular access leads to a parking area with 29 spaces available for staff parking and servicing vehicles. There is no on-site facility for pupil set-down or pick up at present.

There are 459 pupils enrolled at the school and 53 FTE staff at present.

There is currently parking stress around the school at start and finish times as parents drop off and pick up their children. From the parking surveys carried out in the surrounding streets it was apparent that there were significant levels of on-street parking prior to the start of school.

Approximately 50% mode share to car trips (Travel Plan data) and a similar number to walk trips take place at the school.

The existing staff parking area for 29 cars is retained and the new drop off/pick up zone for 4 cars as well as additional parking for 9 cars is provided.

The TS considered accidents in the area and concluded that there were no accidents involving children.

There will be an increase of 216 pupils from the existing 459 to a new level of 675. This 47% increase will require a similar growth in staff numbers.

Traffic levels will increase on the surrounding roads by as many as 235 two way trips in the morning arrival and evening departure hours.

A new access point on Northwood Way will be constructed as part of the proposals along with a set down and pick up facility within the school site. Such a facility will help to reduce the congestion on the surrounding streets at pick up and drop off periods. This facility will require managing by the school in order to reduce queuing and can be conditioned by a car park management plan.

The main activity will be focused in the area around the school entrance and exit. Given that there are proposed changes to the drop-off pick up arrangements the access junctions were tested for capacity given the scale of increase and it was found that there was ample capacity available. Once again it is important that the internal area is managed effectively to ensure adequate parking turnover takes place.

The TS also considered the existing level of parking stress and conducted parking surveys on surrounding streets between the hours of 0700-0915 and 1430-1600. These surveys showed that the roads close to the school entrance were parked to capacity for short periods but there were parking spaces within 200m of the school entrance during school peak hours.

It is likely that with a new pick up and drop off facility available within the school grounds that this will result in reduced pressure on local on-street parking.

There is no mention of additional cycle/scooter parking provided for the new staff and pupils but this can be conditioned.

The construction of a large building close to a residential community could cause concern so a condition requiring submission of a Construction Management Plan is recommended. It is presumed that the future servicing arrangements will remain as per the existing.

From the above comments it is clear that additional traffic will be generated but the proposed layout and drop-off arrangement will assist in reducing the impact of the proposals on the surrounding network. On this basis no significant concerns over the proposals are raised.

ACCESS OFFICER

Full planning permission is sought to expand Hillside Junior School with a new stand-alone building to accommodate 12 new classrooms, hall, kitchen, group spaces, staff and administration space,

storage, and new toilet facilities.

The proposal also includes external site works and remodelling of the retained school building entrance, reorientation of sport pitches, formation of a two court MUGA, and other localised hard and soft landscaping.

The Design & Access Statement refers to 29 existing car parking spaces, which would be increased to 48 as part of the proposal. Three accessible car parking spaces are proposed and shown on plan together with dropped kerbs at key locations, and the D & A Statement further refers to statutory guidance and the other local guidance.

Within the proposed structure, a Schindler 5500 lift is shown on plan and level access seems possible to all 12 classrooms. However, no mention is made to Building Bulletin 102, 99 and 93. The following accessibility issues should therefore be addressed:

1. Details on the routes, including any gradients, for wheelchair users from the drop off and car parking spaces should be submitted.
2. The design of the school should be tested against the specifications prescribed in BB 102, 99 and 93 to ensure a school environment that is able to accommodate the needs of disabled children with complex care and support needs. The results of the analysis should be fully documented within a revised Design & Access Statement.
3. In particular, BB 99 refers to provision of a specialist hygiene room containing a shower, sluice, toilet, a changing trolley, fixed or mobile hoist and space for assistants. These features should be incorporated into a dedicated facility designed in accordance with 'Changing Places' design criteria, as set out in the Council's 'Accessible Hillingdon' SPD (adopted May 2013).
4. Accessible changing rooms should be located close to the hall and external sport and MUGA facilities.
5. A medical room should be capable of accommodating children with complex personal care requirements. Provisions should include a track ceiling hoist to facilitate wheelchair transfers.
6. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartment(e.g. within a classroom at first floor with suitable fire resisting compartmentalisation); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

Conclusion: Additional details are required in respect of the points referred to above. Should planning permission be granted, standard informatives should be attached.

Officer comment: Amended plans have been received which shown a more direct access ramp to the building from the drop-off-pick-up area, to suitable gradients. A lift would also be provided from the car park. The Design and Access Statement has also been amended to address the comments raised. The Council's Access Officer has verbally confirmed that, taking into consideration the site constraints, the proposals are now, on balance, acceptable.

FLOOD AND WATER MANAGEMENT OFFICER

Proposal:

Provision of a new Junior School building including new hall, kitchen, admin and teaching facilities set over 2/3 storeys; rearrangement of existing retained grass pitches; provision of new multi-use games area (MUGA); alterations to vehicular access; increased parking provision; creation of a parent drop off facility; internal reconfiguration works to Infants School; landscaping; and associated works.

Recommendation:

The site is shown to be in Flood Zone 1.

However the south part of the site is shown to be at risk of surface water flooding, which has not been assessed in detail to show the proposals put forward to manage the risk from the development are suitable or feasible.

Comments on the Planning Application

The site should be viewed as a whole and the area proposed for development not looked at in isolation and that aspect of the site controlled. The whole site must be controlled to the greenfield runoff rates.

This is particularly applicable where it is proposed to connect to an existing drainage system. There is no information on the location condition or sizing of this drainage, or issues that may affect this as no survey has been undertaken yet.

As it is indicated that the area to the south, which contains the existing drainage system, it is likely to be subject to a flow path, and depths of flood water the functioning of the current drainage system within the site cannot be assumed.

A full assessment of the risks to the site has not been undertaken as it appears that the Environment Agency Website has been used to obtain the surface water maps - which states it should not be used for site specific flood risk assessments, and a more detailed understanding of the flow paths and depths of surface water is required.

A figure of attenuation is provided I am presuming this assumes a free draining system which may not be the case if the southern part of the site is overwhelmed. This amount of storage may therefore need to be revised. In addition a standard assumption of 5l/s in order for a self cleansing system is not appropriate, as there is only a risk of blockage where a treatment train approach has not been taken allowing debris to be removed prior to the location of any control device.

The analysis and assessment of different Sustainable drainage techniques that should be included on site and will be taken forward is inadequate.

- The ability to provide permeable paving is suggested to be considered at a later stage, as there is no information on site gradient provided.
- The considerations of 'living roof' is insufficient and does not provide justification for a green roof not to be included. The first flush of rainfall that a living roof retains is the most important.
- There is no consideration of Living walls particularly where play grounds are adjacent to roads it is vital to screen and provide wider benefits to reducing pollutants.

Where a site is so tightly constrained a more detailed plan of exactly what techniques can be used where and their contribution to the provision of the total attenuation is vital to ensure a suitable scheme is viable.

The attenuation required to ensure the site and the surrounding area is safe can be provided through the most sustainable design needs to be integrated in the urban design and planning at an early stage

and not worked in at the more detailed design stage once other principles and constraints have been established.

It is stated that "Storage will be provided for the 1 in 100 year plus 40% CC event. Storm events in excess of the 1 in 100 year plus 40% CC event should be permitted to produce shallow depth flooding within landscaped areas or car parking adjacent to an attenuation feature. Site levels should be designed to ensure that exceedance flooding is contained on site to eventually drain back into the drainage system"

Any exceedance flooding should be mapped and demonstrated is retained within the site.

It is noted that rainwater harvesting techniques could be incorporated within the final design, however this must be included at this stage of design in order to ensure they are designed in to the proposals and so can be implemented, as there appears no other reference to it elsewhere. This is particularly important on a site so tightly constrained as this one.

It is also noted that water efficient fixtures and fittings are to be used within the site.

It is also noted that a management and maintenance plan is submitted with the application however it only refers to permeable paving despite other elements being proposed within the site, (this should also include any drainage network and manholes) as the design is not yet finalised, this will have to be updated.

Officer comment:

Additional information has been submitted in respect of the proposed drainage strategy. This is currently under review and updated comments will be provided to Committee via the addendum.

EDUCATION

The Council subscribes to the Greater London Authority School Rolls Projection Service. Its forecasting model is robust, having been developed over many years. Hillingdon Council reviews the demand for school places every year and will refresh the annual forecast on the basis of changing patterns of demand and supply in the provision of school places, including changes in demand / supply from outside the Borough.

For primary place planning purposes, the Borough is divided into 14 areas. The Hillside schools fall into Primary Planning Area (PPA) 2, which borders Harrow and Hertfordshire. There are three other primary schools in PPA 2.

The pupil forecast for PPA 2 shows that from 2018, there will be a deficit in pupil places of 13. This increases to 94 by 2022/23.

Additional points of relevance:

- Although no actual deficit overall is shown for the 2016 and 2017 school years, it has been necessary to add 30 additional Reception places (1 class) at Hillside Infant in temporary accommodation for the current school year. This is because the number of Reception children requiring a school place in the area was higher at 'national offer day' than the number of places available in the area in existing Reception classes. This is also forecast to be the case in future years.
- Infant classes are legally subject to the class size limit of 30.
- All schools in the PPA are at capacity in some or all year-groups already.

Hillside is the only school site in the area at which it is feasible to expand provision. Expansion of 2

other schools, Frithwood Primary and Harlyn Primary, has already taken place and there is no scope for further expansion. The remaining school in the area (Holy Trinity) is on a very constrained site, too small for expansion to be feasible.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is an established educational facility which falls within the developed area as designated in the Hillingdon Local Plan. It does not fall in or adjacent to the Green Belt and does not comprise land designated as public open space. It has no other specific designations. Accordingly, the key issues pertaining to the principle of development relate to education and impact on the playing fields.

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together pro actively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the

development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

The Council's Education Team have provided a strong justification in terms of the future demand for the development. It is also noted that the NPPF and ministerial statement are strongly supportive of all educational provision and it is not therefore considered that it is necessary to establish a need for educational development under the current policy context. To the contrary the context is quite clear that all enhancements to educational provision are supported.

The proposal is considered to fully comply with this strong local, regional and national policy support for new, enhanced and expanded educational facilities. However, notwithstanding this, it should be noted that the proposed development would result in a loss of playing field

With regard to existing sports provision, aerial photos confirm that during summer months the existing playing field typically accommodates a straight running track, a round running track and two rounders pitches. During winter months it typically appears to accommodate one football pitch. The school site also accommodates two tarmac playgrounds marked out with netball markings. Their proximity to buildings and lack of appropriate fencing is not however ideal. There are also two small halls, but these offer very limited opportunity for sporting use due to their small sizes, low ceilings and locations central to the school, which means noise must be minimised so as not to disturb other teaching areas.

By comparison, the proposed scheme would provide a playing field which, with the exception of the round summer running track, could be laid out to accommodate the same size and quantum of pitches. A purpose built hall of sufficient size, height and layout to accommodate one badminton court and a purpose built MUGA capable of accommodating a range of sports, including two netball courts would also be provided. The existing Infant playground, which contains netball markings would be retained. Drainage improvements would also be made to the site to address existing problems of waterlogging to the playing field which restricts its use for much of the year. Accordingly, the proposals would, in effect, result in superior sports facilities to the existing through the provision of better drainage, a MUGA with an additional netball court and a purpose built sports hall, which would offer year-round use.

Despite this, Sport England have nevertheless raised objections to the application.

The Ministerial Statement is clearly an important material planning consideration. Given Sport England's objection it is necessary to understand the 'weighting' that should be given to this as a material planning consideration. Officers have undertaken a search of appeal decisions concerning new education developments that affect either playing fields or open space to understand how Planning Inspectors have interpreted the Ministerial Statement.

A search of a national appeals database identified 3 appeal cases where loss of open space or playing field was involved.

Where the schemes are of direct relevance is that in each case the decision maker had, in effect, to decide whether a clear education need outweighed other strong material planning considerations. All 3 appeals (namely the appeal by Chapel Street Community Schools Trust for a free school on open space in Oxfordshire, a new free secondary school by 'Great Schools for all Children' in Warrington on public open space involving the loss of a sports pitch and Poulton Church of England Primary and Nursery School's planning application in Poulton-Le-Flyde Lancashire which proposed modular buildings on urban open space) were allowed and significant weight was given by the appeal inspector to the education need in every case.

In the Warrington case (which is a 2014 case and therefore was based on the NPFF, Ministerial statement and most up to date national Planning Policies) the Council in refusing the planning application stated:

"The playing fields offer significant benefits to the local community due to the sports pitches available and their accessibility and close proximity to residents, community groups and schools."

Sport England did not object subject to,

"Conditions regarding the submission, agreement and implementation of a sports development plan and community use agreement, the details and specifications of the sports hall, changing rooms and artificial grass pitch and a scheme for the improvement of the remaining playing fields are required to ensure that there is sufficient benefit to the development of sport, suitable arrangements for community access and that the loss of the existing playing fields on the site is effectively mitigated."

It should be noted that Sport England therefore appear to have been satisfied that conditions could be used to address potential policy conflicts.

The Inspector in allowing the appeal stated;

"There are differing views as to the potential effects on existing schools and the justification for the proposed school in terms of the need to raise educational standards. What is clear however is that the proposal will create an additional school, increasing the number of school places available and creating greater choice and diversity for secondary education in the area. In the context of the Framework and the Ministerial Policy Statement, this constitutes a significant benefit that carries substantial weight."

It should be noted that the appeal was then called in by the Secretary of State who then confirmed that he agreed with the Inspector's original decision letter.

In the Poulton Church of England Primary and Nursery School case the Planning Inspector cites the text in the Ministerial statement which says that the development of state-funded schools is in the 'national interest' and that planning decision makers should support that objective, in a manner consistent with their statutory obligations. The Planning Inspector then openly criticises the Local Planning Authority in his decision letter for not giving sufficient consideration to the Ministerial Statement.

What these recent appeal cases show is that decision makers are expected to place substantial weighting on the Ministerial Statement and that it is a very important material

planning consideration. As such officers consider that the educational need argument outlined by the applicant with respect to Hillside Infant and Junior Schools should be given substantial weighting as a material planning consideration.

With specific regard to the loss of playing field, policies R4 and R5 of the Local Plan: Part 2 seek to resist their loss "unless adequate, accessible, alternative facilities are available."

Part B of London Plan policy 3.19 states:

"Development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted."

Sport England's Playing Field Policy - A Sporting Future for the Playing Fields of England, confirms that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, unless one of five exceptions applies. Exceptions E4 and E5, quoted below, are considered to be most relevant to this application:

"E4 The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development."

"E5 The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport so as to outweigh the detriment caused by the loss of the playing field or playing fields."

Paragraph 74 of the NPPF reiterates the objectives set out in Sport England's Policy Statement. It confirms that sports and recreational buildings and land, including playing fields, should not be built on unless (amongst other criteria)

- i) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- ii) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

The applicant's Planning Statement seeks to justify the development against the relevant policy criteria by demonstrating that there would in fact be no overall loss in quantity and a marked improvement in quality of sports facilities to be provided at the site.

In terms of quantity, in acknowledging that there would indeed be some loss of grass playing field resulting from the development, the applicant asserts that Sport England fails to give due weight to the benefits which would be brought about by improvements to the drainage of the playing field and to the provision of alternative sports provision through the construction of a sports hall and MUGA.

Officers noted on visiting the site both at pre-application stage and more recently once the application was submitted that the existing sports facilities are not without their own constraints. The existing playing field appears to suffer from poor drainage. This is backed up by Council records which confirm that surface water pooling is known to occur locally along Northwood Way, to the south of the school and to the north of the existing school building. Given the school's location on a hill and the higher level of land to the north and

east, this is unsurprising. Officers also noted that use of the existing tarmac playgrounds for sport was limited due to the lack of appropriate fencing and proximity to existing buildings and steps. Furthermore, the indoor spaces were sub-standard due to their small size and low ceilings.

It is considered therefore that the replacement sports facilities would be at least comparable, and arguably an improvement, in terms of quality and quantity of actual usable space.

The applicant contends that the only overall sporting loss over the existing would be the ability to mark out a round running track. The football pitch, rounders pitches and straight running track could all be reprovided. The benefits of the proposed improvements to the drainage and the provision of a purpose built MUGA, additional netball court and indoor sports hall, would improve the quantity and quality of sports provision on site and is of sufficient benefit to outweigh the loss of playing field.

The applicant argues that the proposed scheme fully complies with current planning policy, including Sport England's own guidance and Paragraph 74 of the NPPF, relating to the loss of playing fields in that the benefits of the proposed improvements to the drainage and the provision of a purpose built MUGA, additional netball court and indoor sports hall, improves the quantity and quality of sports provision on site such that it is of sufficient benefit to outweigh the loss of playing field.

Whilst every application must be assessed on its own merits, of note is also Sport England's approach to past applications. Officers are aware of several primary school sites within Hillingdon where Sport England have raised no objection to the provision of MUGAs on playing fields. Also of note is Sport England's more recent objection to loss of playing field at nearby Northwood School (application ref: 12850/APP/2014/4492), which was neither upheld by the GLA or the Secretary of State. It is difficult to argue that those decisions don't set at least some form of precedent.

Taking everything into consideration, including current planning policy wording at local, regional and national level, the applicant's and Sport England's arguments, it is very difficult to see how Sport England's objection could be upheld in this instance. The applicant has put forward a strong, well reasoned justification for the proposal and demonstrated that there would be no loss in overall sports provision in terms of quantity or quality. Accordingly, it is considered that the proposals do comply with current planning policy and that refusal on these grounds could not be justified.

Conclusion:

The proposal is considered to fully comply with current planning policy which seeks to support the improvement, enhancement and expansion of existing school sites. Notwithstanding Sport England's objection, the proposal is also considered to comply with current policy which allows the loss of existing playing fields, providing the loss resulting from the proposed development would be off-set by alternative facilities. Even if it could be argued that a loss in quantity of sports provision would occur, it is considered that this would be so negligible that it would not amount to such exceptional circumstances that it would outweigh the educational need for the development. It is also considered that Sport England fail to take fully into account the improvements to the quality of sports provision which would be provided across the site, contrary to their own policy requirements.

On the basis of the above, the proposal is considered to comply with current local, London Plan and national policies relating to educational provision and sports facilities and no objections are raised to the principle of the development, subject to the proposals meeting site specific criteria.

7.02 Density of the proposed development

The application relates to new educational development. Residential density is therefore not relevant to the consideration of this application.

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

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity. However, the Hillside Northwood Hills Area of Special Local Character (ASLC) bounds the site to the east.

Given the significant set back of the proposed building from Northwood Way combined with screening which would be provided by the existing Children's Centre and existing and proposed tree planting, it is not considered that the development would have any significant detrimental impacts on the visual amenities of the ASLC. Matters relating to overall visual impact are discussed in more detail in part 7.07 of the report below.

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 proposed building design respects the topography of the site, with this contributing significantly to its layout and height such that, although a small portion of the building would be three-storey's in height, this does not unacceptably add to its bulk, scale or mass such that it would be out of keeping with that of surrounding development. Indeed sections have been provided which demonstrate that the height of the proposed building would be comparable to that of two-storey properties in Townsend Way to the west.

The use of a simple material palette ensures a balance is struck between providing the building with some civic presence whilst also respecting the residential nature of the surrounding area. The use of London Stock brick and white render reflects building materials typical of the area, whereas the scale of the building and use of grey aluminium fenestration and red panels in the school colour, provide it with a civic presence appropriate for a school site.

The set back of the building and MUGA, which would be bounded in tall fencing, from the road, existing screening provided by the Children's Centre and existing and proposed tree planting further ensures that the building would not appear as an overly dominant feature which would be out of keeping with the character or appearance of the Northwood Way street scene and surrounding area. As such, the development is considered to comply with the above mentioned policies and would be visually acceptable in this location.

7.08 Impact on neighbours

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

The Council's Supplementary Planning Document (SPD) on Residential Layouts states that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a minimum distance of 21m should be retained between facing habitable room windows in order to ensure there is no unacceptable overlooking.

The nearest residential properties would be located in Townsend Way approximately 35m away to the west of the rear elevation of the proposed building. Given this distance, which exceeds minimum Council guidelines, in addition to proposed boundary planting, it is not considered that the development would have any significant detrimental impact on residential amenity.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed development, which has been designed to accord with Department for Education standards, would provide an appropriate environment for the future staff and pupils.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

A Transport Assessment, accompanied by a Travel Plan, has been submitted in support of the application.

The proposals seek to expand both the Infant and Junior Schools from 2FE to 3FE. Total pupil numbers would increase from 459 to 675 (including nursery) and staff numbers would increase from 53 (full time equivalent (FTE)) to 78 FTE, representing increases of 216 and 25 respectively.

Currently staff parking only is provided on site. Visitors and parents are required to use on-street parking available along local roads. The proposals seek to increase the number of on-site car parking spaces from 29 to 37. Furthermore, facilities for the storage of up to 40 cycles and scooters would also be provided.

No reference is made to the provision of electric vehicle charging points in the submission. In accordance with London Plan requirements 20% (10% active and 10% passive) of spaces should be served by electric vehicle charging points. This would be required by way of condition..

A new access/egress would be created onto Northwood Way to enable the creation of a drop-off/pick-up area for parents. This would operate as a one way system and provide an area where vehicles can pull off the road and stop for short periods of time to drop-off/pick-up their children, who can be greeted by staff here and escorted directly into the school. As the majority of staff would arrive before and depart later than pupils there should be limited

conflict between the different users of the car park. However, a car park management plan would be required by way of condition should approval be granted to ensure the safe and efficient operation of the car park and drop-off/pick-up area. Notably, the Junior School Chair of Governors acknowledges the need for the school to carefully manage the facility in her comments on this application above.

Residents' scepticism over the benefits of the drop-off/pick-up facility are noted. Site constraints are such that it would not be possible to provide a larger facility. Whilst it is acknowledged that the facility, which has been the subject of pre-application discussions, would not have capacity to remove all traffic from the road, it seeks to help to ease some of the congestion immediately in front of the school at peak times, and is supported by the Council's Highway Engineers.

Based on current trip generation data, the Transport Statement suggests that traffic levels will increase on the surrounding roads by as many as 235 two way trips in the morning arrival and evening departure hours. However, it concludes that whilst this will create an increased demand for short-term parking in the surrounding roads, providing appropriate mitigation measures are put in place through the adoption of a robust school Travel Plan, there is ample capacity to cope with this within a short distance of the school.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. Accordingly, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified. Whilst it is acknowledged that congestion along Northwood Way increases at peak pick-up and drop-off times, notably there is ample capacity within the surrounding area, a short walk away from the school. The proposed drop-off/pick-up facility will help remove some short term demand from the highway network and the Travel Plan will assist in spreading the peak demand period and encouraging use of more sustainable modes of transport.

In terms of staff travel this is unlikely to occur during peak times as the majority of staff arrive before and depart after peak pupil start/finish times. Accordingly, it is not considered that the additional trips generated by staff would lead to a significant demand for additional parking or have any significant impact on the highway network.

It is not considered that the proposed development would have such a detrimental impact on the local highway network that refusal could be justified, providing a robust school travel plan is provided to encourage the use of more sustainable modes of transport to/from school. This would be required by way of condition should approval be granted. Notably, the Council's Highway Engineer has raised no objections to the proposed development.

7.11 Urban design, access and security

- Urban Design

This issue has been addressed in part 7.07 of the report. Taking into consideration the site constraints and the character and appearance of the surrounding area, the size, scale, height and design of the proposed development is considered to be visually acceptable in this instance.

- Security

The submitted Design and Access Statement confirms that security has been carefully considered by the applicant to ensure that a secure and welcoming environment is provided

for pupils, whilst limiting opportunities for trespassing and vandalism.

It demonstrates that daytime and out of hours security has been carefully considered and that a series of measures would be employed to ensure a safe and secure environment is retained. It confirms that access controlled entry would be provided and that the design has sought to avoid isolated alcoves around the building perimeter or areas where passive supervision would be limited. It confirms that the new building would adhere to the principles of Secure by Design and that the following measures would be incorporated:

- The existing boundary fence will be retained. Where damaged or ineffective due to adjacent property/trees, this will be reviewed and amendments made accordingly to reinstate it;
- Lockable gates will be provided where appropriate;
- CCTV to cover new pedestrian and vehicular access points to both principal boundaries. Further CCTV will be provided in the ground floor common areas linked to the main alarm system;
- Appropriate zoning for site / building lock down for out of 24 hours community use;
- Windows and doors are to be designed in accordance with SBD principles;
- New intruder alarm system to be provided and will be linked to the existing School alarm system.

The Metropolitan Police Designing Out Crime Officer has raised no objections subject to a condition requiring the development to adhere to Secure by Design principles.

7.12 Disabled access

The Council's Access Officer initially objected to the scheme due to an originally proposed long and convoluted access route for disabled users, the failure to provide a direct access to lifts within the building from the car park and the lack of hygiene room.

In light of these concerns and following negotiation with the Access and Urban Design Officers amended plans were provided to address these issues. A shallow gradient access ramp would now provide the main access to the building for all users. This would provide direct access from the drop-off and pick-up zone, which would lead directly to the main school entrance.

The applicant investigated the possibility of relocating the main entrance and also providing a direct pedestrian access route into the building from the car park, where users could in turn then access the lift. However, due to the requirement to minimise the footprint of the building combined with ensuring as efficient as possible internal layout was provided, capable of meeting the school's operational requirements, this was not possible. As a compromise it is proposed to provide an external platform lift from the car park to the main entrance.

The amended plans indicate that a hygiene room would be provided at ground floor level. The Access Officer has verbally confirmed that this can also serve as the medical room.

The Design and Access Statement has been updated to reflect the above amendments. It also confirms that the development will fully comply with Part M of the Building Regulations and BS8300.

Whilst ideally an accessible entrance into the building should be provided from the car park, taking into consideration the site constraints, the provision of an external platform lift and the

amendments which have been made to the ramp are considered to strike an acceptable compromise. Accordingly, it is considered that the amended proposals satisfactorily overcome the Access Officer's initial concerns and it is not considered that refusal could be justified on grounds of accessibility.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings. Landscape proposals will need to ensure that new development is integrated and positively contributes to or enhances the streetscene. In addition, proposals should seek to create, conserve or enhance biodiversity and improve access to nature by sustaining and, where possible, improving the quality and extent of natural habitat enhancing biodiversity in green spaces and among developments. 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.

The existing school site is characterised by its tiered nature, associated with the change in levels across the site, and lines of mature trees, notably to the north and south of the car park and around the site boundaries. Those forming a row to immediately to the north of the existing school building provide a particularly striking feature and would be retained. Those to the east of the playing field are also of high amenity value, enhancing the visual amenity of both the school site and the adjoining ASLC. Most of these would also be retained.

Several 'A' and 'B' grade trees or groups of trees would be removed to facilitate the development. These are predominantly located in a row immediately to the south of the existing playing field. Whilst this is regretful, those trees are located relatively centrally to the school site and, therefore, their wider amenity value as viewed from outside the school site is less than that provided by those around the site boundaries.

Pre-application discussions took place regarding the scheme and, although not made clear in the Design and Access Statement, officers are aware that a range of site layout options, aimed at minimising the impacts of the development, were considered.

Replacement planting would be provided, predominantly by way of boundary planting but also through replacement planting to the north of the proposed car park.

Given the very strong educational need for the development and replacement planting proposed, the proposed tree loss is, on balance, considered to be justifiable in this instance. Notably, the Council's Trees/Landscape Officer has raised no objections on this basis, subject to standard landscaping conditions requiring the submission of full details of tree protection and a comprehensive landscape scheme.

In terms of ecological impacts, an Ecological Appraisal and a Bat Building and Tree Inspection Report has been submitted in support of the application. These confirm that there are no protected species present on site. However, given the tree loss proposed, a range of ecological enhancements are recommended in the reports to ensure that biodiversity features and enhancement of opportunities for wildlife are provided. Although no details

plans have been provided at this stage, the applicant has confirmed their commitment to taking on board the recommendations of the reports in their Design and Access Statement. On this basis, the Council's Sustainability Officer has confirmed that no objections are raised subject to a condition to require full details of the ecological enhancements proposed.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities would be provided within an accessible location. The proposed facilities are considered to be acceptable in the location shown and full details would be required by way of condition should planning permission be granted. Notably, the Council's Waste Manager has raised no objections to the proposals. However, it should be noted that the schools ultimately have discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 35% target reduction in carbon dioxide emissions will be achieved from 2013 Building Regulations, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures such as ensuring the building will be well insulated, use of high efficiency boilers, energy efficient lighting, natural ventilation, etc, photovoltaic panels would be provided to provide a portion of the site's energy needs through the use of a renewable energy.

These measures would achieve a 36% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements. The Council's Sustainability Officer has notably raised no objections to the details submitted.

7.17 Flooding or Drainage Issues

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

The site does not fall within a flood zone or critical drainage area, although surface water pooling is known to occur along Northwood Way, to the south of the site and within parts of the site. In accordance with London Plan policy a Flood Risk Assessment & Drainage Strategy has been provided.

This makes a number of recommendations regarding potential sustainable drainage measures which could be incorporated including the provision of permeable paving, below ground cellular storage, rainwater harvesting. However, it is not clear from the information provided which of these measures would be incorporated or whether they are feasible. The Council's Flood and Water Management Officer has objected to the scheme on this basis.

At the time of writing this report details of additional surveys have been provided to demonstrate that a suitable drainage strategy could be provided on site. These are currently under consideration and updated comments will be reported to Committee via an addendum sheet following the Flood and Water Management Officer's detailed assessment of the

additional information provided.

7.18 Noise or Air Quality Issues

Air quality

It is not considered that the proposed development would lead to such an increase in traffic over and above its existing consented use that it would have a significant impact on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections on these grounds.

Noise

This is an existing school site and, whilst the layout of the development would change, it is not considered that this would result in any significant increase in noise levels such that refusal could be justified.

7.19 Comments on Public Consultations

The objections raised by residents predominantly relate to concerns over traffic, parking and congestion. These have been addressed in the body of the report. Notably, the Council's Highway Engineer has raised no objections on these grounds.

Concerns regarding the impacts of construction are also noted. A condition would be attached, should approval be granted, requiring the submission of a Traffic Management Plan to ensure highway and pedestrian safety is maintained throughout the construction period. Concerns regarding the the potential presence of asbestos within the existing building are also noted. The safe handling of asbestos would be governed by Environmental Health rather than Planning legislation. A relevant informative would be attached should approval be granted.

Residents' concerns over the shortcomings of the existing external spaces are also acknowledged. Internal and external refurbishment works to existing spaces do not require planning permission. However, it is understood that the applicant is working in close liaison with the school to ensure priority works can be undertaken in and around the existing building.

7.20 Planning obligations

Policy R17 of the Local Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

In this instance no off-site mitigation works are proposed. The requirement for a Travel Plan can be secured by way of planning condition.

Notably, as the development is for educational use it would not necessitate a contribution towards the Mayoral or Hillingdon Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposed development is considered to fully comply with local, regional and national planning policies relating to the provision of new and/or enhanced educational facilities. Furthermore, despite Sport England's objection, the development would notably provide alternative sports provision through the creation of a MUGA and indoor hall, and other enhancements including drainage improvements to the playing field, which are considered sufficient to outweigh the loss playing field. It is also considered that, on balance, the educational need for the development outweighs any impact the development might have on sports provision.

It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential units and it is not considered that the development would lead to such a significant increase in traffic and parking demand that refusal could be justified on highway grounds.

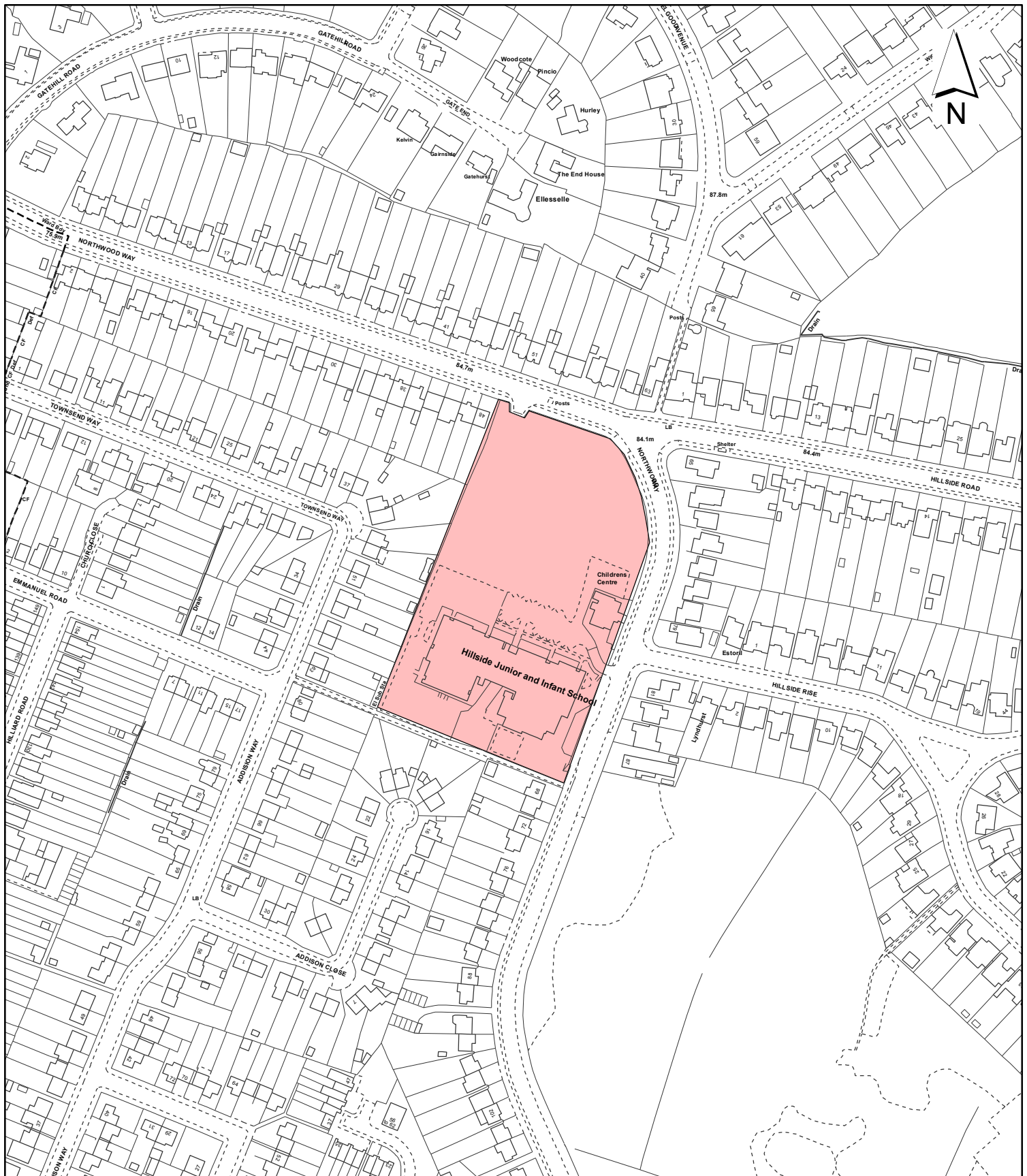
The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended, subject to referral of the scheme to the Secretary of State.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Hillside Junior & Infant School

Planning Application Ref:

18495/APP/2016/3957

Planning Committee:

Major Page 125

Scale:

1:2,500

Date:

January 2017

LONDON BOROUGH OF HILLINGDON

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



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

- Address** ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE
- Development:** Reserved matters (layout, scale, appearance and landscaping) for the erection of 58 dwellings together with associated parking and landscaping, in compliance with conditions 2 and 3 for Phase 6 of planning permission ref: 585/APP/2009/2752 (Outline application (all matters reserved, except for access) including demolition of some existing buildings and mixed use redevelopment of the Former RAF Uxbridge site).
- LBH Ref Nos:** 585/APP/2016/3733
- Drawing Nos:**
- STMO160432_SE01 Rev A - coloured
 - GAR.01 Rev A
 - GAR.02. Rev A
 - HT.A2B825-V.e Rev A
 - HT.A2B825-V.p Rev A
 - HT.H3B791-V.e Rev A
 - HT.H3B791-V.p Rev A
 - HT.H3B839-V.e Rev A
 - HT.H3B839-V.p Rev A
 - HT.H3B920-V.e Rev A
 - HT.H3B920-V.p Rev A
 - HT.H3B938-V1.pe Rev A
 - HT.H3B938-V2.pe Rev A
 - HT.H4B1203-V.e Rev A
 - HT.H4B1203-V.p Rev A
 - HT.H4B1381-V.e Rev A
 - HT.H4B1381-V.p Rev A
 - HT.H4B1475-V.e Rev A
 - HT.H4B1475-V.p Rev A
 - STMO160432_LP01_RevA
 - HT.H4B1348-V.e1 Rev E
 - HT.H4B1348-V.e2 Rev E
 - LTD.SS.01
 - UXB-HYD-PH6-XX-DR-C-2201 P1
 - UXB-HYD-PH6-XX-DR-C-2300 P1
 - 2618-LA-08-A
 - HT.H4B1381-WU.p-B
 - STMO160432_ML01_RevB
 - STMO160432 CSL-01 - Rev E
 - UXB-HYD-PH6-XX-CA-C-000
 - 2618-PP-05-P5
 - 2618-TS-04-P5
 - STMO160432-AHWL01-C
 - 2618-PP-04-P5
 - STMO160432_SL01_Rev E
 - UXB-HYD-PH6-XX-DR-C-2001 P1
 - P13-16.e1-A
 - P13-16.e2-A

P13-16.p1-A
 P13-16.p2-A
 P13-16.p3-A
 P19-22.e1-A
 P19-22.e2-A
 P19-22.p-A
 P29-32.e1-A
 P29-32.e2-A
 P29-32.p1-A
 P29-32.p2-A
 P29-32.p3-A
 P40-43.e1-A
 P40-43.e2-A
 P40-43.p1-A
 P40-43.p2-A
 P40-43.p3-A
 P44-46.e-A
 P44-46.p-A
 UXB-HYD-PH6-XX-DR-C-2000 P;
 UXB-HYD-PH6-XX-DR-C-2100 P;
 UXB-HYD-PH6-XX-DR-C-2200 P;
 5105977_UXB_SCA_0503 Rev C0
 STMO160432-PM01-F
 STMO160432_PP01_Rev C
 2618-LA-06-P7
 2618-PP-03-P5
 2618-TS-03-P5
 HT.H4B1348-V.p Rev E
 HT.H4B1381-WU.e-B
 HT.H3B920-WU.e Rev B
 P51-54.e2-A
 P51-54.e1-A
 P51-54.p-A
 HT.H3B920-WU.p-B
 UXB-HYD-PH6-XX-DR-C-2101 P;

Date Plans Received:	07/10/2016	Date(s) of Amendment(s):	24/11/2016
Date Application Valid:	07/10/2016		19/12/2016
			07/10/2016
			18/11/2016
			12/10/2016

1. SUMMARY

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 6 of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. This reserved matters application is submitted pursuant to planning permission reference

585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752. The Reserved Matters application relates to Phase 6, an area of land located to the north within the site.

The proposed scheme would provide 58 residential units (plus 8 units previously approved in the retained buildings), providing a mix of 2, 3 and 4 bedroom dwellings. Eight dwellings which are to be located within the retained Lawrence House and the Sick Quarters buildings within the application site benefit from full planning permission (application reference 585/APP/2009/2752). Individual gardens would be provided to the houses and there would be 109 parking spaces for residents and visitors.

The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units 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:

STMO160432-LP01
STMO160432-SL.01-E
STMO160432-CSL.01-E
STMO160432-PP01-C
STMO160432-ML.01-C
STMO160432-AHWL01-C
STMO160432_SE01 Rev A
STMO160432-PM01-F
P13-16.e1-A
P13-16.e2-A
P13-16.p1-A
P13-16.p2-A
P13-16.p3-A
P19-22.e1 -A
P19-22.e2-A
P19-22.p-A
P29-32.e1-A
P29-32.e2-A
P29-32.p1-A
P29-32.p2-A
P29-32.p3-A
P40-43.e1-A
P40-43.e2-A
P40-43.p1-A
P40-43.p2-A
P40-43.p3-A
P44-46.e-A
P44-46.p-A
P51-54.e1-A
P51-54.e2-A
P51-54.p-A

HT.H4B1475-V.p-A
HT.H4B1475-V.e-A
HT.H3B938-VB.pe-A
HT.H3B938-V.pe-A
HT.H3B920-WU.p-B
HT.H3B920-WU.e-B
HT.H3B920-V.p-A
HT.H3B920-V.e-A
HT.H3B839-V.p-A
HT.H3B839-V.e-A
HT.A2B825-V.p-A
HT.A2B825-V.e-A
HT.H4B1381-WU.p-B
HT.H4B1381-WU.e-B
HT.H4B1381-V.p-A
HT.H4B1381-V.e-A
HT.H4B1348-V.p-B
HT.H4B1348-V.e1-B
HT.H4B1348-V.e2-B
HT.H4B1203-V.p-A
HT.H4B1203-V.e-A
HT.H3B791-V.p-A
HT.H3B791-V.e-A
GAR.01-A
GAR.02-A
LTD.SS.01
2618-TS-04 P5
2618-TS-03 P5
2618-PP-03 P5
2618-PP-04 P5
2618-PP-05 P5
2618-LA-08 A
2618-LA-06 P7
UXB-HYD-PH6-XX-DR-C-2000 P7
UXB-HYD-PH6-XX-DR-C-2001 P7
UXB-HYD-PH6-XX-DR-C-2100 P2
UXB-HYD-PH6-XX-DR-C-2101 P2
UXB-HYD-PH6-XX-DR-C-2300 P13
UXB-HYD-PH6-XX-DR-C-2200 P6
UXB-HYD-PH6-XX-DR-C-2201 P6
UXB-HYD-PH6-XX-CA-C-0001
5105977/UXB/SCA/0503-C01

REASON

To ensure the development complies with the provisions 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:
Design and Access Statement

Planning Statement
 Landscape Maintenance Specification
 Soft Landscape Specification
 Tree Protection Method Statement
 Arboricultural Impact Assessment
 Transport Statement
 Micro Drainage Calculations

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

REASON

To ensure that the development complies with the objectives of policies contained within 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 (2015) 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 highway improvement schemes, provision of cycle parking facilities
- 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.
- 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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
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
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
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
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 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime

LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

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

4

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.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.

6

The following information has been provided regarding waste management.

1) Flats

a) The estimated waste arising from the development to be as shown below:

One bedroom = 140 litres

Two bedroom = 170 litres

Three bedroom = 240 litres

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

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

Memorandum

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

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

f) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

h) 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).

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

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

2) Street Level Properties

It is best for individual properties whether they be detached, semi-detached or terraced to keep their own waste within their own property boundary until it is collected.

Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The collection system is based on sacks and described below:

Weekly residual (refuse) waste - using sacks / bins purchased by the occupier

Weekly dry recycling collection - using specially marked sacks provided by the Council.

Weekly green garden waste collection - three specially marked reusable bags provided by the Council free of charge. Occupiers of larger properties can purchase three additional reusable bags.

Weekly food waste collections (optional) - residents can have a 7 litre internal kitchen caddy and an external 23 litre storage container for food waste. Caddy liners supplied by the Council.

Weekly textile collection - residents issued with a roll of 10 purple tinted sacks.

The waste and recycling should be presented near the curtilage of the property on allocated collection days. The collectors should not have to carry the sacks more than Memorandum

15 metres from where the waste and recycling is presented to the collection vehicle.

General Points

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site (Phase 6) forms part of St Andrews Park (the former RAF Uxbridge Site). Phase 6 is an area of land located to the very north of the site that sits slightly apart from the rest of the site to the south. The site is bounded by unoccupied and semi-derelict former RAF accommodation to the to the south with the wider St Andrew's Park site beyond and the new John Locke Academy to east. To the north is a Territorial Army centre and residential properties on Honeycroft Hill. To the west are residential properties of Park Road (B483) and the offices of F. Hinds Company.

Phase 6, is characterised by two retained buildings, the locally listed Lawrence House and the Sick Quarters and a mature tree belt adjacent to the Sick Quarters. Lawrence House and the Sick Quarters both benefit from full planning permission for change of use and alterations to provide four dwellings (each), associated amenity space and car parking. Other than the buildings to be retained all other built form on the site has been demolished since outline planning permission was granted. The site measures approximately 1.5 hectares (3.9 acres).

The site is situated within a Developed Area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The Phase 6 reserved matters application provides residential accommodation in a single parcel of land. The scheme is contemporary in design and is in accordance with the approved outline consent for the site and recent pre-application discussions.

The scheme comprises of a total of 66 units, including 8 No x 3 Bed Town Houses which are to be located within the retained buildings and already benefit from full planning consent. Including these 8 units the Phase would provide:

- 1 No 2 Bed flat
- 35 No 3 Bed Houses
- 30 No 4 Bed houses

The scheme also includes associated car parking, cycle and refuse storage. The scheme has 15% affordable housing, which equates to 10 No houses comprising 6 No x 3 Bed and 4 No x 4 Bed houses. There is also an allocation of 10% wheelchair accessible units within the proposals comprising 6 No x 3 Bed units and 1 No x 4 Bed units.

109 vehicle parking spaces are proposed, at a ratio of approximately 1.65 parking spaces

per dwelling. Of these 99 spaces would be allocated (including garages), with 10 unallocated. In addition, at least 20% of the car parking spaces (25 spaces) will be provided with electric vehicle charging points and a further 20% of the spaces (24 spaces) will be provided with the passive provision of electric vehicle charging points. This is in accordance with Condition 8 of the outline planning consent. All dwelling houses will have secure cycle storage providing two spaces. Four Sheffield cycle stands are also proposed for visitor cycle parking.

The site layout plan follows the approved parameters plan. The main site entrance is from the site's eastern corner. A central road runs through the site and the layout is guided by the retained buildings and mature tree belt to north-east corner. The layout allows for the potential future linkage between this site and the currently unoccupied properties to the south.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

- a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
- b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c. Creation of a three-form entry primary school of 2 storeys;
- d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
- f. Change of use of the Grade II listed former cinema building to provide 600sqm Class D1/2 use (no building works proposed);
- g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the

ground, first and second floors.

An application for a non-material amendment to vary the Phasing Plan was approved in January 2015 (Application Ref. 585/APP/2014/4023). An application to amend the approved parameter plans for the outline consent was approved under planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752.

Various applications for Reserved Matters relating to Phases 1, 2, 3 and 4 have since been submitted and development has commenced on site.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.EM11 (2012) Sustainable Waste Management
PT1.H1 (2012) Housing Growth
PT1.H2 (2012) Affordable Housing
PT1.T1 (2012) Accessible Local Destinations

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
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.
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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
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
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
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
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 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.1	(2016) Implementation
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LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **10th November 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HEATHROW AIRPORT LIMITED (HAL)

I have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observations: Wind Turbines Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests.

This is explained further in Advice Note 7 Wind Turbines and Aviation (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)).

THAMES WATER

The reserved matters application does not affect Thames Water and as such we have no observations to make.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

METROPOLITAN POLICE (MET)

This development has a site wide SBD condition, that has been imposed by the LPA. Having had previously discussions with the developers, I have no objections or further comment in regards to this.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT (EPU)

No adverse comments from EPU

WASTE DEVELOPMENT MANAGER

No objection, guidance provided that will be included within an informative.

FLOOD AND WATER MANAGEMENT OFFICER

There is insufficient information contained within these proposals to show that the most sustainable scheme has been provided and the level at which it controls surface water on site, through the provision of calculations. This is important as this can affect the level of permeable paving within a site. For info within the drainage submission water butts should be included on any plan. A management and maintenance plan should also be provided. In addition in order to provide the foul capacity in the current network a number of proposals had to be implemented by Thames Water in order to facilitate this. Demonstration that these have been implemented prior to this application being approved.

Case Officer's comments:

Amended plans have been provided showing the location of proposed water butts for each dwelling plus supporting information on drainage calculations. The Council's Food and Water Management Officer has reviewed these details and provided additional comments:

FLOOD AND WATER MANAGEMENT OFFICER 2nd response

Following the submission of additional information there are no objections to the layout or scale for Phase 6. Any drainage issues will be picked up by conditions attached to the outline consent. Explanation and justification of the sustainable drainage utilised will be expected and the permeable paving maximised in accordance with the overall masterplan. It is expected that information demonstrating that required improvements have been implemented in order to provide the appropriate capacity off site for this development.

CONSERVATION AND DESIGN OFFICER

This proposal has been subject to negotiations with the Conservation and Design Team. The site includes an existing Locally Listed Building, part of the original hospital building known as the Sick Quarters and a number of mature trees. The layout is quite simple, it incorporates the historic buildings and has been designed to retain and utilise the trees in a sympathetic manner, creating a green swath through the Northern Boulevard area. The houses are 2-2.5 storeys in height, faced in

two different coloured bricks and include render detailing that reflects something of the character of Lawrence House. Overall, no objections are raised to this proposal on design grounds.

HIGHWAYS

There is a considerable over provision of car parking (132 spaces for 58 units). Council's max. standard permits 2 spaces per unit for curtilage parking and 1.5 per unit for communal parking. 2.4m x 25 m visibility splays are acceptable for 20 mph roads, as such introduce appropriate speed reducing measures to achieve 20 mph speeds. 17 m x 2.0 m visibility splays do not comply with Manual for Street standards. Auto tracks, particularly along the northern most part of the site are shown traversing across the the kerbline and are not acceptable. Please provide clearer plans allowing for a 300mm margin of error and indicating what each line of the auto track is for. At this stage it would be helpful to provide a plan showing the roads to be offered for adoption.

Case Officer's comments:

Amended plans have been provided showing a reduction in parking numbers (now 109 spaces) and alterations to their location and allocation (2 spaces per unit for curtilage parking and 1.5 per unit for communal parking). Amendments have also been made to the visibility splays. The amended plans have been reviewed by the Council's Highways Engineer who has provided the following comments:

HIGHWAYS 2nd response

I am satisfied with the revised car parking layout and with the total parking provision of 109 spaces. I have no further objections.

LANDSCAPE ARCHITECT

The Site Layout drawing, by Thrive, ref. CSL.01 Rev A, reflects the outcome of pre-application discussions. The Phase 6 layout has been informed by a Tree Report / Arboricultural Impact Assessment, by Landmark Trees. The submission is supported by Allen Pyke Associates 'Landscape General Arrangement Plan', ref. 2618-LA-06 Rev P3, 'Detailed Planting Plans' (3 of 3), ref. 2618-PP-03 Rev P2, 04 Rev P2 and 04 Rev P2 and a Soft Landscape Specification and a Landscape Maintenance Specification.

No objection.

ACCESS OFFICER

I have reviewed the plans which by and large satisfy accessibility concerns. On this basis, the best possible provisions have been achieved within the scope of the original planning approval and no objections are raised from an accessibility standpoint.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed residential use on the site was considered and approved as part of the original outline consent (reference: 585/APP/2009/2752, dated 18th January 2012). The principle of the development is therefore deemed acceptable and in accordance with the outline consent.

7.02 Density of the proposed development

The accommodation schedule for the outline consent indicatively permitted the creation of 66 units across this portion of the site, including 8 within the retained buildings. The current application proposes the erection of 66 residential units (1 flats and 65 houses) of which 8 are proposed within the retained buildings.

The proposals that form this Reserved Matters submission therefore accord with the number

of dwellings proposed on this phase at outline stage and as such the proposed density has already been approved and is deemed acceptable.

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

A condition was attached to the outline consent (reference 585/APP/2009/2752, dated 18th January 2012) requesting an appropriate archaeological survey to be undertaken. A Written Scheme of Investigation for the Archaeological Evaluation was submitted and reviewed by the Conservation and Urban Design Officer and English Heritage who were satisfied the proposal would meet the required programme of archaeological work. The condition was therefore discharged under application reference: 585/APP/2012/2163 (dated 25/09/15).

The site includes an existing Locally Listed Building called Lawrence House and part of the original hospital building known as the Sick Quarters. These buildings benefit from full planning consent under the hybrid original application (reference 585/APP/2009/2752) for conversion to 8 residential units. The proposed new dwellings reflect the building heights of the retained buildings and are faced in two different coloured bricks and include render detailing that reflects the character of Lawrence House. The surrounding proposals have taken care to create an appropriate setting for these buildings.

The Council's Conservation Officer has been involved in the pre-application discussions for the proposals and they have raised no objections to the submitted details.

7.04 Airport safeguarding

The proposed use and general scale of development were considered and approved under the original outline application. NATS and Heathrow Airport Ltd have been consulted on the current proposals and have raised no objections.

7.05 Impact on the green belt

Not applicable to this application as the site is separated from the District Park by residential units and the John Locke Academy.

7.07 Impact on the character & appearance of the area

The Council's Conservation and Design Team have been involved with pre-application discussions on the site and have been consulted on the proposals. They have raised no objections to the design of this phase and are in agreement with the materials proposed.

Overall the proposal is considered to be well designed which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

DAYLIGHT AND SUNLIGHT

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires blank gable elevations of new dwellings to be sighted 15 metres from habitable room windows of neighbouring dwellings, to ensure sufficient sunlight and daylight is received.

All of the dwellings would be located so that no elevation of any new dwelling would be within 15 metres of a habitable room window of any proposed building. Therefore, the proposed development would ensure sufficient sunlight and daylight is provided into each dwelling, in accordance with Policy BE20 & BE21 of the Hillingdon Local Plan.

OVERLOOKING

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires windows within new dwellings to be set 21 metres from habitable room windows of

neighbouring dwellings, to ensure no significant loss of privacy would occur. All of the dwellings contained within the phase would have a distance separation of at least 21 metres between habitable room windows.

The proposed dwellings would provide the 21 metre distance separation in accordance with HDAS Residential Layouts. Therefore, the application is considered to comply with Policy BE24 of the Hillingdon Local Plan.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 58 units within the site. Each of the proposed dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2016) and the national technical housing standards, 2015. Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms being proposed.

EXTERNAL AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts requires minimum levels of external amenity for different residential properties. Each dwelling house within the proposed Phase 6 area has private amenity space in the form of a rear garden. All the houses benefit from garden amenity areas complying with the HDAS standards.

Therefore, the proposed units are considered to be provided with sufficient outdoor amenity space for the occupiers of the units, in accordance with Policy BE23 of the Hillingdon Local Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Vehicle Parking proposed is 109 spaces, at a ratio of approximately 1.65 parking spaces per dwelling. Of these 99 spaces would be allocated (including garages), with 10 unallocated. In addition, at least 20% of the car parking spaces (25) will be provided with electric vehicle charging points and a further 20% of the spaces (24) will be provided with the passive provision of electric vehicle charging points. This is in accordance with Condition 8 of the outline planning consent. All dwelling houses will have secure cycle storage providing two spaces.

A total of 120 cycle spaces are provided located within secure designated cycle stores, garages or garden sheds and an additional stands are provided for visitors. Cycle parking therefore complies with Council standards. Auto tracks for a 10.595m refuse vehicle have been provided and are acceptable.

Trip generation and its impact on the public highway network was established and approved under the outline consent. The Council's Highway Engineer has reviewed the proposals and following a reduction in parking provision and further information has raised no objections on highway grounds. The scheme is deemed to be in accordance with the adopted Car Parking Standards and Policy AM14 of the Hillingdon Local Plan.

7.11 Urban design, access and security

SECURITY

The proposed development was reviewed by the Metropolitan Police Secure by Design Officer at outline stage and at the current reserved matters stage and the development is considered to adhere to the principals of Secure by Design and no objections have been raised.

In addition Condition 31 of the outline planning permission requires full details of security measures to achieve the Secured by Design accreditation to be submitted prior to commencement of the phase.

7.12 Disabled access

All of the proposed units would be built in accordance with the building regulation minimum standards and have been designed to Lifetime Homes standards. In addition 10% of the dwellings across the Reserved Matters phase would be wheelchair accessible in accordance with the requirements of the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 3.8 of the London Plan.

The Council's Access Officer has raised no objections to the proposals.

It is considered the dwellings within the development are in accordance with Policy AM13 of the Hillingdon Local Plan, Policy 3.8 of the London Plan and Hillingdon Design and Accessibility Statement Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The S106 which supported the original outline consent required a provision of 15% of the residential units across the site to be affordable. The scheme has 15% affordable housing, which equates to 10 No houses comprising 6 No x 3 Bed and 4 No x 4 Bed houses.

The level of affordable housing to be provided in this phase is in accordance with the 15% required in the S106 Agreement.

7.14 Trees, landscaping and Ecology

It is considered that the landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the outline application.

The Council's landscape Architect has reviewed the proposals and raised no objection to the development.

The overall landscaping proposal is considered to have an acceptable impact on the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The proposed development would create a bin storage point within the curtilage of each house for the storage of waste and recycling during the week. The Highways Officer has reviewed the proposed development and is satisfied with the refuse collection arrangement

The Waste Officer has raised no objection to the proposals. The location of the bin storage areas is considered to have an acceptable impact on the streetscene.

Condition 31 of the amended outline consent (ref: 585/APP/2015/848) requires details of waste storage and provision to be provided for approval by the Council prior to occupation of the Phase.

7.16 Renewable energy / Sustainability

In support of the application the applicant will submit details to discharge Condition 52 of the amended outline consent (ref: 585/APP/2015/848) which requires all of the dwellings to be built to Code for Sustainable Homes Level 4. The Council's Sustainability Officer has raised no objections.

As such the proposal is deemed to in accordance with Policy 5.2 of the London Plan.

7.17 Flooding or Drainage Issues

The developer of St Andrews Park has submitted an overarching drainage strategy for the whole of the St Andrews Park development. This overarching strategy contained a maximum flow rate for surface water drainage for each catchment of the development.

Each dwelling has been provided with a water butt to collect rainwater as required by the site wide SUDS strategy. The Council's Flood and Water Management Officer has reviewed the proposals and raised no objections following the submission of additional details.

There are existing conditions attached to the amended outline consent (reference 585/APP/2015/848) which require details of drainage strategies to be agreed by the Council, it is therefore considered that the above concerns can be resolved through the discharge of the relevant conditions rather than through the current reserved matters application.

Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan.

7.18 Noise or Air Quality Issues

NOISE

The noise assessment provided as part of the outline consent raised no issues with regard to noise and EPU have raised no objections to the proposals

AIR QUALITY

The air quality report provided as part of the outline consent raised no issues with regard to Air Quality and EPU have raised no objections to the proposals.

7.19 Comments on Public Consultations

No responses were received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the outline planning permission (ref: 585/APP/2009/2752).

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

Members should also ensure that their involvement in the determination of planning

applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 6 of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. This reserved matters application is submitted pursuant to planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference

585/APP/2009/2752. The Reserved Matters application relates to Phase 6, an area of land located to the north within the site.

The proposed scheme would provide 58 residential units (plus 8 units previously approved in the retained buildings), providing a mix of 2, 3 and 4 bedroom dwellings. Eight dwellings which are to be located within the retained Lawrence House and the Sick Quarters buildings within the application site benefit from full planning permission (application reference 585/APP/2009/2752). Individual gardens would be provided to the houses and there would be 109 parking spaces for residents and visitors.

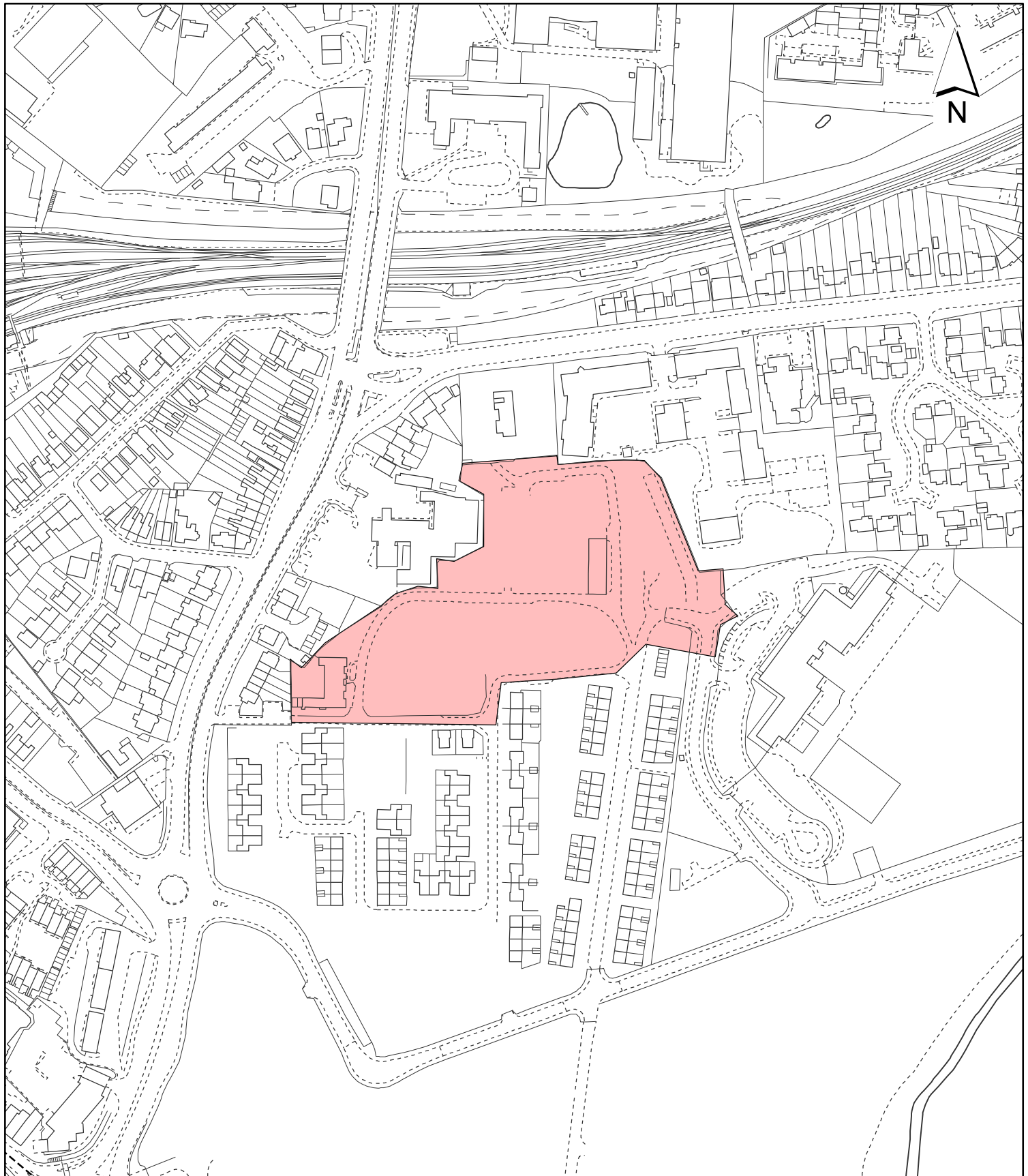
The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

Phase 6, St. Andrews

Planning Application Ref:

585/APP/2016/3733

Scale:

1:2,750

Planning Committee:

Major Page 148

Date:

January 2017

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 1 UNION BUSINESS PARK FLORENCE WAY UXBRIDGE

Development: Change of use of the existing B8 unit to uses within classes B1c, B2 and B8 of the use classes order. Alterations to the layout of existing parking areas and associated landscaping. Alterations to part of the external elevations.

LBH Ref Nos: 43562/APP/2016/3401

Drawing Nos: 16003/TP/001 Rev. A
16003/TP/004 Rev. A
16003/TP/005 Rev. A
16003/TP/007 Rev. A
16003/TP/008 Rev. A
16003/TP/006
16003/TP/009
16003/TP/010 Rev. A
16003/TP/011 Rev. A
16003/TP/002 Rev. B
16003/TP/003 Rev. C
Design Access Statement 16003/TP/002 Rev. B
Agent's email dated 20/12/16
Transport Statement

Date Plans Received: 09/09/2016

Date(s) of Amendment(s):

Date Application Valid: 20/09/2016

1. SUMMARY

This application seeks to change the use of the existing warehouse building within the North Uxbridge IBA from Class B8 (storage/warehouse) to uses within classes B1c (light industrial), B2 (general industrial) and B8 (storage/warehouse) of the use classes order in order to widen the scope of potential occupiers, together with alterations to the layout of the existing parking and associated landscaping areas and alterations to the external elevations of the building.

As part of the works, ancillary office floorspace would be removed from the main building. Alterations to the layout includes the re-configuration of the car park, with a reduction of car parking spaces from 91 spaces to 75 spaces of which 7 would be disabled spaces (increasing from the single disabled space currently provided on site). Remodelling of the car park would reduce the area of landscaping to the east of the office annexe but extend the soft landscaping around the southern end of the annexe, adjacent to the canal. Provision would also be made here for the parking of 20 cycles. As regards the external alterations to the building, the ground floor windows on part of the west elevation of the main building fronting the canal would be replaced with solid panels to match the existing building. The existing blue cladding of the entrance canopy on the eastern elevation of the office annexe would be replaced with a grey fascia, more in keeping with the existing building.

No objections are raised to the change of use, with the proposed uses being appropriate within an IBA. Conditions have been added to ensure that the existing acoustic fence along

the eastern boundary of the site is retained in good condition in the future and any additional plant and air conditioning systems meet appropriate noise criteria.

No objections are raised to the alteration works to the building which are minor in nature and extent and would not have any significant impact on the canal and the additional area of landscaping would also be more visible from the canal, improving the existing setting of the building. The Council's Highway Engineer advises that no objections are raised to the change of use and external works, subject to a condition to restrict the building to the specified use classes.

2. RECOMMENDATION

That subject to no material planning objections having been raised by the Canals and Rivers Trust, that have not already been dealt with in the officer's report or that could not be dealt with by condition, that delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:

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

1. A Framework Green Travel Plan in accordance with TfL guidance to include a £20,000 bond, to be submitted 3 months after first occupation of the building.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 22nd February 2017, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to provide a Green Travel Plan that would maximise the environmental benefits of the scheme by reducing reliance on the private car. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (March 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 the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be attached:-

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 16003/TP/003 Rev. C, 16003/TP/007 Rev. A, 16003/TP/008 Rev. A, 16003/TP/009 and 16003/TP/011 Rev. A and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 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 15 of the car parking spaces will be served by electrical charging points, with a further 8 spaces be capable of easy adaptation in the future)

2.e Hard Surfacing Materials

2.f External Lighting

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

3 Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

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

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

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall be used only for purposes within Use Class B1(c), B2, B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure that adequate parking facilities are provided in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5 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 Policies AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Revised Cycle Provision

Notwithstanding the details on Drg. No. 16003/TP/003 Rev. C, revised full details of the covered and secure cycle provision to be made on the site for the parking/storage of 33 cycles (26 long stay and 7 short stay) shall be submitted to and approved in writing by the LPA prior to the occupation of the building.

The cycle parking facilities shall be retained in accordance with the approved details for so long as the development remains in existence.

REASON

To ensure that adequate cycle parking facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

7 NONSC Acoustic Fence Repair/Maintenance Schedule

The acoustic fence which runs between Florence Way and Barnsfield Place/ Sidney Place on the eastern side of the site shall be maintained/ repaired in accordance with a maintenance schedule, the details of which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building.

Thereafter the development shall be retained/maintained in accordance with the approved details.

REASON

To ensure that the acoustic fence provides adequate noise mitigation for adjoining residents, in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

8 COM17 Control of site noise rating level

The rating level of any new plant or air extraction system shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. 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

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

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.

NPPF	National Planning Policy Framework
LPP 2.17	(2016) Strategic Industrial Locations
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE25	Modernisation and improvement of industrial and business areas
BE32	Development proposals adjacent to or affecting the Grand Union Canal

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The 1.6ha application site is located to the north of Rockingham Road, sited between Barnsfield Place/Sidney Close to the east and the Grand Union Canal to the west and forms part of the Union Business Park. The site includes Florence Way, its spur access which runs parallel with Sidney Close/Barnsfield Place along the eastern boundary of the site and takes its access from Barnsfield Place, close to its junction with Rockingham Road.

The site is occupied by a large warehouse/industrial unit surrounded by hardstanding, with car parking at the front of the building, with servicing areas at the rear and access taken along the eastern side of the building. A two storey office wing has been added to the front of the building, on the western side of the building adjacent to the canal.

Industrial areas adjoin the site to the north and to the west, on the opposite side of the canal. To the east, on the opposite side of Barnsfield Place/ Sidney Close are residential properties and allotment gardens. To the south is a vacant and somewhat overgrown industrial site, where the buildings have been largely demolished and part of the site has been used for overspill parking, beyond which are a couple of office/commercial which are accessed from Wyvern Way, a spur road which also gains access to Rockingham Road via Barnsfield Place.

The site forms part of the North Uxbridge Industrial and Business Area (IBA) and also forms part of an Air Quality Management Area. The area also forms part of the Colne Valley Archaeological Priority Zone. The adjoining Grand Union Canal is also a Nature Conservation Site of Metropolitan of Borough Grade 1 Importance.

3.2 Proposed Scheme

The proposal is to change the use of the 7,556sqm GIA building (including mezzanine floor space) from B8 use to uses within classes B1c, B2 and B8 of the use classes order in order to widen the scope of potential occupiers, alterations to the layout of the existing parking areas and associated landscaping and alterations to the external elevations of the building.

The existing 7,556sqm GIA building currently provides 3,952sqm of ancillary office floorspace (47%). As part of the proposals, internal partitions and mezzanine floorspace within the building would be removed, reducing the overall GIA of the building to 6,338sqm, with office floorspace reduced to 966sqm (15%).

A 5m wide strip of land along the southern boundary of the site which currently provides 28 car parking spaces would be incorporated into the adjoining site to the south. With the re-configuration of parking on this site, there would be a reduction of 16 car parking spaces

from 91 spaces to 75 spaces of which 7 would be disabled spaces (increasing from the single disabled space currently provided on site). The parking ratio would reduce from 1:83sqm to 1:85sqm.

Remodelling of the car park will reduce the area of landscaping to the east of the office annexe and extend the soft landscaping around the southern end of the office annexe, adjacent to the canal. Provision would also be made here for the parking of 20 cycles.

As regards the external alterations, a 28m length of part of the west elevation of the main building adjoining the canal would be altered with the replacement of the existing ground floor glazing panels with insulated aluminium panels and the existing blue cladding of the entrance canopy would be replaced with a grey fascia, more in keeping with the existing building.

The Application is supported by the following documents:-

Planning, Design and Access Statement, dated 9/9/16:

This provides an introduction to the statement, describes the site and the surrounding area. Planning policy is then summarized before the statement goes on to describe the outcome of consultations with the LPA resulting from the pre-application enquiry process before going on to describe the design objectives and the proposed development in terms of the design amount, design approach, use, layout, scale and density, appearance, landscaping, security, sustainability, refuse and cycle storage, access, ecology and flood risk.

Transport Statement:

This provides an introduction and identifies relevant policy documents. The structure of the report is outlined and the existing development and highway conditions described. Details of the development proposals are then provided as they relate to highway matters and trip generation is assessed. The statement concludes by stating that the scheme would have a negligible impact on the surrounding transportation network and the scheme should be considered as being sustainable and acceptable.

3.3 Relevant Planning History

Comment on Relevant Planning History

The original planning permission for the current main building on this site was granted on 2/5/00 (App. No. 43562F/99/2018 refers), but this did not restrict the hours of operation or vehicle movements.

A details application in connection with the landscaping scheme, fencing, external materials and noise control in compliance with Conditions 2, 3, 5 and 7 of planning permission ref. 43562F/99/2018 dated 02/05/00 (ref. 43562/APP/2000/1288) was not determined.

The other site history mainly refers to the southern site other than the pre-application enquiry received on the wider site which included the current proposals (43562/PRC/2016/134 refers).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.BE1 (2012) Built Environment
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF National Planning Policy Framework
- LPP 2.17 (2016) Strategic Industrial Locations
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2016) Cycling
- LPP 6.13 (2016) Parking
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.30 (2016) London's canals and other rivers and waterspaces
- LPP 8.2 (2016) Planning obligations
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE25 Modernisation and improvement of industrial and business areas
- BE32 Development proposals adjacent to or affecting the Grand Union Canal
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- LE2 Development in designated Industrial and Business Areas
- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd November 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

49 neighbouring properties have been consulted on this application. 2 responses have been received, making the following comments:-

- (i) Not against this application as long as working hours are not 24hrs which needs checking and consideration is given to residents,
- (ii) Existing 14 properties with another newly built 7 houses to the side of the development are not shown on the plans, being portrayed as allotments,
- (iii) Existing use has resulted in problems in past with HGV engines are left running day and night and horns beeping; when HGVs exit Florence way they turn right and previous incidents have occurred when drivers just pull out (A stop sign would be safer for the residents who travel down Sidney close) and the kerb at the corner of Rockingham Road, is constantly damaged as the HGV's exit on to the main road and clip and drive over the kerb,
- iv) the parking spaces adjacent to the exit of Florence way may need removing, as it will reduce the width of the road for the HGVs to pull out.
- v) part of the acoustic fence needs replacing which blew down about 3 years.
- vi) as a gift to the community, may be the company could Tarmac the small access road behind the flats in Barnsfield Place as this is currently just hard soil and can get very muddy. This would improve the look of the area.

Internal Consultees

HIGHWAY ENGINEER:

This application is for the change of use from B8 to a mix of B1, B2 and B8 on an existing large warehouse at Union Business Park, Uxbridge.

The application is supported by a Transport Statement (TS) by Entran dated September 2016.

The existing warehouse has vehicular access from Barnsfield Close.

Florence Way is a private local road that provides access to the existing separate loading bays along with 91 car parking spaces. There is no cycle parking provided on site at present.

The existing building that is currently vacant has a floor area of 7556 sq.m and 3992 of that is office use.

The site has a PTAL value of 3 (moderate) which suggests that will be a reliance on private cars for trip making.

The proposal is to remove some of the office by internal alterations and remove 16 car parking spaces. The total floor space will 6338 sq.m and the office element 1196 sq.m so there is a significant reduction in the office space which should result in a reduction in private car trips and the demand for parking. The TS provides an estimate of traffic generation of the existing and proposed uses and arrived at a small number additional movements in the peak hours as a robust estimate.

There will be no change to the current access arrangements and the loading bays; it is only a small change to the car parking layout that is envisaged.

From the information provided in the TA the revised parking layout will mean that parking will be at the rate of 1 space per 84 sq.m which is within Council's policies.

The car parking should be provided with 20% active EV charging and 10% passive which again should be conditioned.

It is proposed to provide 20 secure covered cycle parking spaces on site which again should be conditioned (at the rate of 1 space per 250 sq.m for the B1, B2 and B8 uses).

There are no hours of operation provided in the application form but given the proximity of local dwellings I assume it will not be 24 hours for HGV deliveries.

There is no estimate of the number of employees that will be occupying the site but given the car park size I would assume it is more than 30 person so a Travel Plan along with monitoring should also be conditioned.

On the basis of the above comments I do not have significant concerns over this application providing suitable conditions are applied.

TREE/ LANDSCAPE OFFICER:

The site is a former Pizza express depot situated between Florence Way and the Grand Union Canal, off Rockingahm Road.

Existing landscape enhancement is composed of a planting buffer along the canal edge and thin strips of planting at the southern end of the main warehouse and along the eastern frontage of the attached offices facing the car park.

Comment

The existing planting areas have been established following the approval of former planning applications. Otherwise no trees are protected by TPO or Conservation Area designation.

The current proposal involves changes to the car park arrangements and the loss of the planting in

front of the office building - which will be offset by additional planting in the south-west corner.

Recommendation

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site forms part of the North Uxbridge IBA which is designated for business, industrial and warehousing purposes (Use Classes B1 - B8) and other appropriate sui generis uses. Therefore the change of use of the building from Class B8 to Use Classes B1(c), B2 and B8 would be appropriate to this industrial estate and in compliance with Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

Not applicable to this commercial application.

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

The proposed works to the car park are very minor in nature and would be unlikely to affect any archaeological remains. No other heritage assets would be affected by the proposals.

7.04 Airport safeguarding

Not applicable to the proposed development.

7.05 Impact on the green belt

The site does not form part of the Green Belt, nor is it sited close to its boundary.

7.07 Impact on the character & appearance of the area

The proposed works would not have any material impact upon the visual amenities of the surrounding area, other than the adjoining Grand Union Canal.

Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) establishes the criteria against which proposals for development adjacent to or having a visible effect on the canal will be assessed, including securing environmental improvements appropriate to the waterside location.

There would be very limited impact of the alteration works upon the adjoining Grand Union Canal with the replacement of ground floor windows on part of the main building's elevation which fronts the canal with solid panels to match the rest of the building. The agent has confirmed that the existing brise soleil would be retained. Although it could be argued that the removal of the ground floor windows from the main building could detract slightly from the visual interest of the canal frontage, it appears that these windows were not original to the building and this elevation of the building is fairly well screened from the canal by existing trees along the canal frontage and as a result, the removal of ground floor windows would make this canalside area more usable to employees. Furthermore, the additional landscaping at the southern end of the office annexe would enhance the setting of the building from the canal so that on balance, it is considered that there would be no overall adverse impact upon the canal, in accordance with Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The proposed alterations to the building are minimal which will have no material impact upon surrounding residential properties.

7.09 Living conditions for future occupiers

Not applicable to this commercial development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highway Engineer advises that the site has a PTAL of 3 (moderate),

suggesting that there will be a reliance on private cars for trip making. The proposal also involves the removal of a significant element of the office floorspace through internal alterations which should result in the reduction of private car trips. The Transport Statement provides an estimate of traffic generation of the existing and proposed uses and arrived at a small number of additional movements in the peak hours as a robust estimate.

The Highway Engineer also advises that from the information provided in the Transport Statement, the revised parking layout will be provided at a ratio of 1 space per 84sqm which complies with the Council's guidelines. Furthermore, the car parking should be provided with 20% active EV charging and 10% passive. This has been conditioned.

The proposal also provides 20 secure covered cycle parking spaces on site whereas currently there is no provision. The Highway Engineer advises that this should be conditioned (at the rate of 1 space per 250 sq.m for the B1, B2 and B8 uses). Again, this has been conditioned as part of the officer's recommendation.

The Highway Engineer also advises of the need for a Travel Plan. This forms part of the recommendation which advises that a Green Travel Plan should be provided as part of a S106 Agreement.

7.11 Urban design, access and security

Not applicable to the proposed development.

7.12 Disabled access

The need for disabled facilities and access would be addressed as part of the Building Regulations.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

No existing trees would be affected by the proposal. A some amount of existing landscaping would be lost on the eastern side of the office annexe of the building, with another small area of landscaping being provided at the southern end of the annexe, where it would be more visible from the canal. The Council's Trees and Landscaping Officer raises no objection to the proposal, condition to the imposition of a landscaping scheme.

7.15 Sustainable waste management

London Plan policy 5.17 requires adequate provision of refuse and recycling facilities for new development.

Arrangements for the collection of waste and recycling would be a matter for the occupier(s) of the building but the existing layout would allow provision for bin/recycling storage within the service yard and access by refuse vehicles.

The proposals therefore accord with planning policy requirements.

7.16 Renewable energy / Sustainability

Not applicable to this change of use application.

7.17 Flooding or Drainage Issues

The proposals would not result in any significant change to the overall area of hardstanding on the site and therefore there would be no significant implications for flood risk.

7.18 Noise or Air Quality Issues

Noise Issues

In terms of the proposed uses, these would not be likely to generate any more noise and general disturbance to surrounding neighbours than the existing use of the building and the uses are all considered to be appropriate to an IBA.

No conditions were attached to the original grant of planning permission for the building controlling hours of operation or vehicle movements so it would not be appropriate to attach conditions now. However, provision was made for an acoustic fence along the boundary of the site adjacent to Barnsfield Place/ Sidney Close and a condition is attached as part of this permission to ensure that an appropriate maintenance schedule and works are adhered to in order to maintain the fence is good condition for the lifetime of the development. Any additional plant and/or air extraction systems should also satisfy relevant noise levels.

Air Quality Issues

The Transport Statement only identified a small number of additional movements in the peak hours as a robust estimate of the potential highway impact and the scheme would involve the overall reduction in office floorspace from the site with a reduction of 15 car parking spaces from 91 to 75 spaces and now includes the requirement of the Travel Plan. As such, there would be no significant implications for air quality.

7.19 Comments on Public Consultations

(i) Not against this application as long as working hours are not 24hrs which needs checking and As regards the comments made within the consultation responses, points (i) and (v) have been dealt with in the officer's report. As regards point (ii) all appropriate neighbouring properties have been consulted on this application and the application has been advertised in the local press and site notices have been put up at each end of Barnsfield place/ Sidney Close. In terms of points (iii) and (iv), this scheme proposes no alterations to the access arrangements and point (vi), the proposed hardstanding of the adjoining residential area would not relate to the proposal.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan (November 2012) states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The only need generated by the proposal would be for the following:-

1. Green Travel Plan, to include a £20,000 bond, to be secured 3 months after the first occupation of the building.

7.21 Expediency of enforcement action

No enforcement issues are raised by this development.

7.22 Other Issues

There are no other planning issues raised by this development.

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 proposed change of use of the existing building is required to help secure an occupier for the building and is appropriate within an IBA.

The reduction in the amount of parking is acceptable as a significant area of internal office floorspace would be removed and the scheme would still retain a similar car parking ratio which complies with the Council's car parking standards.

The proposed alteration works to the building and layout are also minimal in nature and extent which would have no wider impacts on the area or the adjoining Grand Union Canal.

11. Reference Documents

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

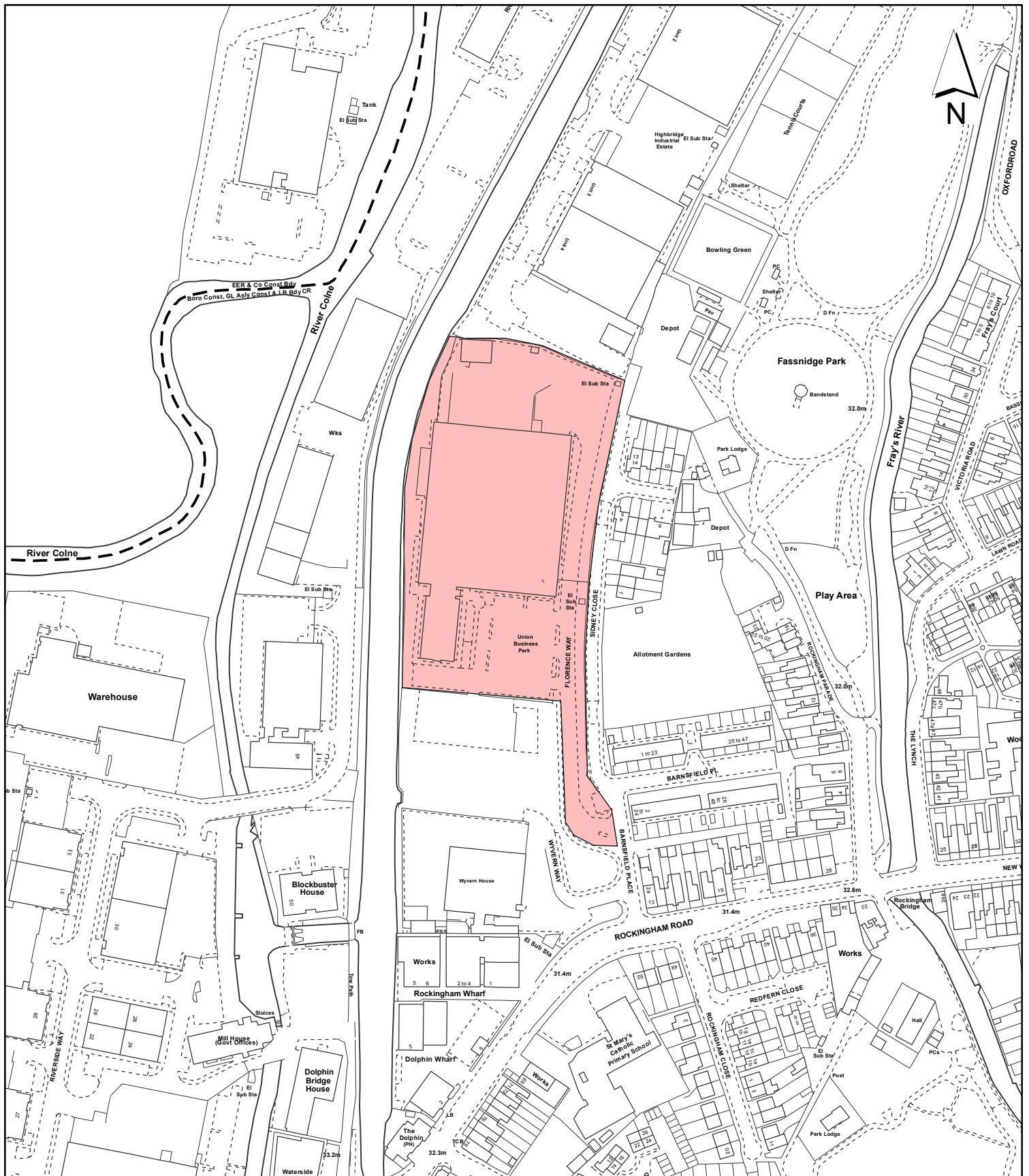
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2015)

National Planning Policy Framework (NPPF)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

1 Union Business Park

Planning Application Ref:

43562/APP/2016/3401

Planning Committee:

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Scale:

1:2,500

Date:

January 2017

LONDON BOROUGH OF HILLINGDON

Residents Services Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

- Address** SITE ENCLOSED BY BENTINCK ROAD & TAVISTOCK ROAD TAVISTOCK ROAD YIEWSLEY
- Development:** Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015: Demolition of all existing buildings c the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Cour Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles, to allow for the extension of the basemen car park involving the omission of car parking stackers and an infill extension between blocks to add 645sq m of additional residential floorspace.
- LBH Ref Nos:** 45200/APP/2016/3886
- Drawing Nos:** Padcroft Works Infill Cover Letter 24.10.16(1)
0221 Rev 5
0401 Rev 02
0402 Rev 01
0403 Rev 02
0404 Rev 01
2400
0200 Rev 03
0201 Rev 03
0202 Rev 03
0203 Rev 03
0001 Rev 1
0204 Rev 03
0205 Rev 03
0206 Rev 03
0207 Rev 03
0208 Rev 03

Date Plans Received: 24/10/2016 **Date(s) of Amendment(s):** 24/10/2016
Date Application Valid: 26/10/2016 04/11/2016

1. SUMMARY

Planning Permission is sought to vary conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015.

The changes sought include:

1. An extension to the basement and removal of the carp-parking stackers.
2. An infill extension between blocks 1 & 2 to add 645 s m of additional residential floorspace.
3. Changes to the distribution of the unit mix across the site.

4. Relocation of the block 4's core to inside the building envelope.
5. Relocation of cycle-parking.

The number of residential units remains as previously approved at 308 units, 46 of these are affordable. The overall unit mix also remains as previously approved.

The number of car parking spaces remains as previously approved at 293 spaces as does the number of cycle parking spaces.

The removal of the car parking stackers is sought by the applicant due to maintenance issues. In order to continue to provide a total of 293 spaces this requires an increase in the size of the basement to allow for the car parking spaces to be provided in the traditional form.

The addition of 645 sqm of GIA residential floorspace comprises an infill element of an existing alleyway between Blocks 1 and 2 within the approved development. This alleyway was previously included to provide visual and pedestrian connectivity between the development and the High Street, but will no longer come forward. The proposed infill will provide a balance of both private and affordable floorspace, and the design is in keeping with the approved scheme.

The site is located within a sustainable location with good access to public transport and takes into account the imminent arrival of Crossrail.

The proposal would not prejudice the development of adjoining land, should a suitable development scheme be brought forward.

There would be no adverse harm to the amenities of adjoining occupiers. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (2016) and the Council's Local Development Framework. No concerns have been raised by the GLA or TFL.

The application is referable to the Greater London Authority under Category 1C of the Schedule of the Town and Country Planning (Mayor of London) Order 2008:

"Development which comprises or includes the provision of more than 150 houses, flats or houses and flats."

Under Article 5(2) of the Town & Country Planning (Mayor of London) Order 2008 the Mayor of London has confirmed he does not need to be consulted further on this application and that the Council may, therefore, proceed to determine the application without further reference to the GLA.

For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a Deed of Variation to the legal agreement and referral to the Greater London Authority.

2. RECOMMENDATION

1. That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or

under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and also those requested by the Greater London Authority and the following:

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 Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

Non-monetary contributions:

i. **Affordable Housing: 15% in unit terms (46 dwelling flats) with a tenure mix set at 64% affordable rent and 36% intermediate,**

ii. **Affordable Housing review mechanism.**

iii. **Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road, including as detailed below:**

1. Tavistock Road:

- a) **Access works to the site,**
- b) **Carriageway and footway resurfacing and any associated works between on-street car parking bays west of Tavistock Road access and High Street/Tavistock Road junction except any recently surfaced footway;**
- c) **Removing car parking spaces, implementing parking restrictions and associated costs.**

2. Bentinck Road:

- a) **Stopping up of existing access and footway reinstatement;**
- b) **New access works; and**
- c) **Footway and carriageway resurfacing along the site boundary (extent to be agreed by the Council's Highway Engineer); and**
- d) **Relocation of on-street parking spaces, parking restrictions, and associated costs.**

Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iv. **Car parking allocation and management scheme;**

v. **Refuse and delivery management scheme;**

vi. **A Construction Logistics Plan**

vii. **A Delivery & Service Plan (including details of access and parking for emergency services).**

viii. **Prohibit future residents of the development from obtaining parking permits within existing or future controlled parking areas on the public highway.**

ix. A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures 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.

x. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £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.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £25,000.00 is sought

xii. Canal side Improvements: a contribution in the sum of £20,000.00 and Canal Side Signage contribution in the sum of £2,000.00 (A total £22,000.00 monetary contribution towards canal side improvements)

xiii. 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 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreement/s have not been finalised within 3 months, 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 deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, air quality, canal side improvements, construction and employment training and delivery of necessary offsite highway works. The proposal therefore conflicts with the National planning Policy Framework, Policies 3.11 and 7.14 of the London Plan (March 2015), Policy AM2 and AM7 of the adopted Local Plan and the Council's Planning Obligations SPG.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

0221 Rev 5
0401 Rev 02
0402 Rev 01
0403 Rev 02
0404 Rev 01
2400
0200 Rev 03
0201 Rev 03
0202 Rev 03
0203 Rev 03
0001 Rev 1
0204 Rev 03
0205 Rev 03
0206 Rev 03
0207 Rev 03
0208 Rev 03

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

3 COM5 General compliance with supporting documentation

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

- Mitigation Measures in accordance with West Drayton, Hillingdon - Air Quality Assessment Report by JMP dated 7 October 2014
- Mitigation Measures in accordance with Noise survey report (job no: NW91113 prepared by JMP)
- RSK Sustainability & Energy Statement 441876R(01) of August 2014 together with recommendations in RSK letter 15 January 2015, SBEM Main Calculation Output 22 July 2014, Regulations Compliance Reports 14 August 2014, drawing no.SK01-22-10-14 [O]
- Mitigation Measures in accordance with CGMS Archaeological Desk Assessment December 2014
- Mitigation Measures in accordance with Transport Assessment Update Report dated October 2014

- Mitigation Measures in accordance with Land Contamination and Floodrisk Sitecheck (Landmark Group) report No. 49381213_1 677546851#89126704 and BRD Site Investigation Report No: BRD1535-OR1 Version A
- Mitigation Measures in accordance with RSK Flood Risk Assessment 132375-R1(0)-FRA October 2014
- Recommendations in the Donald Butler Associates (DBA) Aviation Report ref. No.DBA/1934
- Key Strategies in the Design and Access Statement
- Daylight and Sunlight Study by Right of Light Consulting 10 October 2014
- Mitigation Measures in accordance with Recommendations in the RWDI Wind Microclimate Assessment Desk Study (Wind Modelling) report No. 1300446A-PLW 19 September 2014.
- Mitigation Recommendations and Biodiversity Enhancement Recommendations in the Building Inspection Report by Applied Ecology [September 2014]
- Mitigation Measures in accordance with Proposed Foul Drainage and Proposed Surface Water Drainage recommended in the Drainage Strategy Report by Gary Gabriel Associates Job No. 28263

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 (November 2012) and the London Plan (March 2015).

4 NONSC Phasing

The development hereby approved must be implemented in accordance with the phasing drawings listed on the decision notice and in particular in accordance with drawing T(20)P02 C, unless otherwise agreed in writing by the Local Planning Authority. On completion of each phase of the development, cycle storage and a parking ratio of 0.95 spaces per residential unit must be maintained within the site at all times.

REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (November 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 (November 2012).

6 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be

designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with Policies 3.1, 3.8 and 7.2 of the London Plan (March 2015).

7 COM7 Materials (Submission)

For each phase of the development, details of all materials and external surfaces, including details of balconies, obscure balustrades, winter gardens and the privacy fins shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter each phase of 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 and sample materials shall be available to view on site at the Local Planning Authorities request.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012).

8 RES9 Landscaping (including refuse/cycle storage)

For each phase of the development a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the balustrades at roof level
- 2.c Car Parking for 293 cars (including demonstration that 59 parking spaces are served by electrical charging points and 31 parking spaces for disabled users)
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

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

4. Details of Landscape Maintenance

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

4.b Proposals for the replacement of any tree, shrub, or area of turfing/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 approved details shall be implemented prior to first occupation of the flats in each phase 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 provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Local Plan (November 2012) and Policies 5.11 (living walls and roofs), 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (March 2015).

9 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place 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 in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the of the Hillingdon Local Plan (November 2012).

10 RES11 Play Area provision of details

For each phase of the development, details of safe and secure play areas for children and rooftop amenity areas, including maintenance responsibilities, shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter, the play areas and rooftop amenity areas shall be provided prior to the occupation of any unit within each phase of the development and maintained in accordance with the approved details for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Local Plan (November 2012) and London Plan (March 2015) Policy 3.16.

11 NONSC Submission Energy Assessment

A detailed energy assessment shall be submitted by the stage whereby construction works for the first phase of the development are at damp proof course level showing how the development will reduce carbon emissions by 35% from a 2013 Building Regulations compliant development in accordance with the outline Energy Assessment. The detailed assessment shall clearly set out the specifications of the proposed CHP unit and Photovoltaic array, including inputs and outputs and how these relate to the baseline energy demand and carbon emissions. The assessment shall include clear details of PV layouts and management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the first completed building. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2015).

12 NONSC Scheme for Ecological Enhancement

For each phase of the development a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. In addition, the Council will expect the scheme to include living walls and roofs to promote biodiversity, reduce rain water run-off, and to assist in improving air quality. 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 (March 2015).

13 NONSC Overlooking

Notwithstanding the details submitted and for each phase of the development, full details of the physical measures to prevent overlooking between flats, including the height, colour and material of balcony privacy screens and fins for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The approved details shall be implemented prior to first occupation of the flats in each phase hereby approved and shall be retained thereafter.

REASON

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

14 NONSC Noise

a. 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".

b. For each phase of the development details of a scheme for the control of noise transmission from the commercial premises to the residential units of the development shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall include such combination of sound insulation and other 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

15 NONSC Pedestrian Link

Notwithstanding the details submitted, full measures to prevent public access to the pedestrian link provided alongside the western boundary shall be provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the scheme shall include details of the physical mitigation measures proposed to prevent public access including equipment specifications and maintenance responsibilities.

REASON

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 2015).

16 NONSC Protection from Ingress of Polluted Air

Before each phase of the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and Policy 7.14 of the London Plan (March 2015).

17 NONSC Air pollution

Before each phase of the development is commenced details of any plant, machinery and

fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows 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 and as a minimum meet the GLA emission standards for a CHP. Prior to occupation of each phase of the development, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

18 NONSC Cycle Storage

Notwithstanding the details submitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority with details to provide a total of 549 secure cycle parking (of which 540 spaces are allocated for future residents, 8 spaces for visitors and a minimum of 1 space for the B1 use) or with details of such a combination of cycle spaces and innovative measures that meet the objectives of the London Plan standards. Unless otherwise agreed in writing by the Local Planning Authority the approved details shall be implemented as approved and thereafter be permanently retained.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with Policy 6.9 of the London Plan (March 2015).

19 COM15 Sustainable Water Management

For each phase of the development details of a scheme for the provision of sustainable water management shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of each phase of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

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

Thereafter, each phase of the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy

OE8 of the Hillingdon Local Plan (November 2012) and Policy 5.12 of the London Plan (March 2015).

20 COM31 Secured by Design

The buildings shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police. No building within each phase of the development 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 Policies 7.1 and 7.3 of the London Plan (March 2015).

21 RES16 Car Parking Layout

The last phase of the development shall not be occupied until details of the proposed car parking layout, showing parking for 293 vehicles, including 31 disabled vehicles, and 15 motorcycle spaces have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the car parking provision shall be maintained and retained at all times for the exclusive use of the occupants of the development.

REASON

In order to minimise impacts on the safety and amenity of residents.

22 NONSC Car Parking Allocation Plan

No dwelling hereby approved shall be occupied until a car parking allocation scheme for each phase of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the allocation of parking for the B1 use. Thereafter the car parking spaces for each phase of the development shall be allocated in accordance with the approved scheme and the parking areas shall be permanently retained and used for no purpose other than the parking of motor vehicles.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

23 NONSC Car Parking Stackers

Detailed plans, manufacturers details and a scheme for the maintenance of the car parking stackers shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter the car parking stackers shall be installed and maintained in accordance with the approved details for as long as the building remains in use.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

24 NONSC Car Park Vents

Notwithstanding the details submitted, full measures to prevent light spillage, noise and general disturbance from the air vents located on the western side of the podium shall be provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the scheme shall include details of the proposed location for the air vents, the measurements of the air vents, full details of the physical mitigation measures proposed including screens, specifications and maintenance responsibilities, and shall be implemented prior to first occupation of the parking spaces hereby approved and shall be retained thereafter.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012) and to safeguard the amenity of existing occupiers in accordance with policies BE24 and OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

25 NONSC Gate Details

Prior to each phase of the development hereby approved, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained so long as each phase of the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015) and the HDAS -Accessible Hillingdon.

26 NONSC GLAAS

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall 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.

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

D) 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 (B), and the provision 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 appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

27 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 dwelling hereby approved shall be occupied until site derived soils and imported soils for each phase of the development have been independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination and 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)

28 NONSC Bird Hazard Management Plan

Prior to commencement of each phase of the development, or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation in relation to the relevant phase or component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, in respect of the following:

- i) A Bird Hazard Management Plan which shall include the following details:
 - Details of any water features,
 - Monitoring of any standing water within the site,
 - Drainage details including Sustainable Urban Drainage Schemes (SUDS). Such schemes

must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at www.aoa.org.uk/publications/safeguarding.asp

- Management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safeguarding.asp),
- Any earthworks,
- The species, number and spacing of trees and shrubs,
- reinstatement of grass areas,
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds.

Thereafter and prior to occupation of each relevant phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

29 NONSC EA Condition 1

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

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2015) .

30 NONSC EA Condition 2

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

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (March 2015) Policy 5.12.

31 NONSC B1 Use

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that

Order with or without modification), the floorspace permitted for B1 use shall be used only for office purposes as defined within Use Class B1(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure that the floorspace is used only for purposes which are compatible with the nearby residential uses and will not have adverse impacts on the amenity of residential occupiers in accordance with Policies BE19, OE1 and OE3 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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

NPPF	National Planning Policy Framework
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
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
LE4	Loss of existing industrial floorspace or land outside designated

	Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
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
H4	Mix of housing units
H5	Dwellings suitable for large families
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.15	(2015) Town Centres
LPP 2.16	(2015) Strategic Outer London Development Centres
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds

LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and relate facilities and services
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 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.3	(2015) Designing out crime
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy

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. 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.

4 158 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

5 11 Building to Approved Drawing

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

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 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.

8 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).

9 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).

10 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).

11 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).

12 I49 **Secured by Design**

The Council has identified the specific security needs of the application site to be protection and security of bicycles within the parking area of the site.

You are advised to submit details to overcome the specified security needs in order to comply with condition 17 this planning permission.

13

The applicant/developer should contact the Canal & River Trust's Third Party Works Engineer with reference to the current Canal & River Trust Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)

14

The applicant/developer is advised that any encroachment or access onto the canal

towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement

15 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)

16

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

17

You are encouraged to ensure that facilities are provided to enable the easy watering of the roof garden, including any allotment facilities which might feature in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

18

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

19

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

20

The air quality assessment refers to no mitigation being required except for the construction phase of the development. It should be noted the development site is surrounded by residential properties on three sides, including residential premises above shops. It is recommended any condition with regard to the management of onsite emissions during the construction phase refers to the GLA SPG on The Control of Dust and Emissions During Construction and Demolition.

21

The Air Quality conditions relate to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral and CHP emission standards are available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

22

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

23

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset protection Engineer should be undertaken.

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Plant, Scaffolding And Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

24

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is situated towards the south side of Yiewsley in Hillingdon, West London. It is located on the north side of High Street Yiewsley. It occupies a number of derelict and under used plots behind the retail properties at the junction of Yiewsley and West Drayton High Streets.

The site sits immediately behind the High Street, which is a mixture of three and four storey traditional buildings with dormers and pitched roofs. These are retail and small scale commercial at ground floor with residential and further commercial units above.

The site has Planning Permission (45200/APP/2014/3638) for its redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles. This permission has been commenced and the relevant CIL and S106 contributions paid.

3.2 Proposed Scheme

The proposal involves the variation of Planning Conditions 2, 15 and 23 to allow a revised set of approved drawings. The amendments proposed are summarised as follows:

1. Amendments to revise the ground and basement car park layouts to allow the removal of proposed car stackers from the basement which are a deterrent to the market due to their usability and management issues. Overall number of car parking spaces remain as approved (293 spaces);
2. Amendments to reconfigure the internal layouts Blocks 1 and 2 including additional built form (645 sqm) to 'infill' the previously approved gap between them resulting in an increase the amount of floorspace and number of units within these blocks; and
3. Amendments to reconfigure the internal layout of Blocks 3 to 10 to reduce the number of units (but maintain the existing amount of floorspace which offsets the increase in unit numbers in Blocks 1 and 2). Therefore, there is no change to the overall scheme unit number (308) or mix (as approved).

The removal of the car parking stackers and their replacement with traditional spaces results in an increase in the basement floorspace in order to allow a traditional basement car park. The management and maintenance of a traditional basement is preferable to the developer over that of the car parking stacker system previously approved (Condition 23).

The 645 sqm infill element proposes to 'link' Blocks 1 and 2 where there was a previously an alleyway leading to a pedestrian link to the High Street. The pedestrian link was envisaged to serve as a route to West Drayton Station. The view and the route were to be facilitated through the inclusion of a parcel of land containing existing buildings to be demolished. However, this land is no longer available and the demolition of these buildings are no longer proposed to be demolished (being outside of the landowner's control).

Therefore, as this gap no longer serves a visual or practical purpose it is no longer required and additional living space for these homes is proposed. The total number of units approved previously was 308, this does not change within these proposals.

The proposals do not result in an increase in unit numbers or a change to parking numbers.

All other elements of the scheme remain as previously approved.

3.3 Relevant Planning History

Comment on Relevant Planning History

45200/APP/2014/3638: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles. Permission granted on 10/12/15.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.EM6 (2012) Flood Risk Management
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- NPPF National Planning Policy Framework
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- SPD-NO Noise Supplementary Planning Document, adopted April 2006
- SPG-AQ Air Quality Supplementary Planning Guidance, adopted May 2002
- SPG-CS Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
- 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
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
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
H4	Mix of housing units
H5	Dwellings suitable for large families
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children

R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.15	(2015) Town Centres
LPP 2.16	(2015) Strategic Outer London Development Centres
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.1	(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 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling

- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2015) An inclusive environment
- LPP 7.26 (2015) Increasing the use of the Blue Ribbon Network for freight transport
- LPP 7.3 (2015) Designing out crime
- LPP 7.30 (2015) London's canals and other rivers and waterspaces
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st December 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 04-11-2016

Press Advertisement: 10-11-2016

A total of 337 neighbouring households, amenity groups, and local businesses were notified of the proposal on 4th November 2016 with the consultation period ending on 25th November 2016.

So far 21 letters have been received with 7 letters objecting to the proposals and 13 comments. The letters received raised the following concerns:

- Too many flats
- Can Redrow contribute towards and alleygating scheme for Winnock Road so it doesn't stay as a flytip.
- Over Development
- Increase in Traffic
- Congestion
- Parking problems to increase

Officer Comment: The issues raised in the letters of representation received have been addressed in the main sections of the report. It is noted that the total number of units has already been approved under the original planning permission and the requested contribution is not relevant to the development.

GLA

No concerns have been raised by the GLA or TFL.

The application is referable to the Greater London Authority under Category 1C of the Schedule of the Town and Country Planning (Mayor of London) Order 2008:

"Development which comprises or includes the provision of more than 150 houses, flats or houses and flats."

i) Under Article 5(2) of the Town & Country Planning (Mayor of London) Order 2008 the Mayor of London has confirmed he does not need to be consulted further on this application and that the Council may, therefore, proceed to determine the application without further reference to the GLA.

ENVIRONMENT AGENCY

No comment

MINISTRY OF DEFENCE

The MOD has no objection to the variation of conditions 2, 15 and 20 as specified in application re: 2016/3886. However please be aware of our following recommendations regarding the heights of construction equipment / cranes during construction:

The site of the proposed redevelopment occupies the MOD statutory height (AGL) safeguarding zone of 91.4m that serves to ensure air traffic approaches and the line of sight of navigational aids and transmitters/receivers are not impeded.

The MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect air traffic safety. It will therefore be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures which may infringe our 91.4m height Safeguarding limit.

NATURAL ENGLAND

Natural England currently has no comment to make on the variation of conditions 2, 15 and 20. Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us any further consultations regarding this development, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

HIGHWAYS

Based on the revised plans and no loss in parking provision, there is no objection on the highways aspect of the proposals. The previous conditions and planning obligations are recommended to be applied.

ACCESS

Having reviewed this application, it is noted that whilst the Accommodation Schedule refers to "Affordable-Accessible" and "Private - Wheelchair Adaptable", the plans appear not to include the detail to demonstrate where these respective wheelchair standard homes would be situated.

SUSTAINABILITY & ENERGY

I have no objections to the proposed minor amendment.

S106 OFFICER

The applicant needs to demonstrate that the amended scheme will deliver affordable housing commensurate with the ratio agreed in the original s106.

Waste Management

No objection

EPU

No objection

FLOOD WATER MANAGEMENT

The proposed extension of the basement occupies a much more substantial part of the basement, and no information has been provided with this application of the potential impact or understanding and investigations on the local ground water risks that this may affect. Site investigations informing the level of risk for this proposal should be provided. Then where risks are found the appropriate mitigation. The proposals also affect the overall drainage strategy as the buildings are joined together over the location of drainage network originally proposed. It must be shown that the amendments have no detrimental effect on the provision of green field run off rates and appropriate sustainable drainage rates to enable the discharge of the Sustainable Drainage condition.

Officer Comment: The applicant is in the process of providing the required information. It is envisaged that this information will be provided before the committee meeting on January 6th and will be dealt with through the addendum.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was originally considered in granting planning permission ref. 38065/APP/2014/2143 for the erection of 208 residential units, and subsequently following the grant of planning permission ref. 45200/APP/2014/3638 for the erection of 308 units.

Since the approval of this extant permission circumstances have not materially changed with the proposed application seeking only minor revision to the current scheme which do not affect the land use. Accordingly, considerable weight must be afforded to the extant planning permission and in this instance, in land use terms, there should be a presumption in favour of the current proposals.

The current proposal which includes a mix of B1 (office) uses at ground floor alongside a mix of private and affordable residential flats at ground level and above, provides an acceptable mix of uses on this key District Centre site, in line with the strategic objectives of the Council for this highly sustainable area. This would meet the objectives of national and development plan policy in providing an acceptable balance of employment generating uses whilst maximising the provision of high quality housing in the District Centre.

The proposal would continue to make a significant impact on the regeneration of this part of the District Centre, acting as a catalyst for change on this site and the surrounding area in general whilst providing a balanced mix of housing tenures and employment opportunities for the local area.

Accordingly, the proposal is considered to be in accordance with the NPPF, the London Plan (2016) and the Councils Local Development Framework.

7.02 Density of the proposed development

The scheme would maintain the previously approved residential density of 264 dwellings per hectare which would be just above the range of 70 to 260 dwellings per hectare (200 to 700 hr/ha) recommended in Policy 3.4 (Optimising Housing Potential) of the London Plan for urban areas with a good PTAL (4) level.

The PTAL of the site at present is 3 (however there is a committed major infrastructure project in the form of Crossrail which will increase the PTAL of the site to 4 within the development plan period). This is a major driver towards the Council's adopted strategic objective which seeks to secure growth within Yiewsley/ West Drayton during the development plan period and achieving this objective will require the Council to consider committed and possible future enhancements which will serve to facilitate this growth. As such, it is considered that the application should be assessed having regard to the improved PTAL which would be provided by Crossrail.

Therefore the scheme continues to comply with Policy 3.4 of the London Plan and internal floor area standards set out in Policy 3.5 of the London Plan.

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

The proposal site does not lie in an archaeological priority area, Conservation Area or contains listed buildings.

In terms of the historic assets in the wider locality of the site, the site is in the vicinity of the Garden City Area of Special Local Character to the south whilst to the east and south east there are two Grade II listed buildings as follows:

- . De Burgh Arms P.H
- . The Railway Arms P.H

However, it is not considered that the proposal would negatively impact on the setting of the nearby listed buildings or structures. There are no views of the 'The Railway Arms' from the vicinity or from within the application site itself. The closest listed building to the site is the 'De Burgh Arms Public House', but views of the development in association with the front of this building are limited to those from Tavistock Road from the west where the building is already dominated by taller development to the north, west and south.

It is considered that this development will not result in material harm by adversely affecting views of this building particularly from the west where the application site is located. In addition, it is important to note that permission was granted for a similar scheme within the site and that the alterations sought with the current application mainly seek alterations to that scheme with new development concentrated towards the west of the site whilst the 'De Burgh Arms Public House' heritage asset is located to the east of the site.

The Garden City Area of Special Local Character, located some 250 metres to the south west of the site, beyond the Tavistock Industrial Business Area and the railway line, is the nearest designated area asset. The Garden City Area of Special Local Character is predominately characterised by one and two storey single family housing sited within

spacious plots with relatively ample front gardens.

The principle of introducing buildings of a greater bulk and height than those currently within the site has already been established under the original consent. Agreed views, as set out within the Harris Kalinka Assessment were submitted in support of the application, demonstrating that the proposal would have no material impact over and above the consented scheme and therefore would maintain and preserve the character of the Garden City Area of Special Local Character and would not harm the setting of any other listed buildings or structures.

7.04 Airport safeguarding

All relevant authorities have reviewed the applications and no objections in relation to airport safeguarding are raised.

7.05 Impact on the green belt

The impact on green belt land was previously considered in the Townscape and Visual Impact Assessment submitted in support of the original application, which has considered key views towards the development site from Stockley Country Park within the Colne Valley Regional Park.

7.07 Impact on the character & appearance of the area

The National Planning Policy Framework (NPPF) states at paragraph 64 that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London 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 sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 further emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

The immediate area surrounding the site is characterised by a mix of development ranging from more traditional rows of terraced properties with retail at ground floor level and residential or office use above, to more modern and larger scale commercial and residential buildings.

The site itself comprises a mix of industrial and commercial buildings of a variety of ages, styles, sizes and with maximum of 4 storeys. The surrounding area comprises two and three storey buildings, with the taller buildings, which are up to 5 storeys, being located towards the town centre and along the canal. The buildings on the High Street frontage adjacent to the east of the site are particularly attractive and retain some of the architectural/townscape merit remaining on this part of the High Street.

The proposed infill element maintains the architectural merit and design qualities to deliver a significant improvement to the townscape when compared to the appearance of the existing site. There are no objections to the scale, height and massing of the current proposal.

The introduction of mass within the 'gap' would not give rise to any adverse urban design

impacts. The height of the infill will be same as the adjacent development reflecting its mass and scale to provide a continuous building frontage to Blocks 1 and 2. The building has been designed to reflect the approved blocks in terms of its appearance and proposed materials.

7.08 Impact on neighbours

In relation to outlook, saved Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

Moreover, the site is located within the Yiewsley/ West Drayton District Centre and it is considered that the proposed amendments to the building have been carefully designed to ensure that there is no unacceptable loss of outlook to adjoining neighbours and that there is minimal overlooking from windows, in particular in the direction of the rear of those properties fronting Winnock Road. As such, bearing in mind its context, it is unlikely that a residential led development scheme of this scale would have an impact on adjoining properties. The placement of balconies and terraces, in particular alongside the west facing units of the scheme would not compromise compliance in this regard.

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. The impact of the proposed development on daylight and sunlight to adjacent properties was considered through the submission of a daylight and sunlight report. This report considered that the proposed development would not have an adverse impact upon the adjacent residential properties in respect of loss of daylight and/or sunlight.

The closest residential properties to the development are those to the west in Winnock Road. The original Daylight/Sunlight report concluded that there would be some impact on isolated windows within properties at nos. 12, 38, 46 and 48 Winnock Road but concludes that the impact would be within acceptable tolerances within the BRE guidance. An addendum has been submitted in support of this application which confirms there will be no material change to the original report which was previously considered acceptable.

It should be noted that the overarching guidance in relation to Daylight and Sunlight contained within the BRE guidance 2011 recognises that the values for achieving good daylight and sunlight conditions can be applied more flexibly in Town Centre locations. As such, the levels of light afforded to neighbouring occupiers are considered to be adequate given the sites location within this town centre environment.

As such, the proposed development, subject to conditions, is considered to be consistent with Policies BE20, BE21 and BE24 of the Local Plan.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is

usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the number of units or mix has not changed from the original planning consent. Therefore, the required amenity space provision for 308 dwellings remains as follows:

76 x (studios and 1 bedroom flat) x 20 = 1,520m²
175 x (2 bedroom flat) x 25 = 4,375m²
57 x (3 bedroom flat) x 30 = 1,710m²
Total Required = 7,605m²

The current development proposal continues to provide a combined total of 8,025m² of amenity space in the form of shared amenity space at grade and roof levels together with private balconies, where communal amenity space is provided with 2,469m² at ground level, 1,708m² at podium level and 458m² as roof terraces. A total of 3,390m² is provided in the form of private balconies and private terraces. Play space with a combined total of 450m² for children between 0 and 4 years old is also evenly distributed across the development within the ground level spaces.

Overall, it is considered that the scheme would continue to provide for sufficient amenity space of a satisfactory quality. As such, the provision of amenity space is considered to accord with the requirements set out within the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity).

UNIT SIZES

The London Plan (March 2015) sets out minimum sizes for various sized residential units. The proposal is for 76 x 1 bedroom flats, 175 x 2 bedroom and 57 x 3 bedroom flats. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable.

LAYOUT

With respect to the design of the scheme, the GLA previously suggested a number of potential amendments. However, the previous scheme for this site was no different from the current proposals and, whilst additional entrances from the shared space were not provided, planning permission was nonetheless granted for the development.

As such, although the scheme in terms of its layout does not strictly meet the guidance set out in the London Housing SPG ultimately it is considered that the regeneration benefits of the scheme outweigh the harm resulting from the number of units per core exceeding guidance levels.

SUNLIGHT/DAYLIGHT

Policies BE20, BE23 and BE24 seek to protect the amenity of new residents by requiring adequate daylight, access, external amenity space and the protection of resident's privacy.

The GLA previously raised concerns regarding "a number of north facing single aspect units". Although the provision of single aspect north facing units is not considered ideal it is worth noting that in development of this scale it is reasonable to expect that a number of such units are proposed. This is acknowledged in the GLA Housing Standards SPG, which states that single aspect north facing units should be avoided only where possible.

Notwithstanding this, there is no material change to the north facing units as previously consented. As such, the small number of units affected is considered to be unrepresentative of the scheme. Therefore, it is not considered reasonable to raise objections to the scheme in this respect.

7.10 Traffic impact, car/cycle parking, pedestrian safety

CAR PARKING

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards. The proposal would continue to provide 293 parking spaces for the 308 residential units, which equates to a ratio of 0.95 spaces per dwelling plus three parking spaces for the B1 office unit, 1 parking space for maintenance personnel and 2 car club spaces on Bentinck Road. In addition, 15 motorcycle parking spaces would also be provided.

The Highways Officer reviewed this proposal and whilst noting that the site is predominantly for 1 and 2 bedroom flats within a town centre location with a PTAL score of 3, no objection was raised to the parking provision provided at the site subject to conditions. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

CYCLE PARKING

Policy AM9 of the UDP requires cyclist facilities to be provided for development proposals. TfL previously provided comments requesting that cycle parking is increased to London Plan (March 2015) standards and, as such, a condition was secured on the original planning consent and is proposed to be repeated to ensure that levels of cycle parking for the development are provided in accordance with the London Plan standards in a total of 549 secure cycle parking (of which 540 spaces are allocated for future residents, 8 spaces for visitors and a minimum of 1 space for the B1 use).

TRAFFIC IMPACT

The highways officer previously confirmed that the proposal would have an acceptable impact to traffic in the surrounding highway network. The location of the refuse and recycling storage were also reviewed and it was considered to be acceptable, in terms of their collection and the impact of this to highway safety. There is no material change as a result of this application.

Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

7.11 Urban design, access and security

- Building bulk and scale
- Impact on the public realm
- Private amenity space
- Amenities created for the future occupiers
- Siting and design

- Residential living conditions
- Layout
- Mix of units
- Siting and Scale

7.12 Disabled access

Accessible Hillingdon requires all new residential units to be built to Lifetime Home Standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site.

Policy 3.8 of the London Plan and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users. The scheme provides 10% of all units proposed in accordance with Part M4(3). This is considered acceptable.

The Access Officer is satisfied with the level of facilities provided including the internal layout of the units will ensure full compliance with part M4(3).

Subject to a condition to ensure compliance with Part M4(2) and M4(3) it is considered that the scheme accords with the aims of Policies 3.8 and 7.2 of the London Plan 2016, the Hillingdon Design and Access Statement (HDAS) Accessible Hillingdon and Policy AM15 of the UDP.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policy 3.12 and 3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets. There is no change to the approved position regarding affordable housing as assessed under the original planning application.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

There are no material changes to the proposed landscaping as previously approved. The Council's Trees and Landscape Officer has raised no concerns regarding the landscape layout within the development site itself, which would provide for an appropriate mix of hard and soft landscaping supplemented by new tree planting throughout the development.

7.15 Sustainable waste management

The waste management strategy for the site was approved under the original permission. The issues raised by the Flood Water Management Officer will be addressed through the addendum and through a SUDS condition. On this basis the scheme is acceptable in this regard.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 35% in carbon emissions.

The original application is supported by an assessment which indicates that the development has been designed to meet the required 35% reduction in carbon emissions through a combination of measures, which include the provision of a CHP unit and Photovoltaic panels as well as a number of passive measures. An addendum has been

prepared which confirms that there is no material change to the approved position.

Therefore, subject to appropriate conditions to secure this implementation within the final design the scheme will comply with adopted policy.

7.17 Flooding or Drainage Issues

Whilst the Flood Water Management Officer has raised a number of issues, Officers are in discussions with the applicant and are confident that these issues will be dealt with quickly and will be reported in the Addendum.

7.18 Noise or Air Quality Issues

The application site is on a busy industrial estate, adjacent to an industrial site to the south and in close proximity to the busy Paddington to Reading railway line, including adjacent sidings. It is therefore reasonable to expect that vehicular traffic or rail traffic noise is likely to be high enough to affect the residential amenities of future occupiers. Therefore flatted development is considered acceptable in principle, if subject to adequate sound insulation.

The acoustic assessment contains recommendations which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'.

It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions, as suggested by the Council's Environmental Protection Unit.

Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Saved Policy OE5 of the UDP.

7.19 Comments on Public Consultations

None.

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 reasonably 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:

- i. Affordable Housing: 15% in unit terms (46 dwelling flats) with a tenure mix set at 64% affordable rent and 36% intermediate,

ii. Affordable Housing review mechanism.

iii. Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road, including as detailed below:

1. Tavistock Road:

- a) Access works to the site,
- b) Carriageway and footway resurfacing and any associated works between on-street car parking bays west of Tavistock Road access and High Street/Tavistock Road junction except any recently surfaced footway;
- c) Removing car parking spaces, implementing parking restrictions and associated costs.

2. Bentinck Road:

- a) Stopping up of existing access and footway reinstatement;
- b) New access works;
- c) Footway and carriageway resurfacing along the site boundary (extent to be agreed by the Council's Highway Engineer); and
- d) Relocation of on-street parking spaces, parking restrictions, and associated costs.

Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iv. Car parking allocation and management scheme;

v. Refuse and delivery management scheme;

vi. A Construction Logistics Plan

vii. A Delivery & Service Plan (including details of access and parking for emergency services).

viii. Prohibit future residents of the development from obtaining parking permits within existing or future controlled parking areas on the public highway.

ix. A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures 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.

x. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £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.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £25,000.00 is sought

xii. Canal side Improvements: a contribution in the sum of £20,000.00 and Canal Side Signage contribution in the sum of £2,000.00 (A total £22,000.00 monetary contribution towards canal side improvements)

xiii. 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 100m². 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 an 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

There would be no adverse harm to the amenities of adjoining occupiers. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

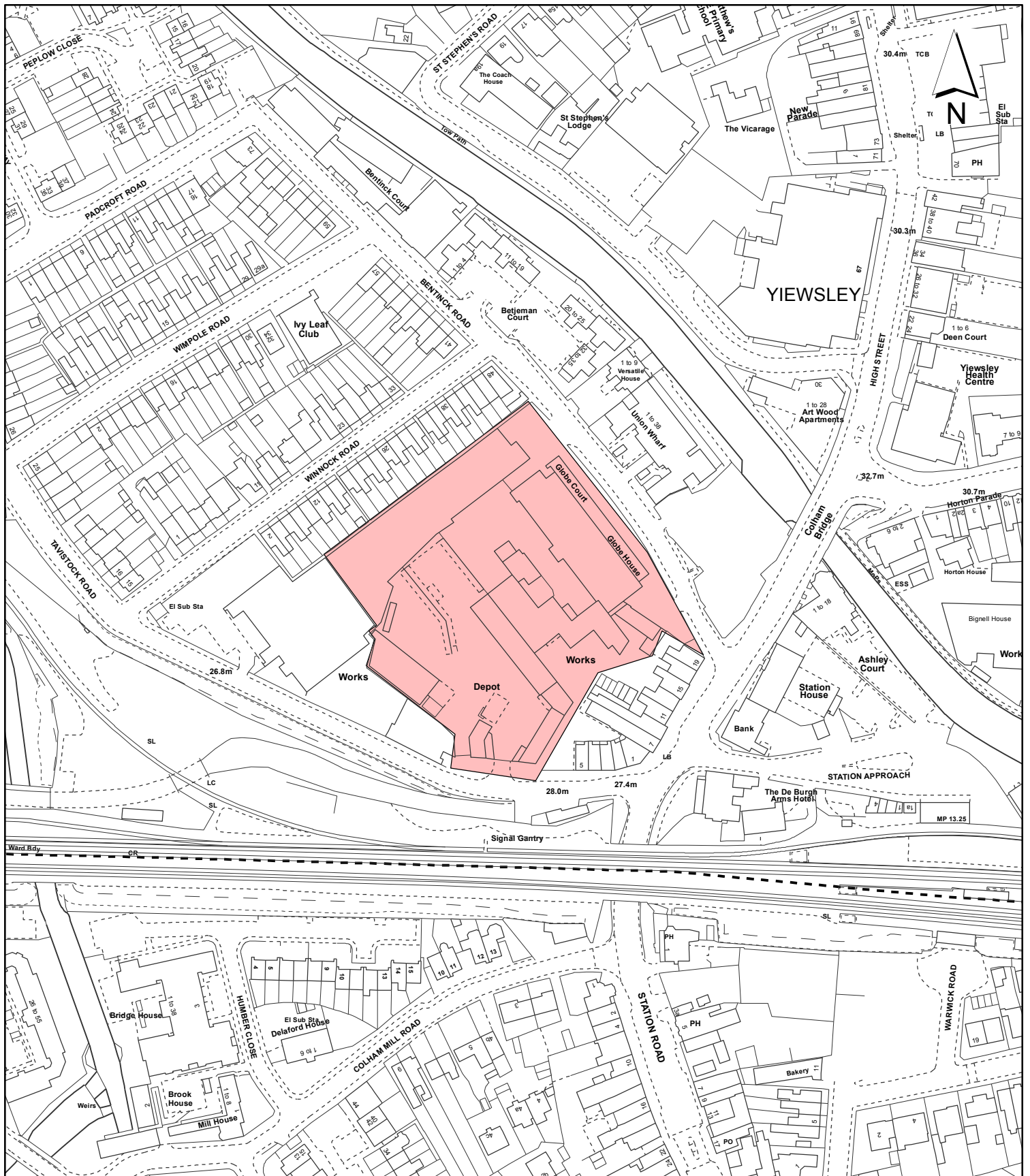
The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (2016) and the Council's Local Development Framework. No concerns have been raised by the GLA or TFL.

11. Reference Documents

Hillingdon Local Plan (November 2012);
The London Plan (March 2016);
National Planning Policy Framework;
National Planning Policy Guidance
Hillingdon Supplementary Planning Document: Affordable Housing
Hillingdon Supplementary Planning Guidance: Noise;
Hillingdon Supplementary Planning Guidance: Noise Air Quality;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010)
GLA's Supplementary Planning Guidance - Housing;
GLA's Supplementary Planning Guidance - 'Shaping Neighbourhoods: Play and Informal Recreation'

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Padcroft Works
 Yiewsley**

Planning Application Ref:
45200/APP/2016/3886

Planning Committee:
Major Page 206

Scale:
1:2,000

Date:
January 2017

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



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Wednesday 11th January
2017



HILLINGDON
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INVESTOR IN PEOPLE

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Page 207

Report of the Head of Planning, Sport and Green Spaces

Address IMPERIAL HOUSE VICTORIA ROAD RUISLIP

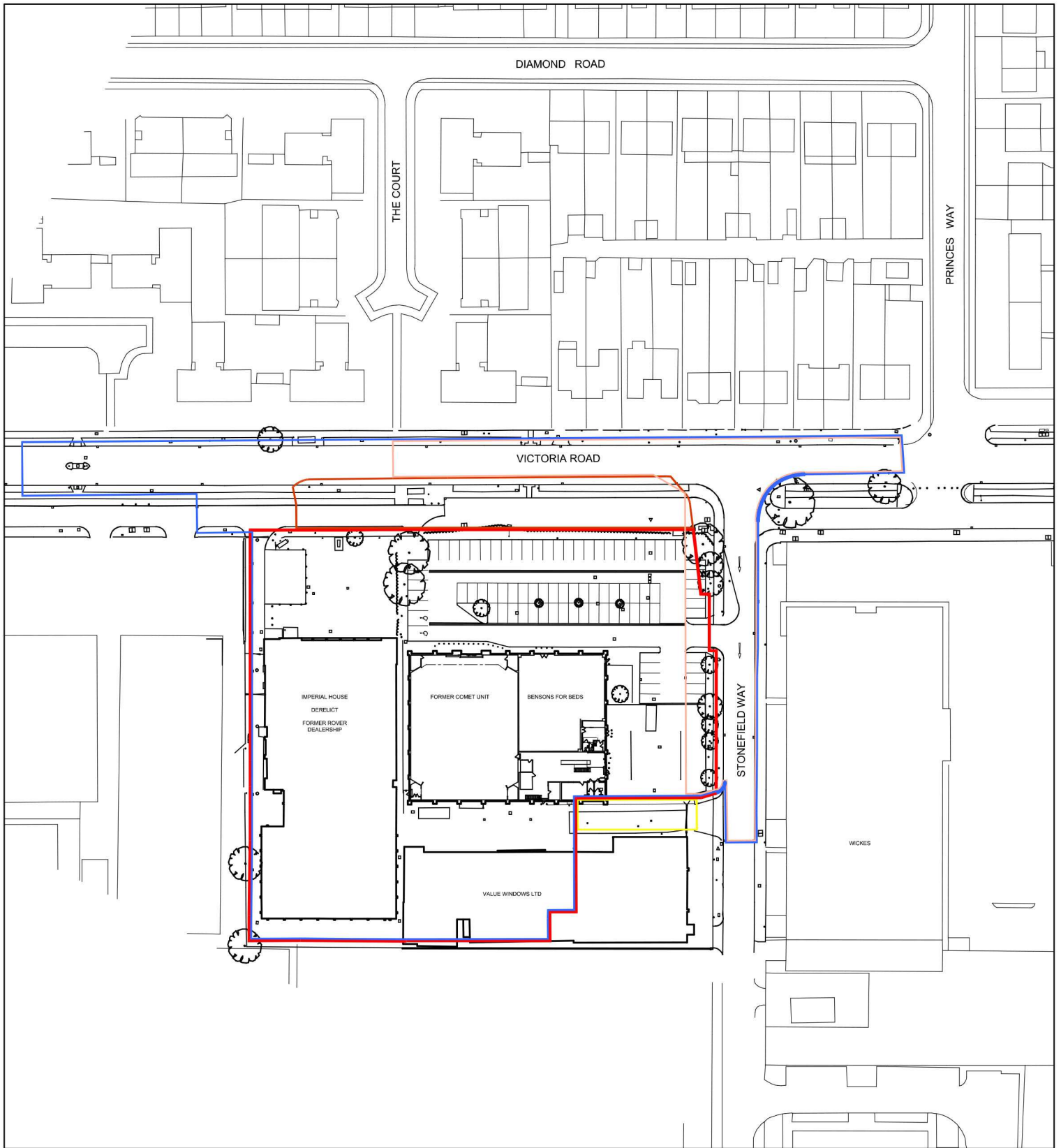
Development: Construction of a 2,554sqm. GIA (1,687sqm sales area) Class A1 discount food store with associated access arrangements, car parking and landscaping (involving the demolition of Imperial House, former Comet building and vacant Value Windows Ltd building) and external refurbishment / re-cladding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

LBH Ref Nos: 5039/APP/2015/4395

Date Plans Received: 30/11/2015

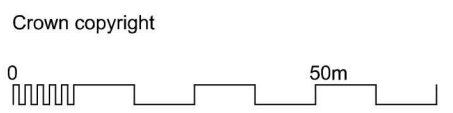
Date(s) of Amendment(s):

25/10/2016



- LIDL OWNERSHIP
- APPLICATION SITE
- RIGHT OF WAY
- LAND RELATING TO EXTANT PLANNING PERMISSION REF 41266/APP/2012/2939 DATED 18 APRIL 2013
- COUNCIL OWNED LAND (LANDSCAPE WORKS TO BE CARRIED OUT UNDER LICENCE AGREEMENT)

Unit 1, Victoria Road, South Ruislip
 SITE LOCATION PLAN 1:1250 @ A4
 3096/301E



VICTORIA ROAD

STONEFIELD WAY

WICKES

SCHEDULE OF ACCOMMODATION

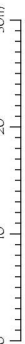
- LIDL OWNERSHIP
- APPLICATION SITE
- LAND RELATING TO EXTANT PLANNING PERMISSION REF 412666/APP/2012/2539 DATED 18 APRIL 2013
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- RIGHT OF WAY

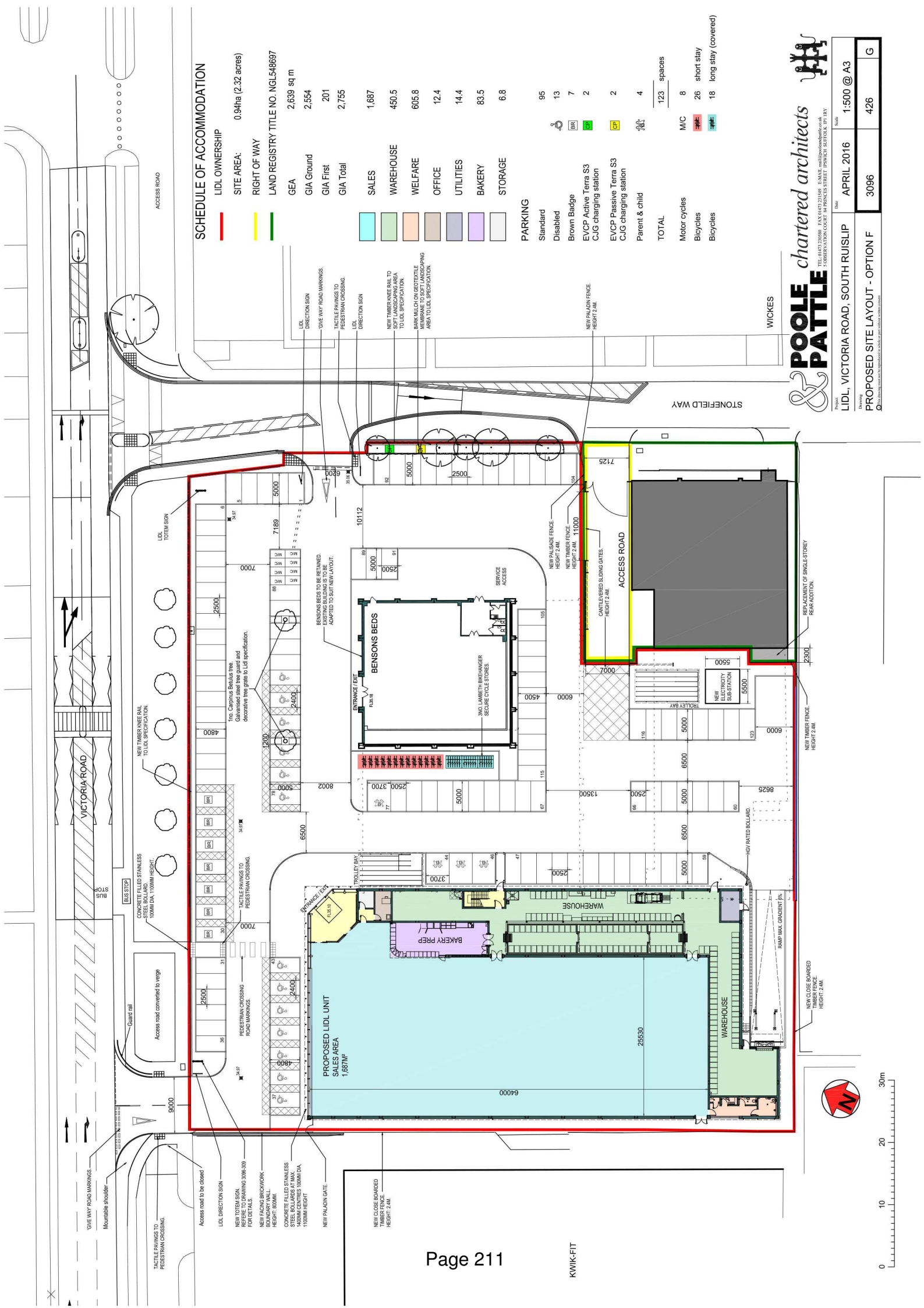
FORMER COMET UNIT

IMPERIAL HOUSE
DERELICT
FORMER ROVER
DEALERSHIP

BENSONS FOR BEDS

VALUE WINDOWS LTD





SCHEDULE OF ACCOMMODATION

LIDL OWNERSHIP
 SITE AREA: 0.94ha (2.32 acres)
 RIGHT OF WAY
 LAND REGISTRY TITLE NO. NGL548697

GEA	2,639 sq m
GIA Ground	2,554
GIA First	201
GIA Total	2,755
SALES	1,687
WAREHOUSE	450.5
WELFARE	605.8
OFFICE	12.4
UTILITIES	14.4
BAKERY	83.5
STORAGE	6.8

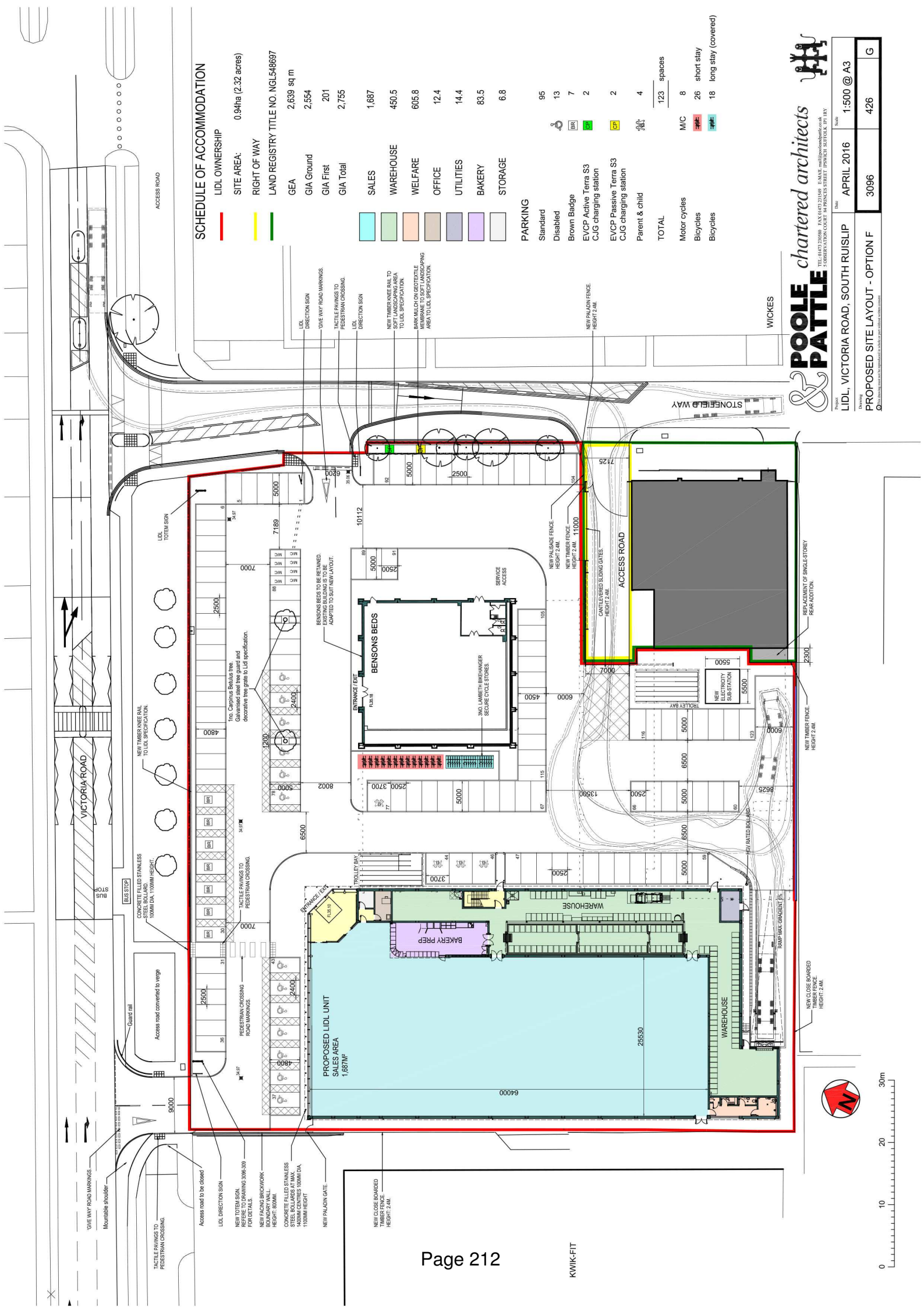
PARKING			
Standard	95		
Disabled	13		
Brown Badge	7		
EVCP Active Terra S3	2		
C-JG charging station	2		
EVCP Passive Terra S3	2		
C-JG charging station	2		
Parent & child	4		
TOTAL	123	spaces	
Motor cycles	8	M/C	
Bicycles	26	MC	short stay
Bicycles	18	MC	long stay (covered)



POOLE & PATTLE chartered architects
 TEL: 01472 20500 FAX: 01472 21149 E-MAIL: mail@pooleandpattle.co.uk
 5 OBSERVATION COURT 84 PRINCIPLES STREET IPSWICH SUFFOLK IP1 1BY

Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	APRIL 2016	Scale	1:500 @ A3
Drawn	PROPOSED SITE LAYOUT - OPTION F	Sheet	3096		G





SCHEDULE OF ACCOMMODATION

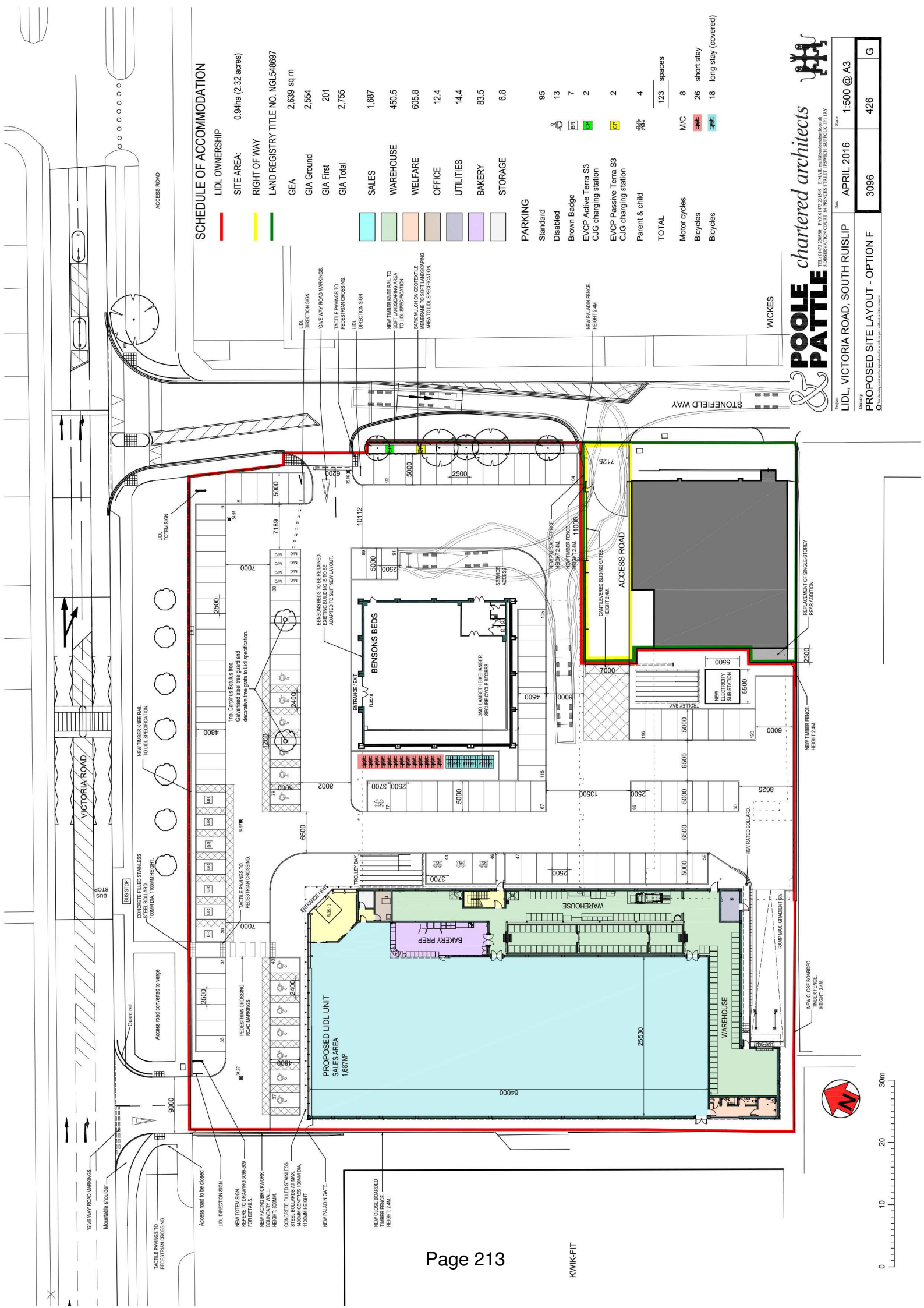
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Drawn	PROPOSED SITE LAYOUT - OPTION F	Sheet	3096		G





SCHEDULE OF ACCOMMODATION

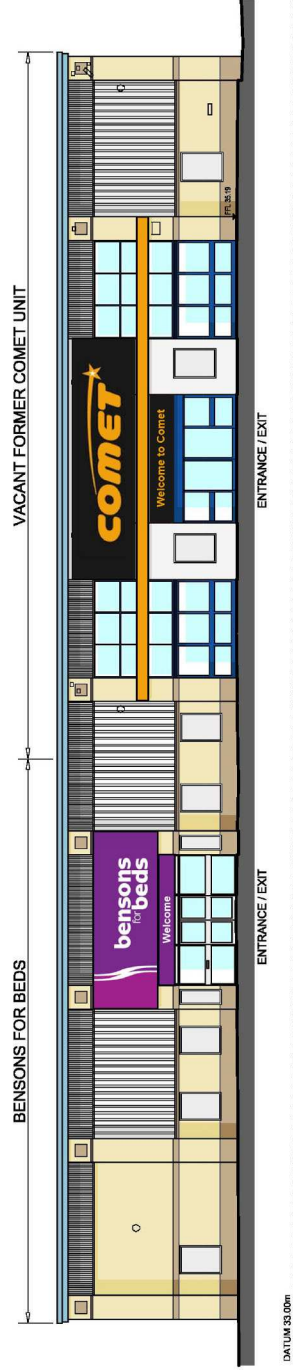
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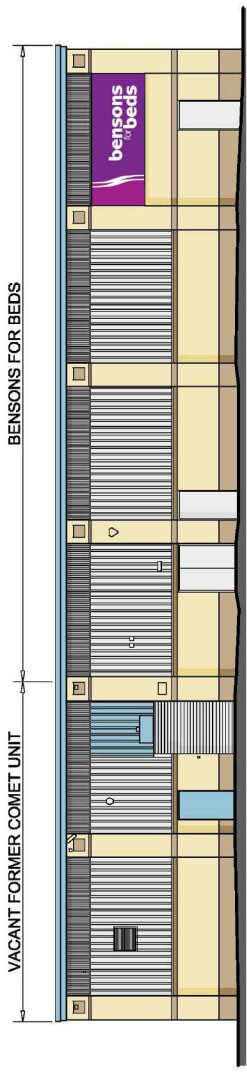
PARKING		
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PROJECT	LIDL, VICTORIA ROAD, SOUTH RUISLIP	DATE	APRIL 2016	SCALE	1:500 @ A3
PROPOSED SITE LAYOUT - OPTION F			3096		G

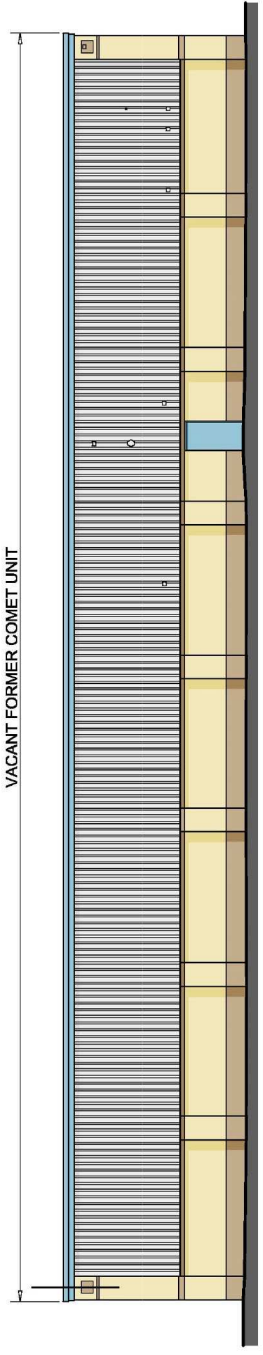




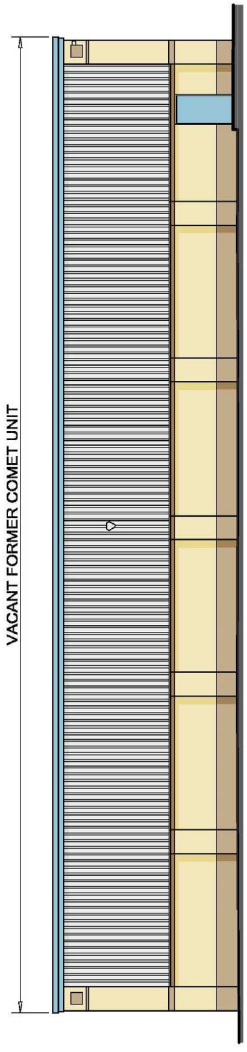
VICTORIA ROAD ELEVATION



STONEFIELD WAY ELEVATION

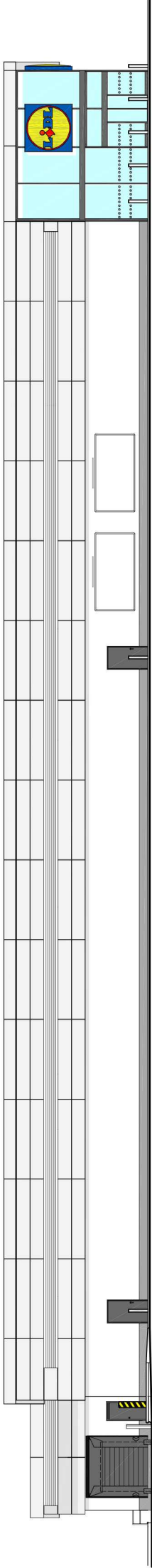


SOUTH EAST ELEVATION

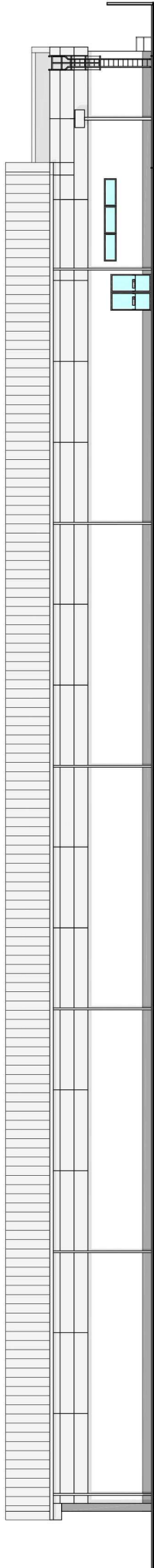


SOUTH WEST ELEVATION

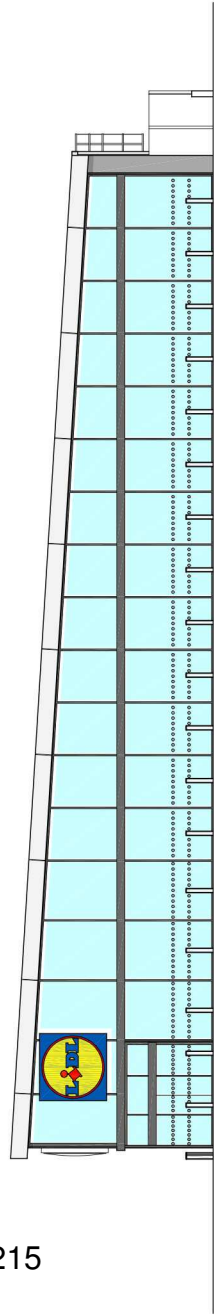




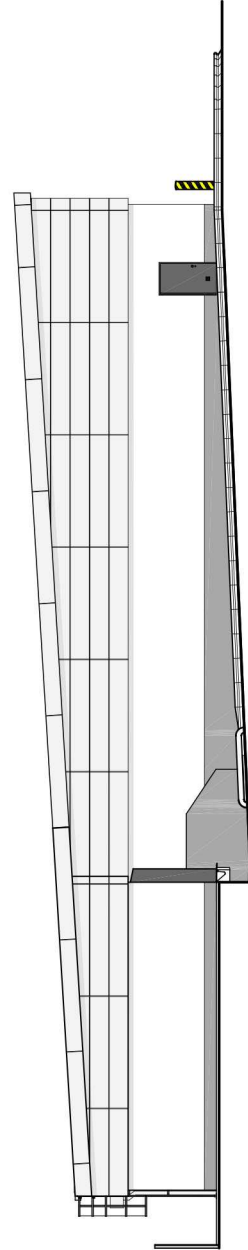
EAST ELEVATION



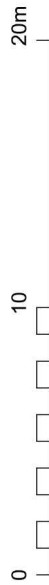
WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



PROPOSED MATERIALS

WALLS
 20mm mineral render painted white RAL 9010 with low level plinth in grey RAL 7038.
 Ash & Lacy Building Systems Freedom 1 rainscreen cladding with 4mm Alucobond in silver metallic finish RAL 9006.

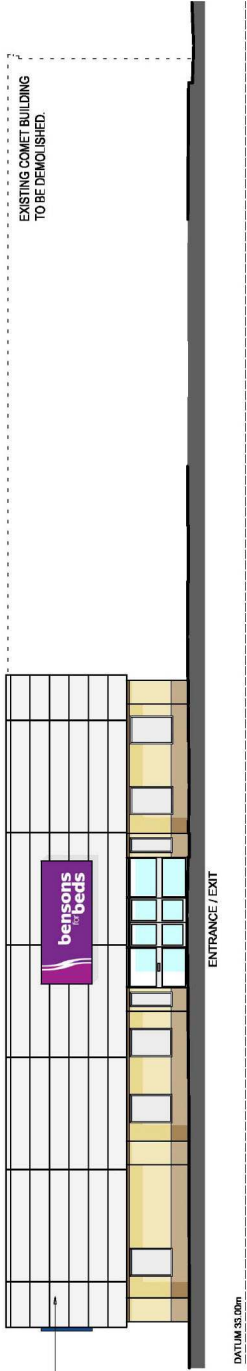
ROOF
 Standing seam aluminium sheet roofing in silver RAL 9006 finish

SHOPFRONT GLAZING, ENTRANCE / EXIT LOBBY AND WINDOWS
 Powder coated aluminium framed, double glazed system in Graphite Grey, RAL 7024.

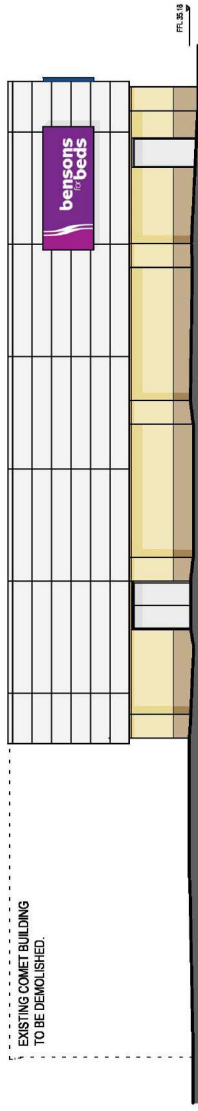
EXTERNAL DOORS
 Steel external escape doors and sectional door for deliveries in Graphite Grey, RAL 7024.

Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	OCT 2015	Scale	1:500 @ A3
Drawings	ELEVATIONS AS PROPOSED		3096		410
					A

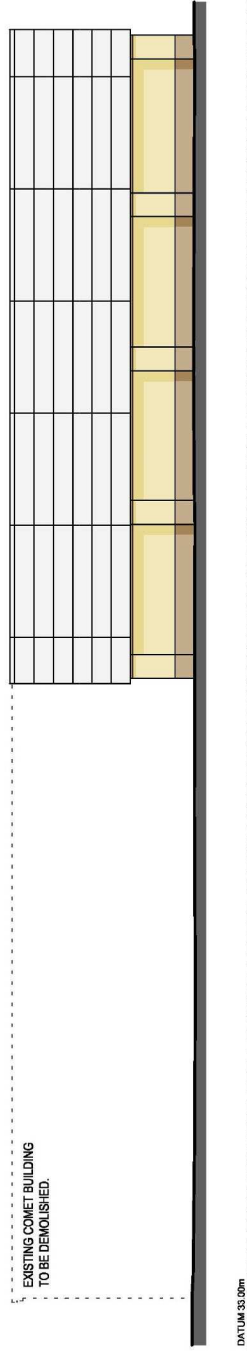
NEW ASH & LACY BUILDING SYSTEMS FREEDOM 1
 RAINSCREEN CLADDING WITH 4MM ALUCOBOND
 IN SILVER METALLIC FINISH, RAL 9006.



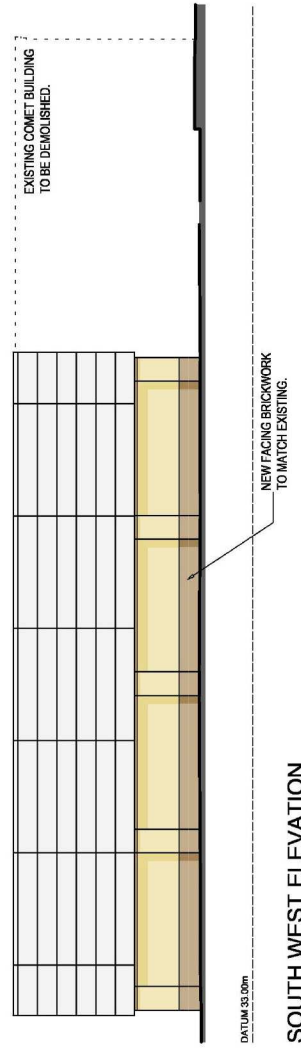
VICTORIA ROAD ELEVATION



STONEFIELD WAY ELEVATION



SOUTH EAST ELEVATION

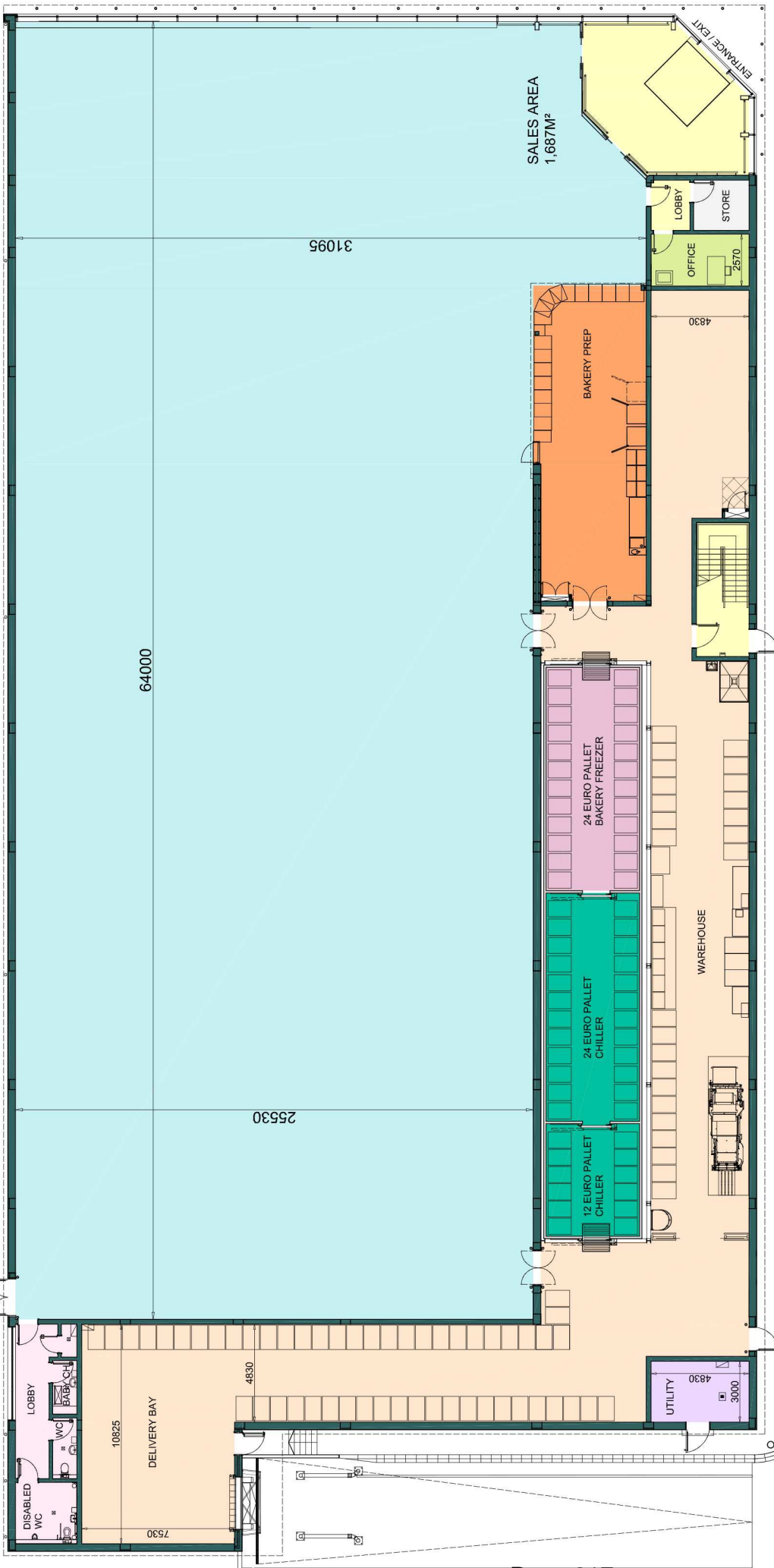


SOUTH WEST ELEVATION



& POOLE chartered architects
 TEL: 01753 33990 FAX: 01753 33991
 LIDL, VICTORIA ROAD, SOUTH RUISLIP
 BENSONS FOR BEDS - PROPOSED ELEVATIONS

Date:	NOV 2015	Scale:	1:200 @ A3
Drawing No:	3096	Sheet No:	416
		-	



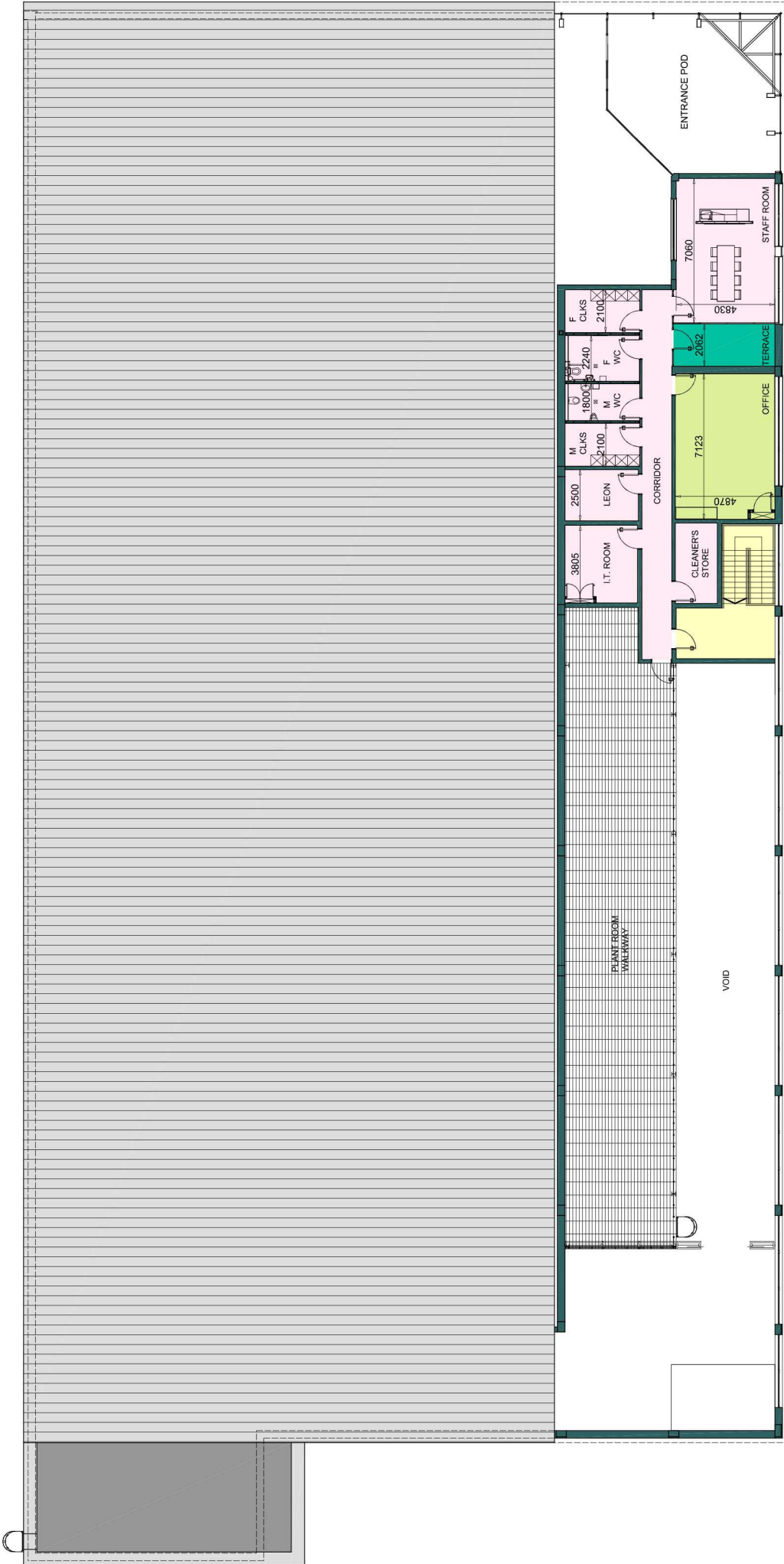
SCHEDULE OF ACCOMMODATION - KEY

GI/A ground	2,554	sq m
GEA ground	2,639	sq m
Sales area	1,687	sq m
Warehouse	450.5	sq m
Bakery Prep	83.5	sq m
Bakery Warehouse	50.6	sq m
Additional Chillers	77.8	sq m
Office	12.4	sq m
Public wc, etc	32.8	sq m
Utility	14.4	sq m
Circulation	114.7	sq m
Store	6.8	sq m
Internal partitions	23.5	sq m



TEL: 01473 25088 FAX: 01473 23159 E-MAIL: mail@pooleandpattle.com
 2 FOREBAY ROAD, LIDDLINGTON, SOUTH RUISLIP, MIDDLESEX, M20 9LQ, UK

Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	JAN 2015	Scale	1:200 @ A3
Reference	GROUND FLOOR PLAN AS PROPOSED	Number	3096	Sheet	409



SCHEDULE OF ACCOMMODATION - KEY

	GIA first	201	sq m
Office		34.6	sq m
Welfare area, wc, etc		127.3	sq m
Terrace		10.2	sq m
Circulation		22.7	sq m
Internal partitions		6.2	sq m



20m

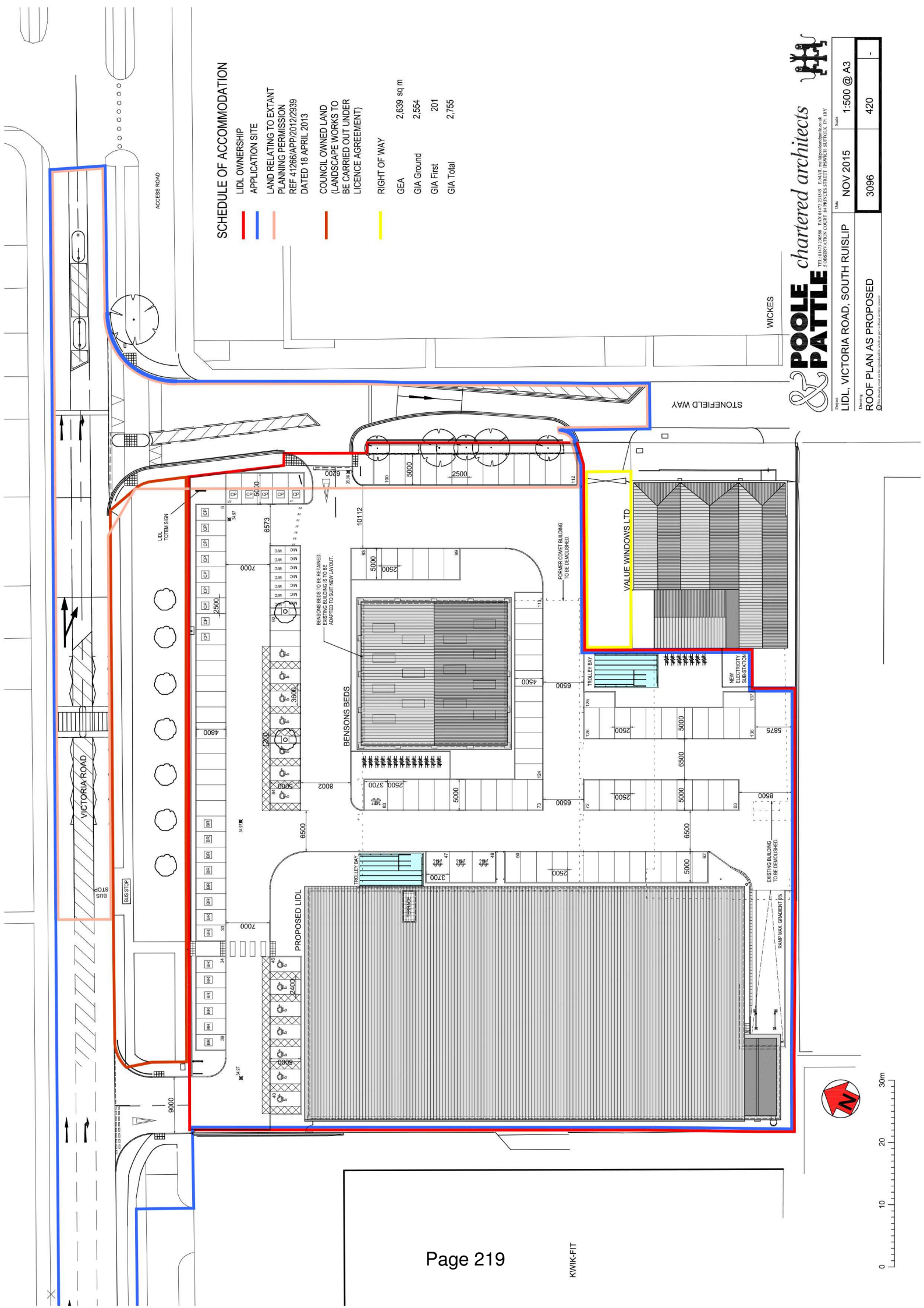
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TEL: 01473 20880 FAX: 01473 21149 E: MAIL: mail@pooleandpattle.co.uk
5 OBSERVATION COURT, 84 PRINCES STREET, PLYMOUTH, PL1 1JY

Project:	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date:	JAN 2015	Scale:	1:200 @ A3
Drawing:	FIRST FLOOR PLAN AS PROPOSED	Sheet:	3096		405
					A



SCHEDULE OF ACCOMMODATION

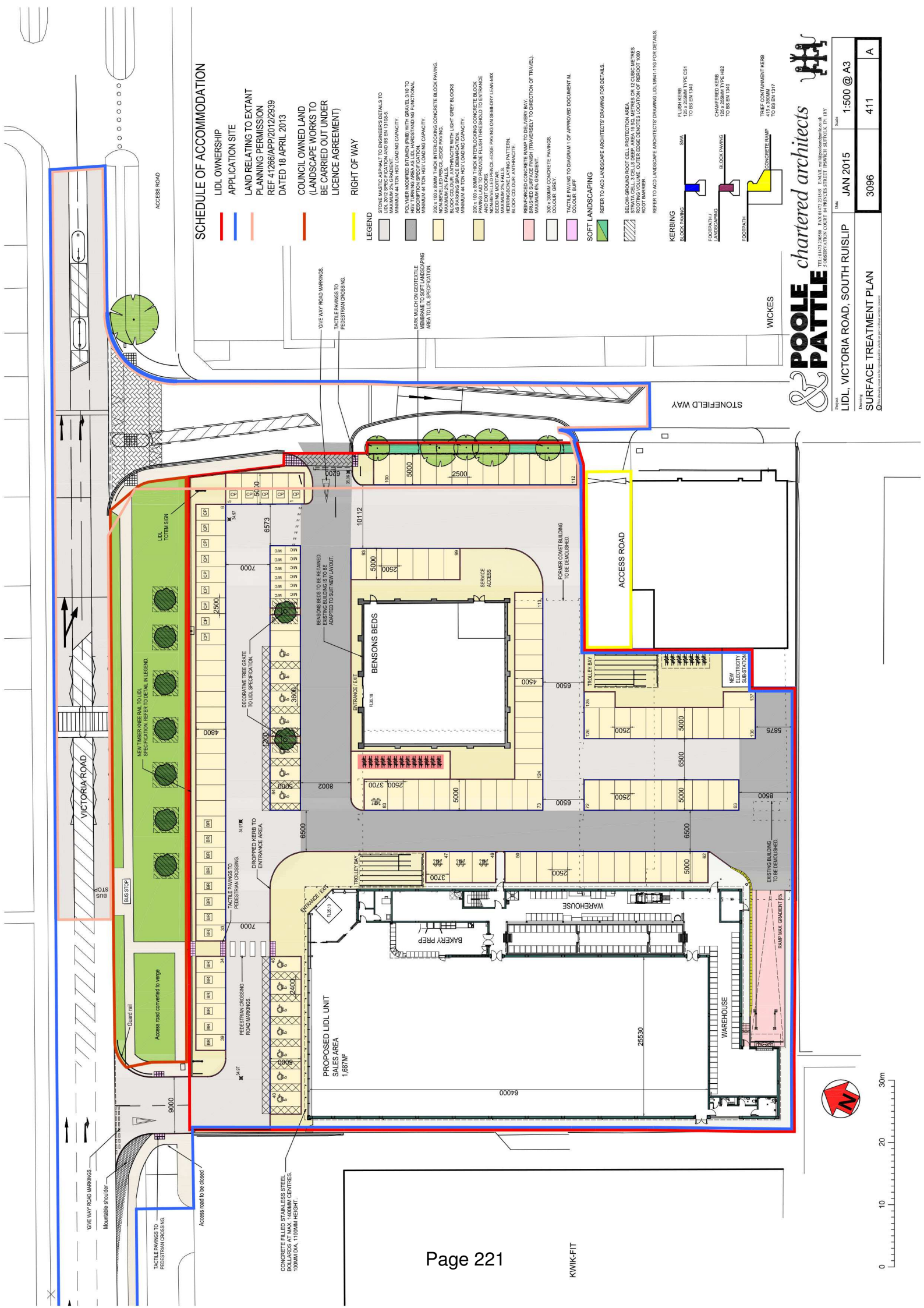
■	LIDL OWNERSHIP	GEA	2,639 sq m
■	APPLICATION SITE	GIA Ground	2,554
■	LAND RELATING TO EXTANT PLANNING PERMISSION REF 412866/APP/2012/2839 DATED 18 APRIL 2013	GIA First	201
■	COUNCIL OWNED LAND (LANDSCAPE WORKS TO BE CARRIED OUT UNDER LICENCE AGREEMENT)	GIA Total	2,755
■	RIGHT OF WAY		

WICKES



Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	NOV 2015	Scale	1:500 @ A3
Drawing	ROOF PLAN AS PROPOSED	Sheet	3096		420





SCHEDULE OF ACCOMMODATION

- LIDL OWNERSHIP
- APPLICATION SITE
- LAND RELATING TO EXTANT PLANNING PERMISSION REF 417265/APP/2012/2939 DATED 18 APRIL 2013
- COUNCIL OWNED LAND (LANDSCAPE WORKS TO BE CARRIED OUT UNDER LICENCE AGREEMENT)

LEGEND

- CONC RETE FINISH AS PER DETAILS TO LID 2012 SPECIFICATION AND BE EN 13196 & MAXIMUM 2% GRADIENT
- MAXIMUM 2% GRADIENT
- POLYMER IMPREGATED BITUMEN (PMB) WITH GRANULES 6/10 TO 10/15 TURNING AREAS LIDL HARDSTANDING FUNCTIONAL DRIVELANE 44 TON HOT LOADING CAPACITY
- 100 x 100 x 30MM THICK INTERLOCKING CONCRETE BLOCK PAVING. NON-REVEALED FENCE EDGE PAVING. MAXIMUM 2% FALLS
- 200 x 100 x 40MM THICK INTERLOCKING CONCRETE BLOCK AND EXP DOORS. POLYMER IMPREGATED BITUMEN WITH REINFORCING MESH. BLOCK COLOUR: ANTHRACITE.
- 200 x 100 x 40MM THICK INTERLOCKING CONCRETE BLOCK AND EXP DOORS. POLYMER IMPREGATED BITUMEN WITH REINFORCING MESH. BLOCK COLOUR: ANTHRACITE.
- 300 x 300MM CONCRETE PAVING. MAXIMUM 2% GRADIENT. COLOUR: GREY.
- TACTILE PAVING TO DIAGRAM 1 OF APPROVED DOCUMENT M. COLOUR: BUFF
- SOFT LANDSCAPING

- REFER TO A/C LANDSCAPE ARCHITECTS DRAWING FOR DETAILS.
- BELOW GROUND ROOT CELL PROTECTION AREA. STRATA CELL. 3 DEELS DEEP AREA 18 90. METRES OR 17 CUBIC METRES. THE OUTER EDGE DENOTES LOCATION OF REBOUT 1000 ROOT TRAPPER.
- REFER TO A/C LANDSCAPE ARCHITECTS DRAWING LIDL1641-116 FOR DETAILS.
- KERBERING BLOCK PAVING
- FLUSH KERB TO BE EN 1240
- SMA
- FOOTPATH/LANDSCAPING
- BLOCK PAVING
- CHAMFERED KERB TO BE EN 1240
- FOOTPATH
- CONCRETE RAMP
- TIE/CONTAINMENT KERB TO BE EN 1317

POOLE & PATTLE chartered architects

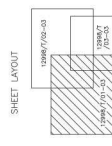
TEL: 01473 20800 FAX: 01473 21149 EMAIL: mail@pooleandpattle.co.uk
 5 OBSERVATION COURT 84 PRINCES STREET IPSWICH SUFFOLK IP1 1RY

Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	JAN 2015	Scale	1:500 @ A3
Drawing No.	3096	Sheet	411		A
SURFACE TREATMENT PLAN					





Symbol	Description
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EDI SURVEYS LTD.
 12989/02-03
 12989/03-05

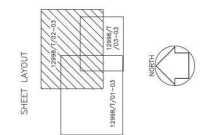
12989/01-03

Project Name	...
Client	...
Date	...
Scale	...
Author	...
Checker	...
Approver	...
Issue	...

EDS



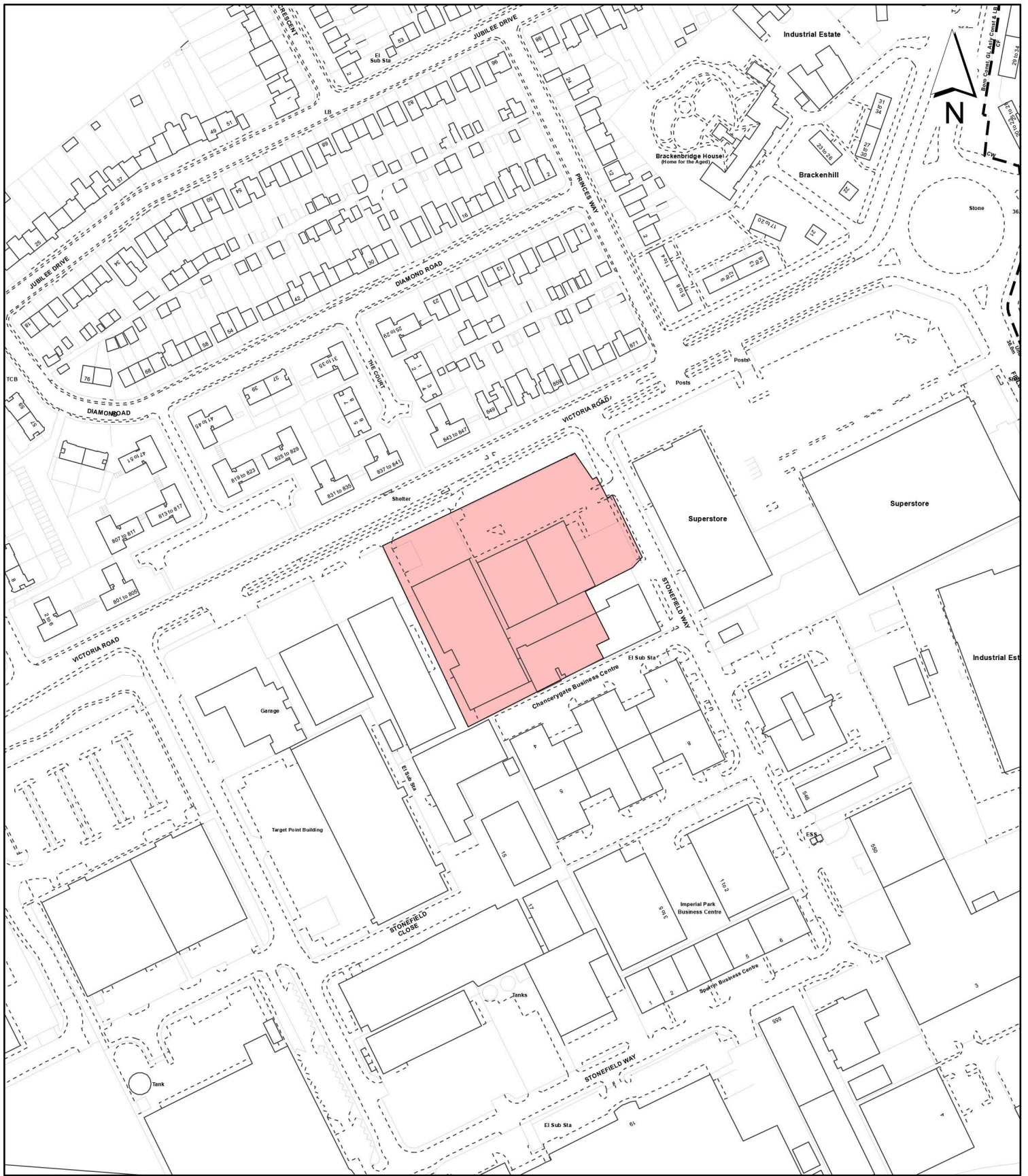
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7	0+30	N 0° 0' 0" E	1000000.000
8	0+35	N 0° 0' 0" E	1000000.000
9	0+40	N 0° 0' 0" E	1000000.000
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12	0+55	N 0° 0' 0" E	1000000.000
13	0+60	N 0° 0' 0" E	1000000.000
14	0+65	N 0° 0' 0" E	1000000.000
15	0+70	N 0° 0' 0" E	1000000.000
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18	0+85	N 0° 0' 0" E	1000000.000
19	0+90	N 0° 0' 0" E	1000000.000
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21	1+00	N 0° 0' 0" E	1000000.000



EDI SURVEYS LTD.
 122897/02-03

EDITION: 01
 DATE: 12/02/2023
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]
 CLIENT: [Name]

122897/02-03



Notes:

 Site boundary

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Site Address:

**Lidl
 Former Imperial House and Units 1&2,
 Victoria Road**

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

Planning Application Ref:

5039/APP/2015/4395

Scale:

1:2,500

Planning Committee:

Major Page 226

Date:

January 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address MUSIC BOX, THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Details pursuant to the discharge of Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 (Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775).

LBH Ref Nos: 59872/APP/2016/4461

Date Plans Received: 16/12/2016

Date(s) of Amendment(s):

Date Application Valid: 16/12/2016

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Do not scale from this drawing, such as ground dimensions. All dimensions to be checked on site and any discrepancies reported to the architect immediately.

REVISION NOTES

Rev	Description	Date
A	Screen image changed	15.12.16
B	Revised image	19.02.16
C	Grid at GF	17.02.16
D	Colour elevations	22.02.16
E	Chart changes	01.03.16
F	Layout redesigned	19.04.16
G	Access ramp amended	17.05.16

J - Revised Image 15.12.16
Revision J has been carried out by SEW

Materials Key

PFC combed aluminium
RAL 9002



Perforated metal panels with regular perforations
RAL 9006



Perforated metal panels with punched image
RAL 9006



Combed PC concrete panels



Fair faced PC concrete panels



Galvanised metal mesh panels
between galvanised columns



Aluminium window and door frames RAL 7021
with red return panels RAL 2001



54.629 AOD

51.489 AOD

51.229 AOD

South East Elevation

South West Elevation



WILLIAMS LESTER
CHARTERED ARCHITECTS
 Endeavour House, Crow Arch Lane, Ringwood, BH24 1PH
 www.williamslester.com mail@williamslester.com
 01425 466234

Client
Bourne Parking

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

Title
**Elevations 1 of 2
 Option A**

Scale: A2@ Date: 20/10/2015
 Drawn: JI Checked: SJ
 Drawing No: **5344-PL-07A**
 Revision: **J**

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


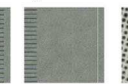
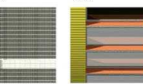
Do not scale from this drawing, work to figured dimensions. All dimensions to be checked on site and any discrepancies reported to the architect immediately.

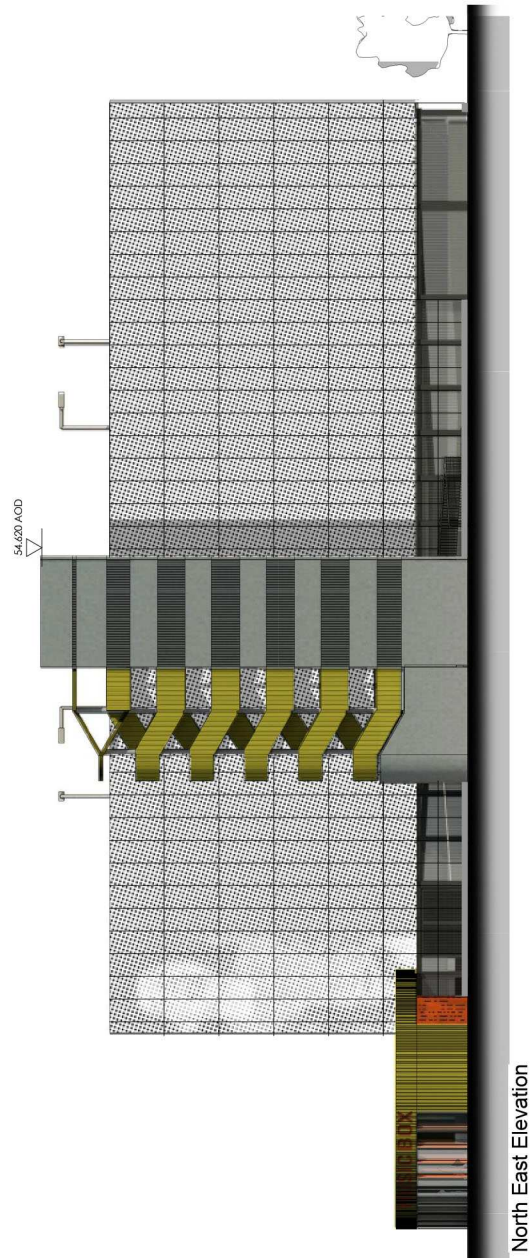
REVISION NOTES

Rev	Description	Date
A	Screen image changed	13.12.20
B	Revised image	19.10.20
C	Call at GF	17.02.20
D	Colour elevations	22.02.20
E	Chart changes	01.03.20
F	Layout redesigned	19.03.20
G	Access ramp amended	17.22.20
H		

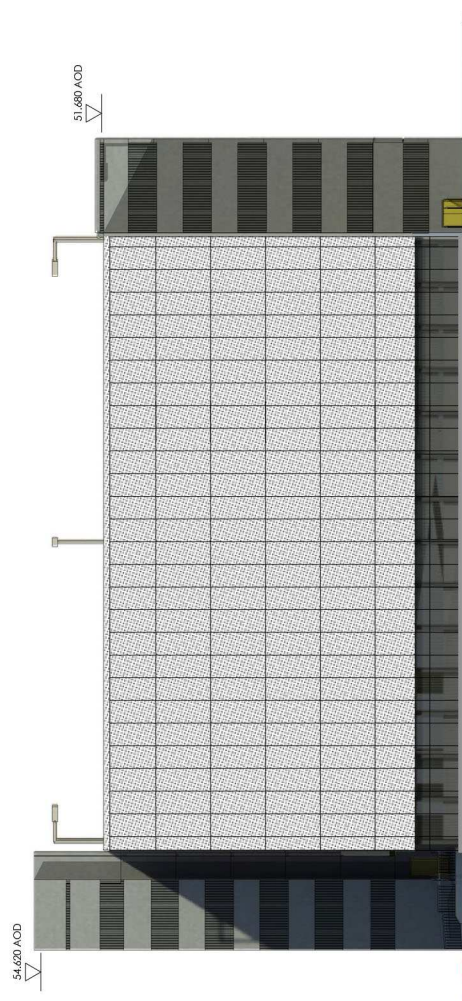
J - Revised image 15.12.16
Revision J has been carried out by SEW

Materials Key

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




North East Elevation



North West Elevation





WILLIAMS LESTER
 CHARTERED ARCHITECTS
 Endeavour House, Crow Arch Lane, Ringwood, B204 1PN
 www.williamslester.com
 mail@williamslester.com
 01429 462244

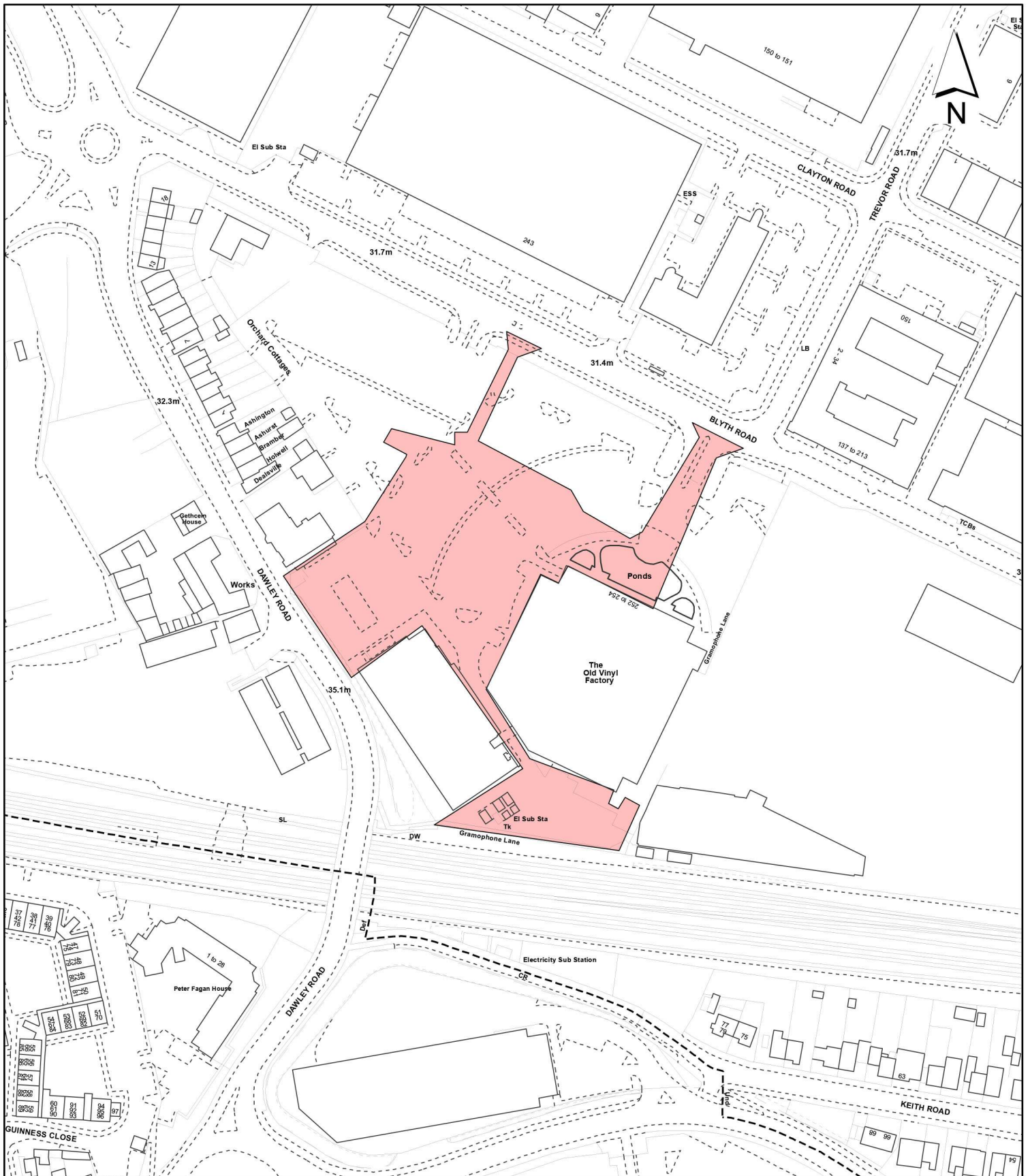
Client
Bourne Parking

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

Title
**Elevations 2 of 2
 Option A**

Scale A2@ Date 20/10/2015
 Drawn JI Checked SJ
 Drawing No. **5344-PL-08A** Revision **J**

Case file no. 15121616
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Notes:

 Site boundary

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Site Address:

**Music Box
 The Old Vinyl Factory**

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

Planning Application Ref:
59872/APP/2016/4461

Scale:
1:2,000

Planning Committee:
Major Page 230

Date:
January 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address MUSIC BOX, THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Details pursuant to the discharge of Condition 3 (Proposed Image) of planning application reference 59872/APP/2016/1930 (Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formally the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775).

LBH Ref Nos: 59872/APP/2016/4462

Date Plans Received: 16/12/2016

Date(s) of Amendment(s):

Date Application Valid: 16/12/2016

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




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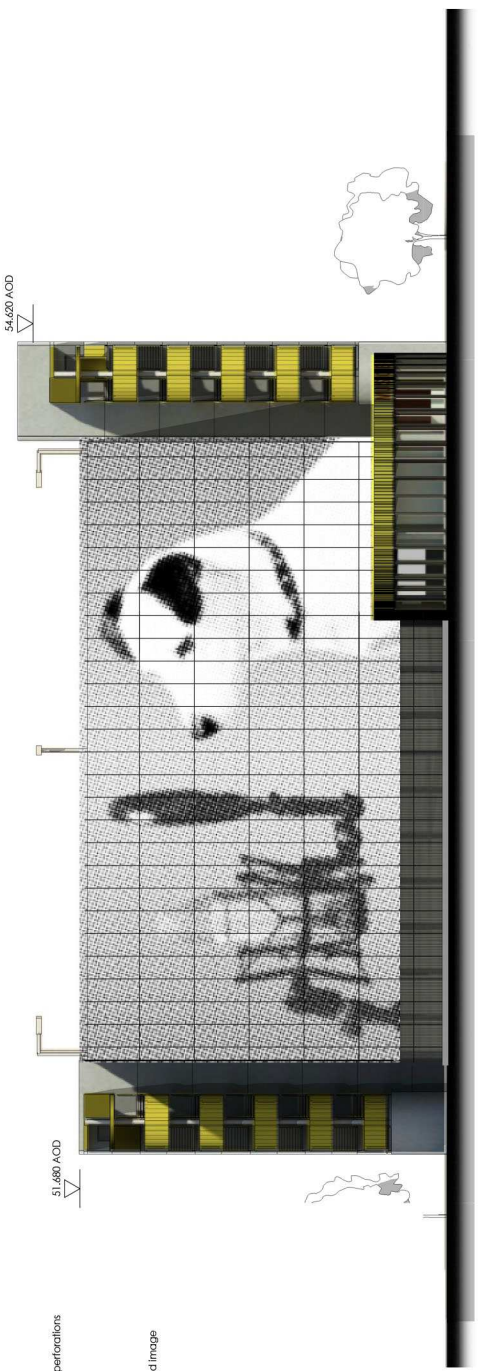
REVISION NOTES

Rev	Description	Date
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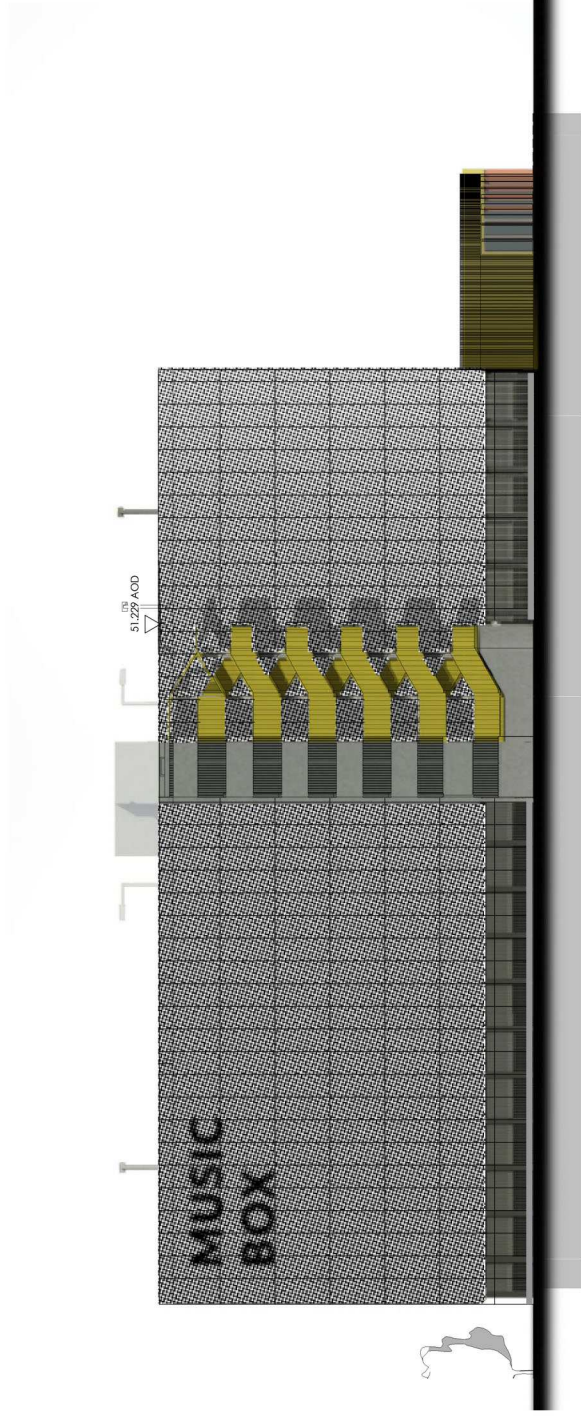
A - Screen image changed 15.12.16
Revision A has been carried out by SEW

Materials Key

-  PFC corrugated aluminum RAL 2032
-  Perforated metal panels with regular perforations RAL 9006
-  Perforated metal panels with punched image RAL 9006
-  Corrugated PC concrete panels
-  Fair faced PC concrete panels
-  Galvanised metal mesh panels between galvanised columns
-  Aluminum window and door frames RAL 7021 with red return panels RAL 2001




South East Elevation



South West Elevation





WILLIAMS LESTER
CHARTERED ARCHITECTS
 Endeavour House, Crow Arch Lane, Ringwood, B20 1PH
 www.williamslester.com
 info@williamslester.com
 01425 46234

Client
Bourne Parking

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

Title
**Elevations 1 of 2
 Option B**

Scale: A2@ Date: 20/10/2015
 Drawn: JI Checked: SJ
 Drawing No: **5344-PL-07B** Revision: **A**

04/10/16 11:25:29 AM Project: C:\Users\jlester\OneDrive\Documents\5344-PL-07B.dwg
 15.12.16








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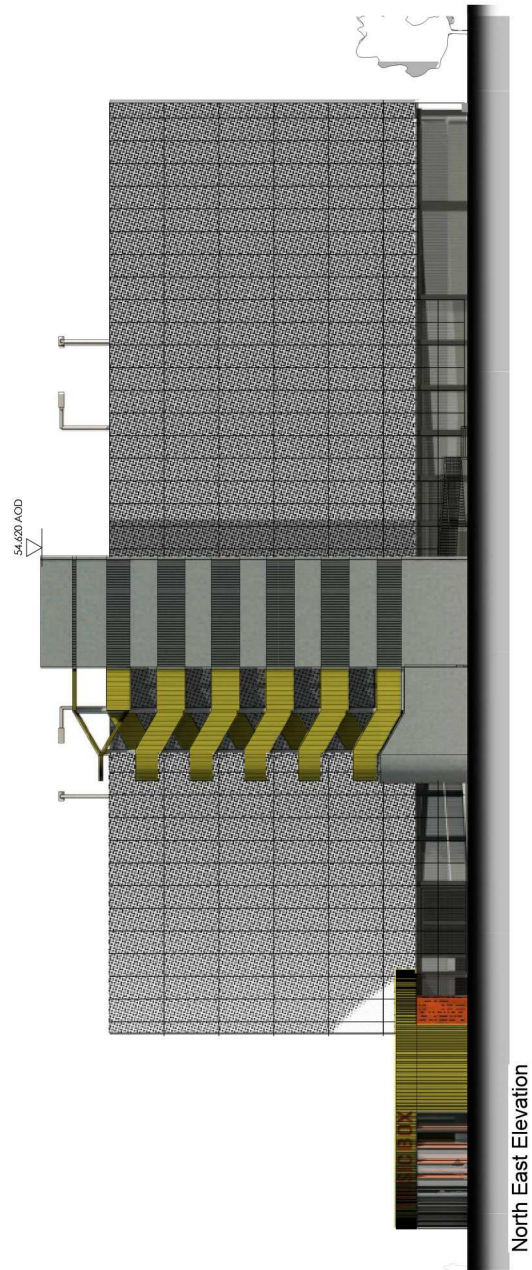
Do not scale from this drawing. Use to physical dimensions. All dimensions to be checked on site and any discrepancies reported to the architect immediately.

REVISION NOTES	
Rev	Description
1	Screen image changed

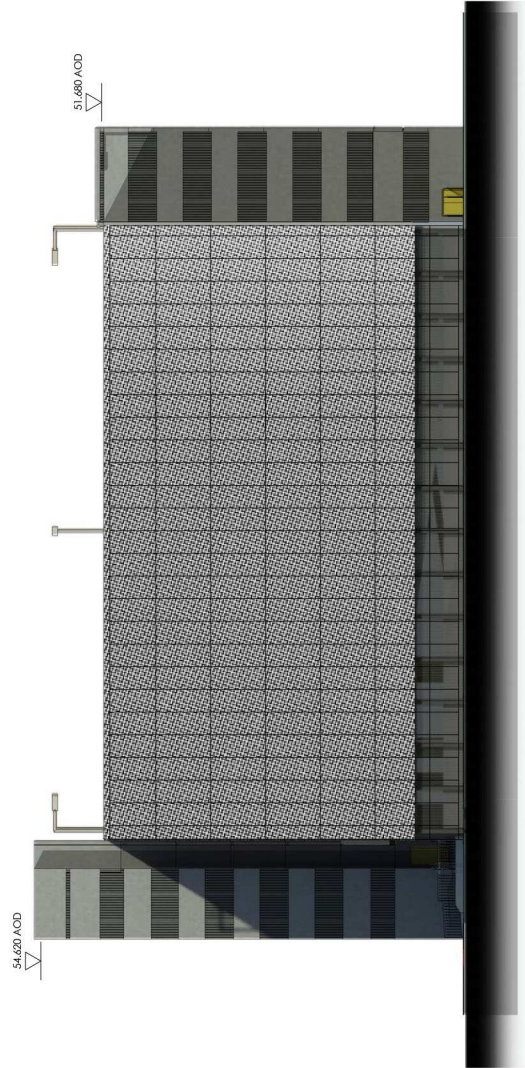
A - Screen image changed 15.12.16
Revision A has been carried out by SEW

Materials Key

-  PFC corrugated aluminum
RAL 2002
-  Perforated metal panels with regular perforations
RAL 9006
-  Perforated metal panels with punched image
RAL 9006
-  Corrugated PC concrete panels
-  Fair faced PC concrete panels
-  Optimised metal mesh panels between optimised columns
-  Aluminum window and door frames RAL 7021
with red return panels RAL 2001



North East Elevation

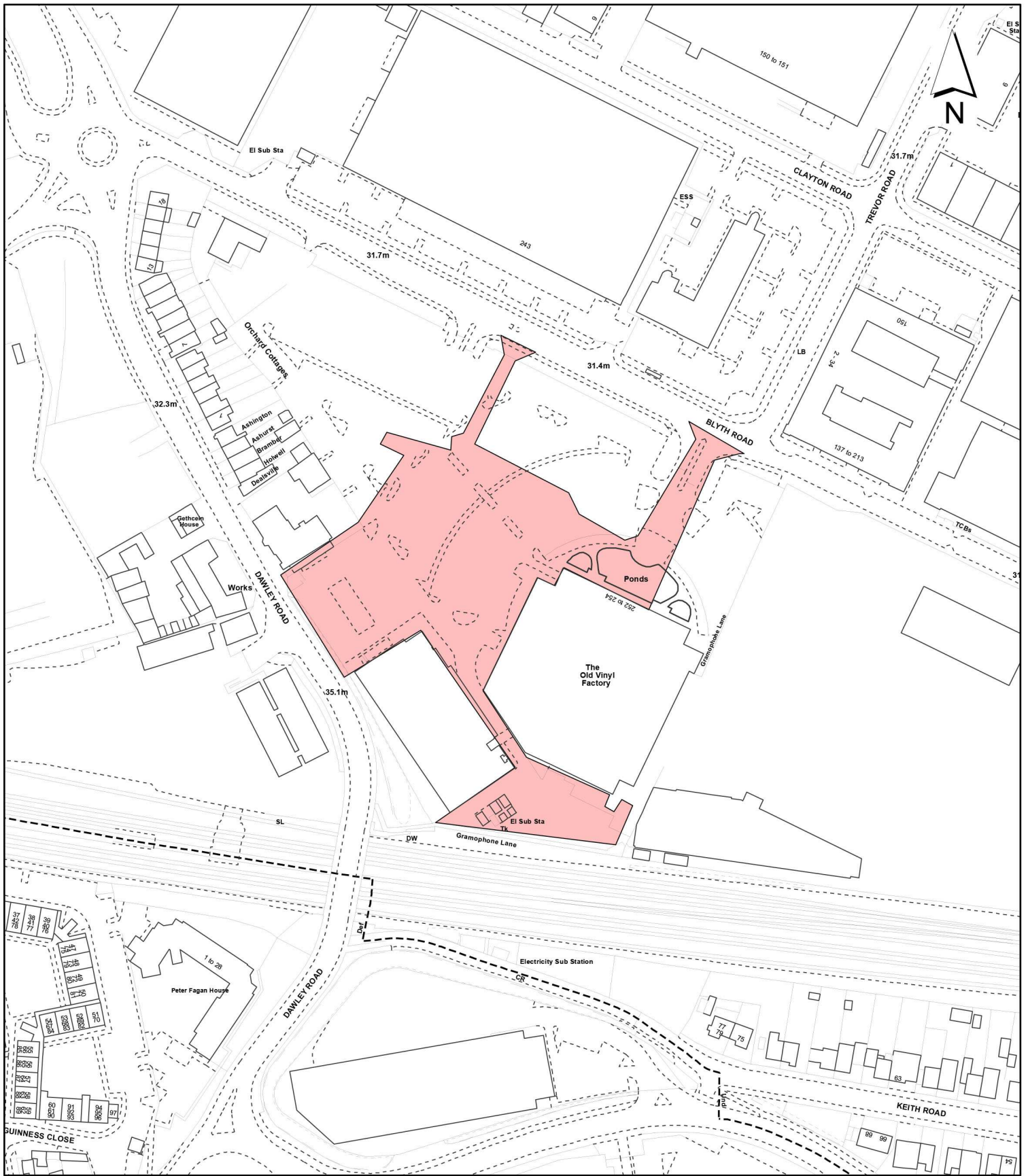


North West Elevation



 WILLIAMS LESTER CHARTERED ARCHITECTS Endeavour House, Crow Arch Lane, Ringwood, BH24 1PN www.williamslester.com mail@williamslester.com 01429 462244	Client Bourne Parking
	Project The Music Box The Old Vinyl Factory, Hayes, Middlesex
Title Elevations 2 of 2 Option B	Scale A2@ Date 20/10/2015 Drawn JI Checked SJ Drawing No. 5344-PL-08B Revision A

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Notes:

 Site boundary

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Site Address:

**Music Box
 The Old Vinyl Factory**

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

Planning Application Ref:
59872/APP/2016/4462

Scale:
1:2,000

Planning Committee:
Major Page 234

Date:
January 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

Development: Variation of Condition 1 (in order to permanently extend opening hours until 22:00 Monday to Saturday) of planning permission reference 532/APP/2014/4036: Provision of replacement sports pitches (including new synthetic playing surfaces), erection of floodlighting, boundary fences and storage building, together with associated parking and access improvements (Site 3) (S73 application).

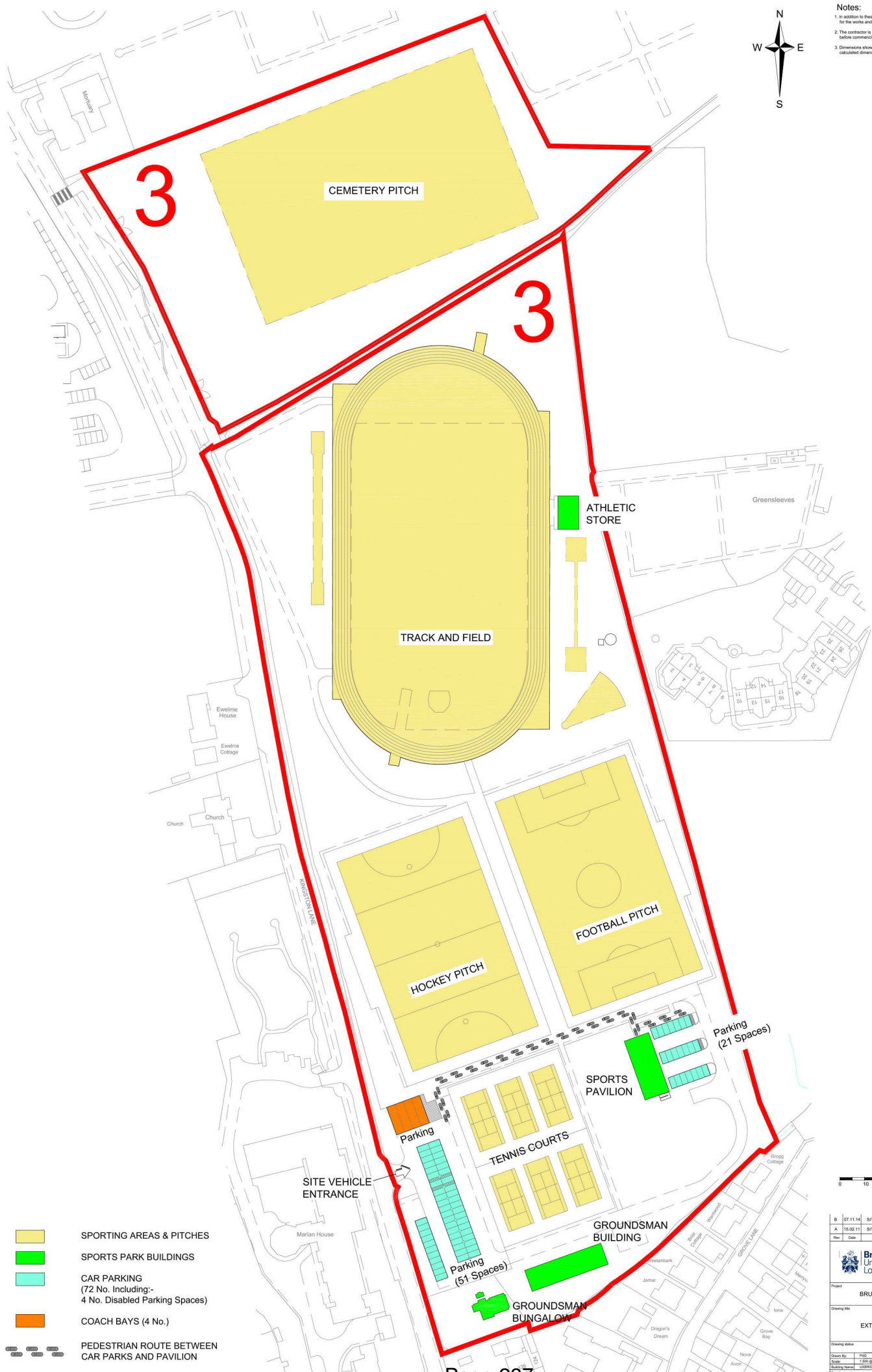
LBH Ref Nos: 532/APP/2016/3489

Date Plans Received: 19/09/2016
Date Application Valid: 21/09/2016

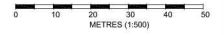
Date(s) of Amendment(s):



- Notes:**
1. In addition to these notes reference shall be made to the specification for the works and all relevant Architects and specialist drawings.
 2. The contractor is responsible for verifying all site setting out dimensions before commencing work.
 3. Dimensions shown on this drawing shall not be scaled. Only written or calculated dimensions shall be used.



- SPORTING AREAS & PITCHES
- SPORTS PARK BUILDINGS
- CAR PARKING (72 No. Including:- 4 No. Disabled Parking Spaces)
- COACH BAYS (4 No.)
- PEDESTRIAN ROUTE BETWEEN CAR PARKS AND PAVILION



B	07.11.14	SITE LAYOUT UPDATED	PAD		
A	15.02.11	SITE LAYOUT UPDATED	PAD		
Rev	Date	Purpose of revision	Drawn	Checked	Approved
		BRUNEL UNIVERSITY LONDON ESTATES DEPARTMENT KINGSTON LANE MIDDLESEX UB8 3PH TEL: 01895 274000			
Project: BRUNEL UNIVERSITY ESTATE					
Drawing title: SPORTS PARK EXTENDED OPENING HOURS SITE PLAN					
Drawing status: PLANNING APPLICATION					
Drawn By:	PAD	Checked By:		Date:	23.09.10
Scale:	1:500 @ A2	Project Ref No:			
Drawing number: BRUNEL UNIVERSITY LONDON CAMPUS SITE 3 SPORTS PARK					
BUSPPY-OW-00-SIT-003					Rev. B
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GENERAL NOTES

Column Type

SC15-600 / 6011 / RL-3

15m Christy Lighting Base Hinge Raise & Lower Column.

Floodlight Information

16x2kw Philips Optivision
MVP507-MB & NB
Ultra Low Glare Fitting

Lamp Information

Philips
MHN-LA 2000W-400V-842 Metal Halide

Initial Lamp Lumens

220,000lm

Lamp Lumens at 4000Hrs

198,000lm

Pitch 120m*75m (200lux) Avrg Illumination

Pitch - E.h.ave = 231 Lux

Pitch B Uniformity

E.min / E.max = 0.64

Pitch B Diversity

E.min / E.max = 0.48

MUGA 81.49m*21.46m

Allowance for backlighting

Vertical Spill Illumination Contour Lines

Vertical spill illumination levels are taken normal to

TV camera located at pitch centre

Contour lines present Environmental Zone

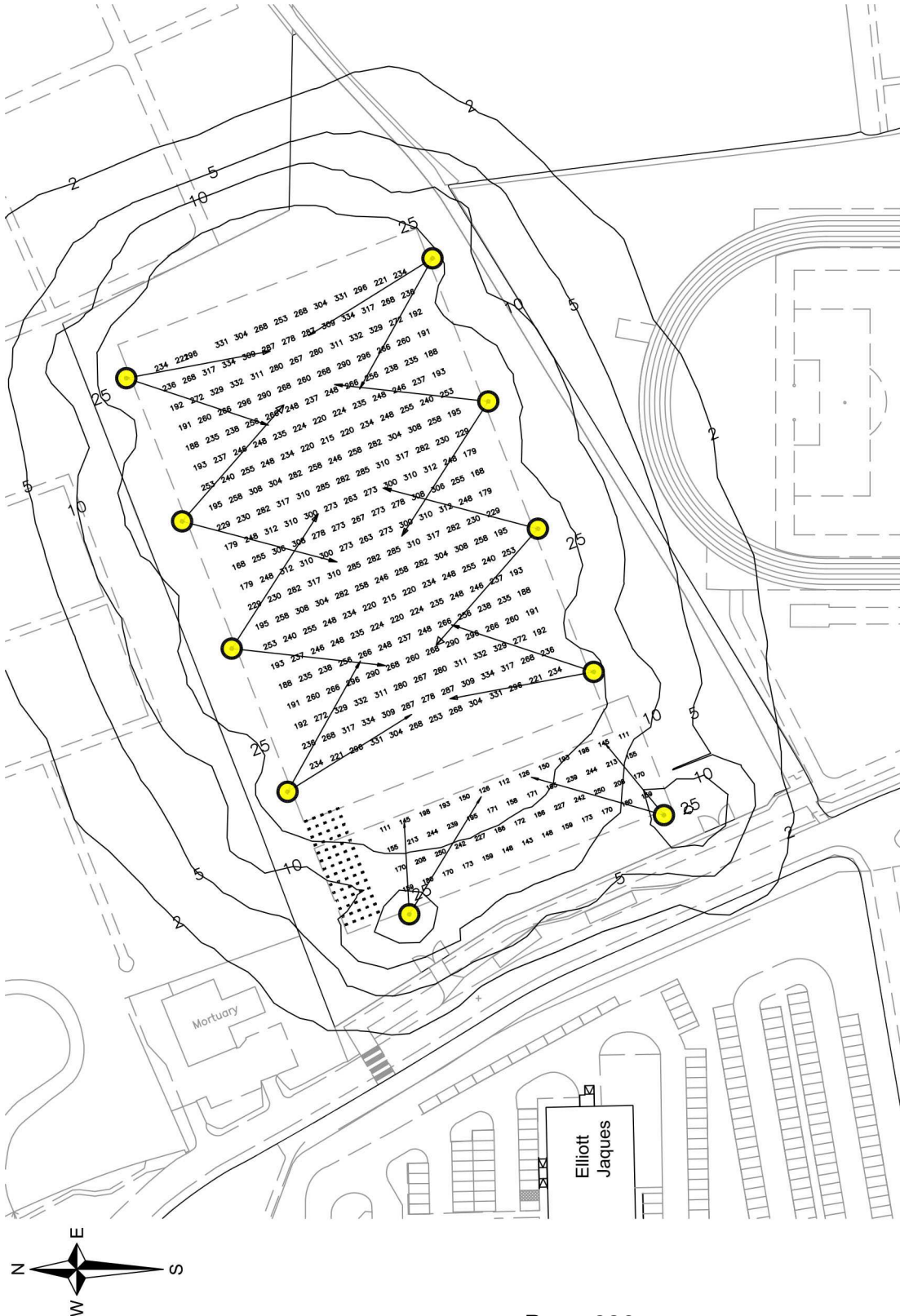
boundaries for E1 - E4

E1 2 lux (Areas of outstanding natural beauty)

E2 5 lux (Residential rural areas)

E3 10 lux (Residential suburbs)

E4 25 lux (Town centres and commercial areas)

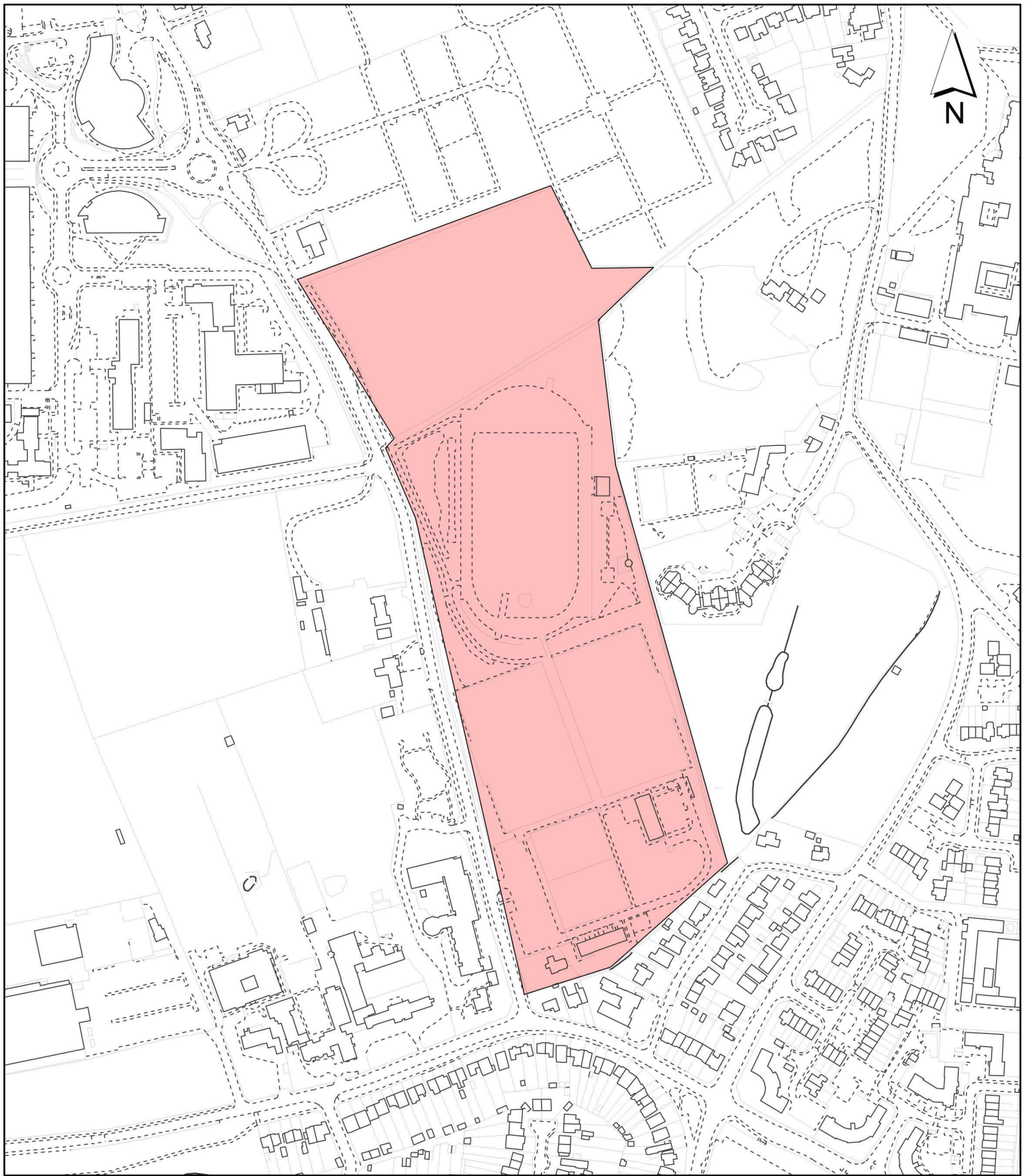


		BRUNEL UNIVERSITY LONDON ESTATES DEPARTMENT KINGSTON LANE, UXBRIDGE, MIDDLESEX, UB8 3PH TEL: 01895 274000	
Drawing number BUSPPV-GW-00-ETL-001		Rev 0	

Project Brunel University Estate		Drawing title Site 3 Sports Park Cemetery Pitch Lux Levels	
--	--	--	--

Drawing status For Information		Date: 12.11.14	
Drawn By: PAD	Checked By: @A3	Project Ref No: Cemetery Pitch	
Building name: Cemetery Pitch			
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Rev	Revision Date	Purpose of revision	Drawn	Checked



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Site Address:

**Brunel University
 Kingston Lane Site 3**

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

Planning Application Ref:
532/APP/2016/3489

Scale:
1:3,500

Planning Committee:
Major Page 239

Date:
January 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

- Address** HILLSIDE JUNIOR AND INFANT SCHOOL NORTHWOOD WAY
NORTHWOOD
- Development:** Provision of a new Junior School building including new hall, kitchen, admin and teaching facilities set over 2/3 storeys; rearrangement of existing retained grass pitches; provision of new multi-use games area (MUGA); alterations to vehicular access; increased parking provision; creation of a parent drop off facility; internal reconfiguration works to Infants School; landscaping; and associated works.
- LBH Ref Nos:** 18495/APP/2016/3957

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- LEGEND**
- Site Boundary Line
 - Existing Buildings
 - Neighboring Property Buildings



REV NO.	DATE	DESCRIPTION

PROJECT
Hillside School

CLIENT
London Borough of Hillingdon



CALLISONRTKL
 A DESIGN CONSULTANCY OF ARCADIS

CallisonRTKL
 25 Farnborough Street, 10th Floor
 Farnborough, Hampshire, GU14 7AB
 T: +44(0)1489 7398 84/85

SHEET IDENTIFICATION

TITLE
LOCATION PLAN

STATUS
Planning Submission

PROJECT NUMBER
000-100001.00

DATE DRAWN
23/08/16

SCALE 1:1
1:500

CHECKED BY
AR

DRAWING NUMBER
HS-A-0001

REVISION

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- LEGEND**
- Site Boundary Line
 - Existing Buildings
 - Neighboring Property Buildings



REV NO.	DATE	DESCRIPTION

KEY PLAN

PROJECT
Hillside School

CLIENT
London Borough of Hillingdon



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 London, EC4A 3DF
 T: +44(0)20 7398 6424

SHEET IDENTIFICATION

TITLE
**EXISTING SITE PLAN
 (Topographical)**

STATUS
Planning Submission

PROJECT NUMBER
00-10002.00

DATE DRAWN
23/05/16

SCALE 1:1
1:500

CHECKED BY
AR

DRAWING NUMBER
HS-A-0002

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LEGEND

- Existing Buildings
- Existing trees to be retained
- Existing trees to be removed



REV NO.	DATE	DESCRIPTION

PROJECT: Hillside School

CLIENT: London Borough of Hillingdon



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 25 Farnborough Street, 10th Floor
 Farnborough, Hampshire, GU14 7AB, UK
 T: +44(0)1489 7348 844

SHEET IDENTIFICATION

TITLE: EXISTING TREE REMOVAL PLAN

STATUS: Planning Submission

PROJECT NUMBER: 000-100001.00
 SCALE: A1: 1:500
 CHECKED BY: JAR

DRAWING NUMBER: HS-A-0004

REVISION

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REV NO.	DATE	DESCRIPTION
C	10/12/16	Planning Adjusted
B	07/12/16	Access Ramp Amended; Sluam Omitted
A	25/10/16	Planning Issue

KEY PLAN

PROJECT
Hillside School

CLIENT
London Borough of Hillingdon



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 25 Farnborough Street, 10th Floor
 Farnborough, Hampshire, GU14 7AB
 T: +44(0)23 5726 0404

SHEET IDENTIFICATION
 TITLE
PROPOSED SITE PLAN

STATUS
Planning Submission

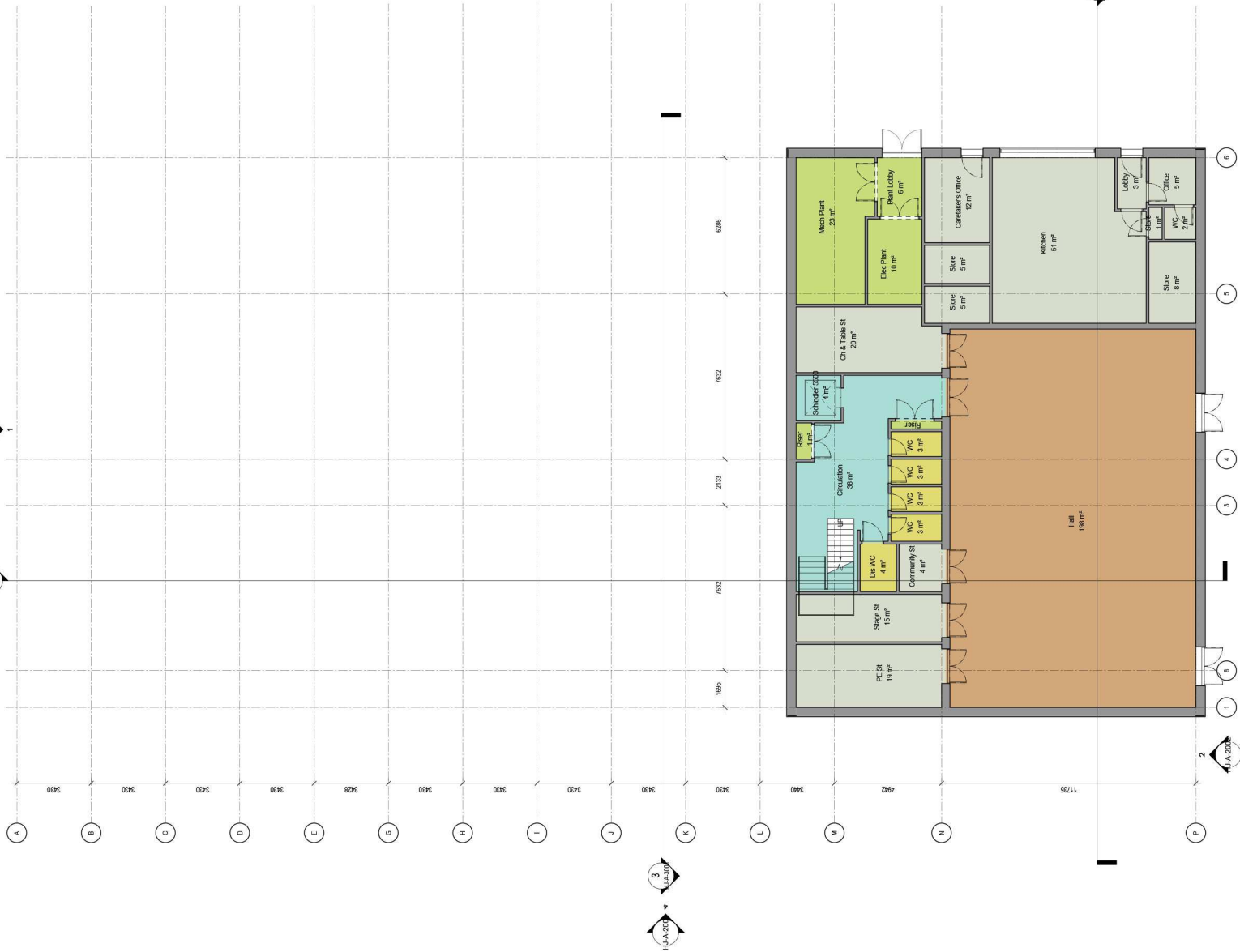
PROJECT NUMBER	DATE DRAWN	DRAWN BY
000-160951.00	15/09/16	ES
DRAWING NUMBER	SCALE	CHECKED BY
HS-A-0005	1:1	AR
REVISION		
C		

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Department Legend

- Circulation
- Hall
- Plant
- Store/BOH
- WCs



REVNO.	DATE	DESCRIPTION
C	31/10/2016	Client's comments door shown
B	30/09/2016	Planning Submission
A	06/08/2016	Initial Design

PROJECT: Hillside Junior School
CLIENT: London Borough of Hillingdon

CALLISONRTKL
 A DESIGN CONSULTANCY OF ARCADIS
 CallisonRTKL, 25 Abchurch Lane, London, EC4A 3DF, UK
 11-Hillside Junior School

TITLE: Hillside Juniors - Proposed Lower Ground Floor Plan
STATUS: Planning
PROJECT NUMBER: 0601-16081-00
DATE DRAWN: 06/04/16
SCALE: 1:100
DRAWN BY: JLN
CHECKED BY: DM
DRAWING NUMBER: HJ-A-1201
REVISION: C



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Department Legend

- Administration
- Circulation
- Classroom
- Store/BOH
- WCs
- Yr 5 Classroom
- Yr 6 Classroom

C	24-10-2016	Window omitted
B	30-09-2016	Planning Submission
A	06-09-2016	Issue for Comment

REVNO.	DATE	DESCRIPTION



PROJECT
 Hillside Junior School

CLIENT
 London Borough of Hillingdon

CALLISONRTKL
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 CallisonRTKL, 25 Abchurch Lane, London, EC4A 3DF, UK
 T: +44 (0)20 7080 8000

TITLE
 Hillside Juniors - Proposed First Floor Plan

STATUS
 Planning

PROJECT NUMBER
 0601-160851.00

DATE DRAWN
 06/04/16

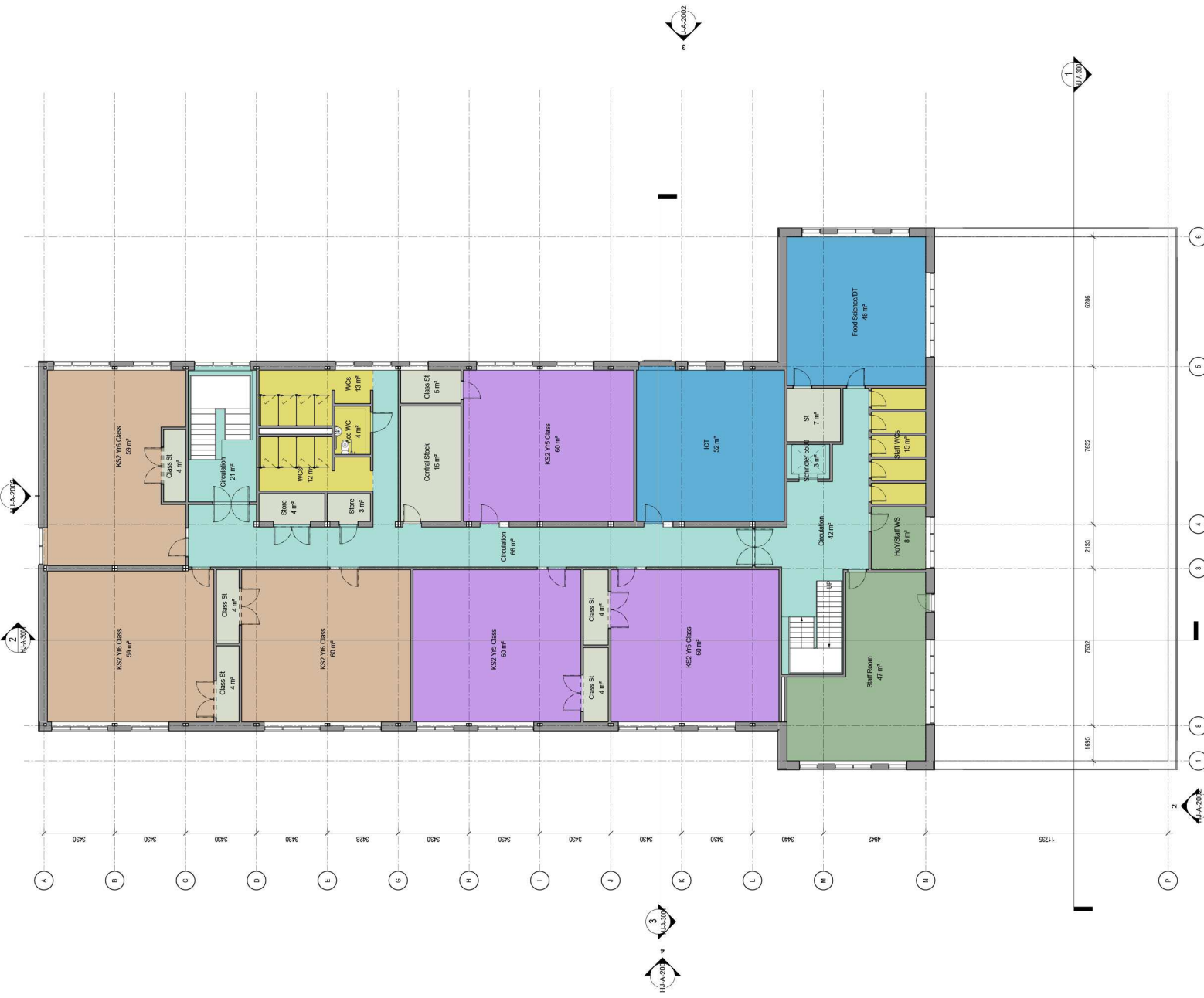
SCALE
 1:500

DRAWN BY
 DM

CHECKED BY
 DM

DRAWING NUMBER
 HJ-A-1203

REVISION
 C



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REV NO	DATE	DESCRIPTION
A	01/12/2018	PV & roof mounted equipment
B	24/08/2018	Planning Submission

NET PLAN

PROJECT
 Hillside Junior School
 London Borough of Hillingdon

CLIENT

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 TEL: +44 (0)20 7626 2000
 FAX: +44 (0)20 7626 2001
 EMAIL: info@callisonrtkl.com

TITLE
 Hillside Juniors - Proposed Roof Plan

STATUS
 Planning

PROJECT NUMBER
 000-160001-00

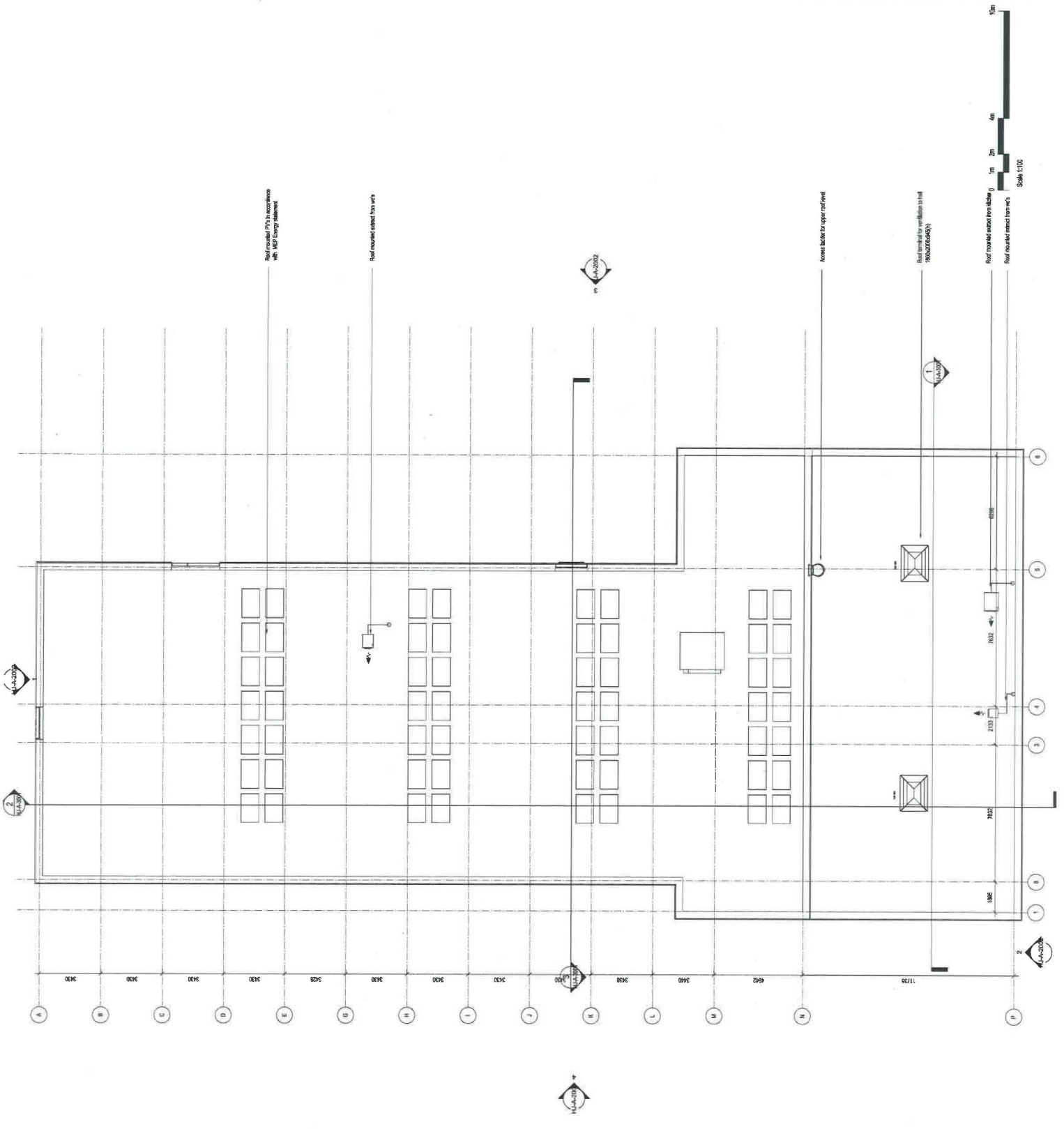
CLIENT NUMBER
 LA

CONTRACT NUMBER
 J01

REVISION NUMBER
 A

DATE
 01/12/2018

SCALE
 1:100



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REV. NO.	DATE	DESCRIPTION
1	16/02/2018	Planning Submission

KEY PLAN



PROJECT
Hillside Junior School

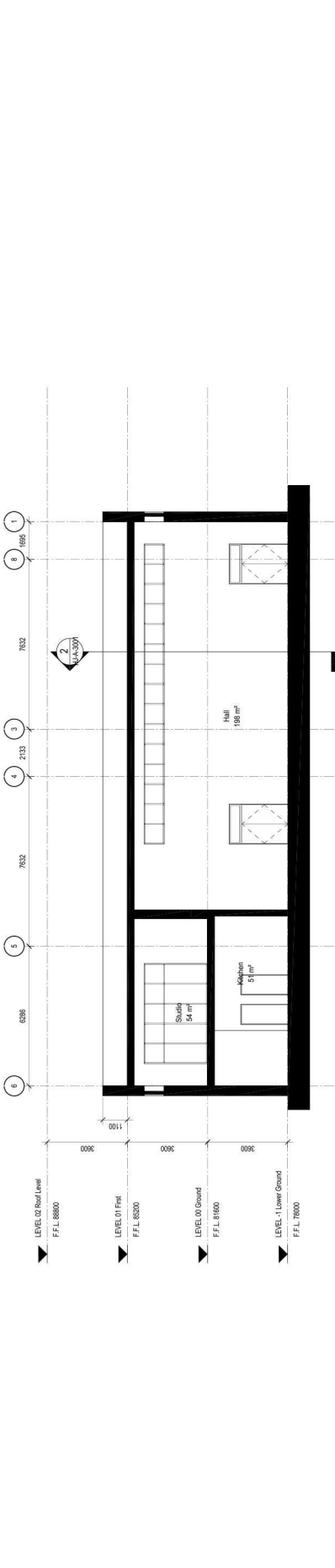
CLIENT
London Borough of Hillingdon

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 TEL: 020 7495 3000
 FAX: 020 7495 3001
 WWW: www.callison-tkl.com

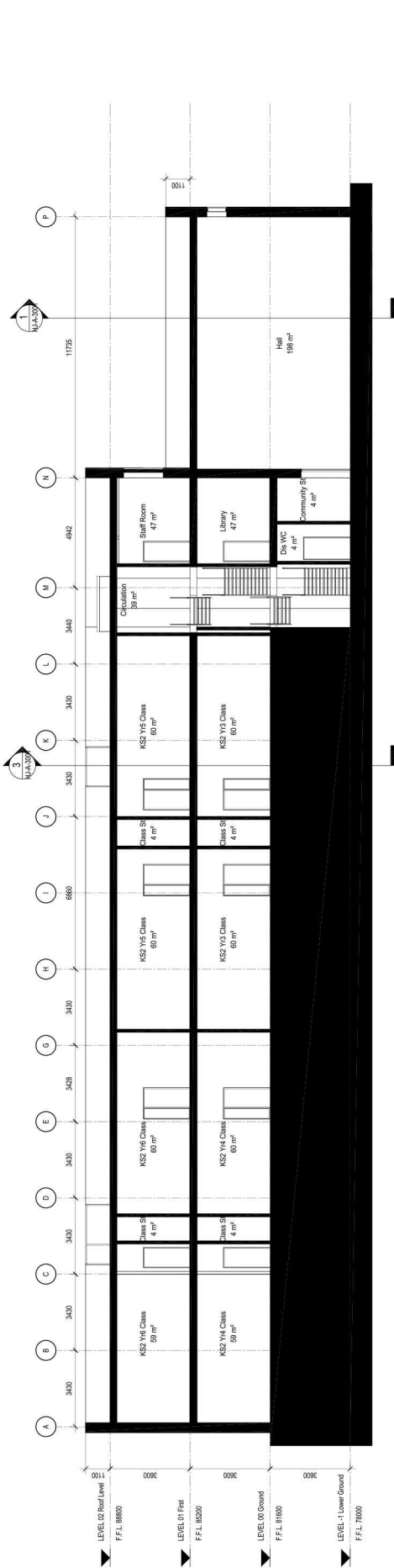
TITLE
Hillside Juniors - Proposed Building Sections

STATUS
Planning

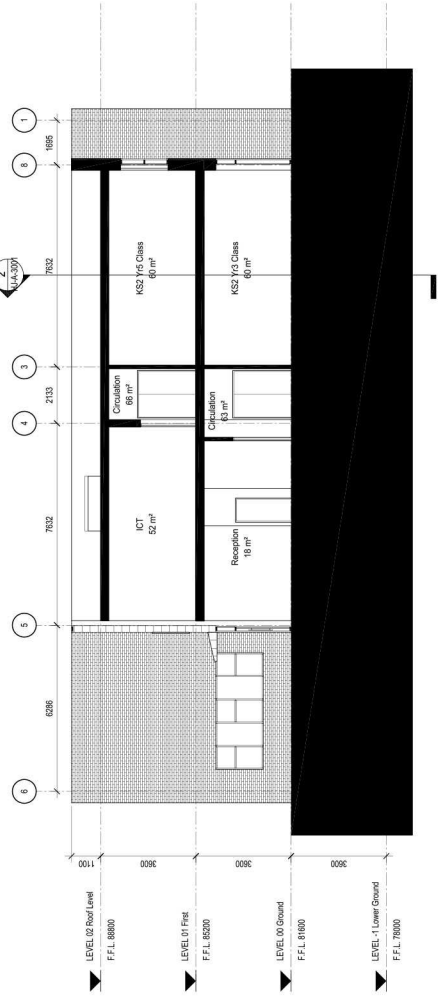
DRAWING NO. **HJ-A-3001**
 REVISION -
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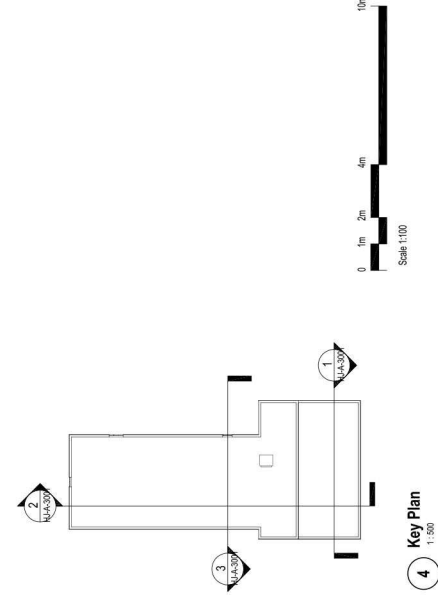
1 Short Section
 1:100



2 Long Section
 1:100



3 Short Section 2
 1:100



4 Key Plan
 1:500

GENERAL NOTE
 All items shown on this drawing are to be installed unless otherwise indicated. The contractor shall be responsible for the correct installation and finishing of the work shown on this drawing. The contractor shall be responsible for the correct installation and finishing of the work shown on this drawing.

- 1 Engineering brickwork, Sandstone Blue (B&B) (DPC)
- 2 Barchon, London Brick
- 3 Trassol colour through render, color R02, D02, 4.4
- 4 Trassol colour through render, color White
- 5 Trassol metal panel, PPC
- 6 Metal framed windows, PPC (obscure or similar)
- 7 Custom wall glazing, PPC (flameless or similar)
- 8 Glass metal door, PPC
- 9 Solid panel metal door, PPC
- 10 Metal frame floor
- 11 Roof tiles
- 12 Dormer roof light
- 13 Metal canopy, PPC
- 14 Metal fascia, PPC

Do not scale from this drawing

REV. NO.	DATE	DESCRIPTION
B	01-12-2018	Site amended in attached
A	31-10-2018	Contract completion date
		Model, 1:500 version
		Model, 1:500 version
		Planning Submission



PROJECT
 Hillside Junior School
 London Borough of Hillingdon

CLIENT
 Hillside Juniors - Proposed Coloured Building Elevations

DESIGNER
 CALLISONRTKL
 A DESIGN CONSULTANCY OF ARCHITECTS
 CallisonRTKL, 11, Abchurch Lane, London, EC4A 3DF

PROJECT NUMBER
 685-1600E1.00

DRAWING NUMBER
 HJ-A-2002

REVISION
 B

DATE
 01/12/2018

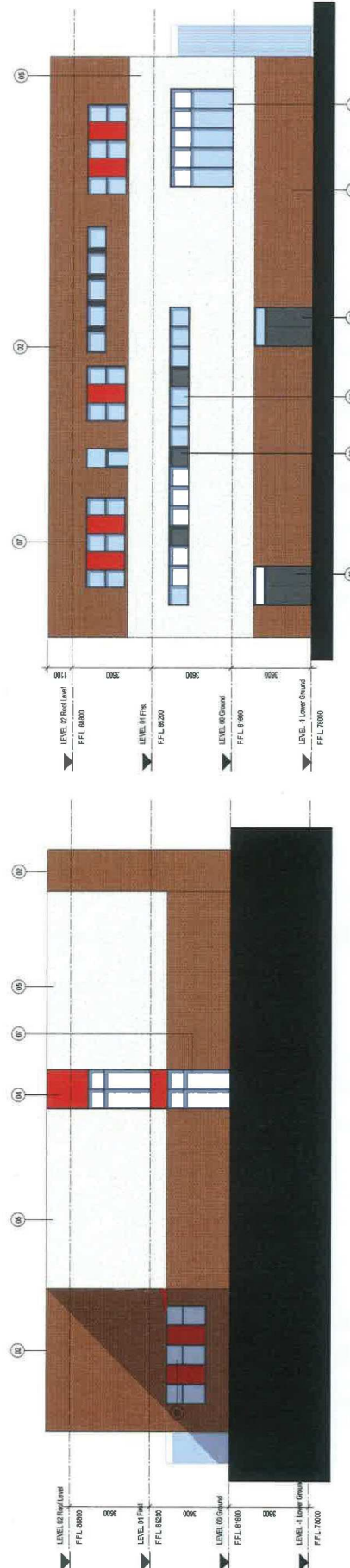
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DATE
 01/12/2018

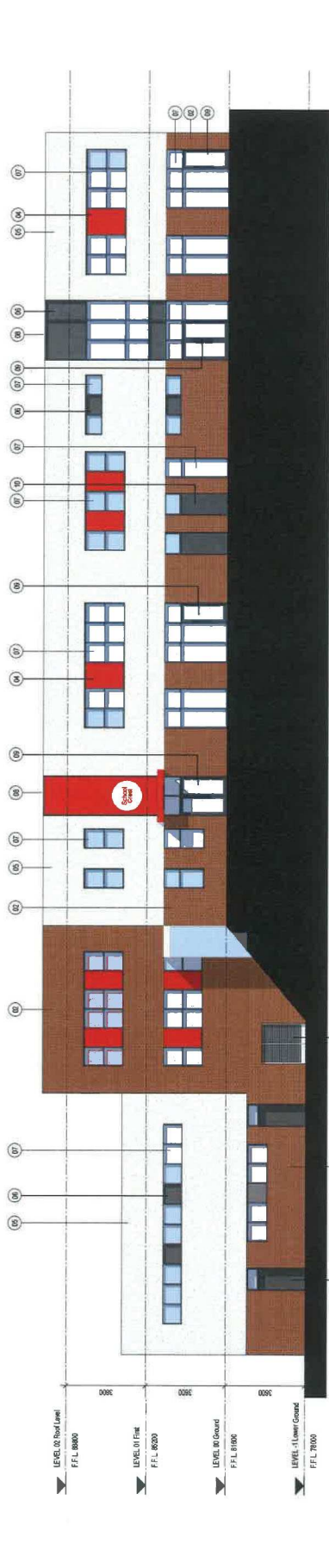
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DATE
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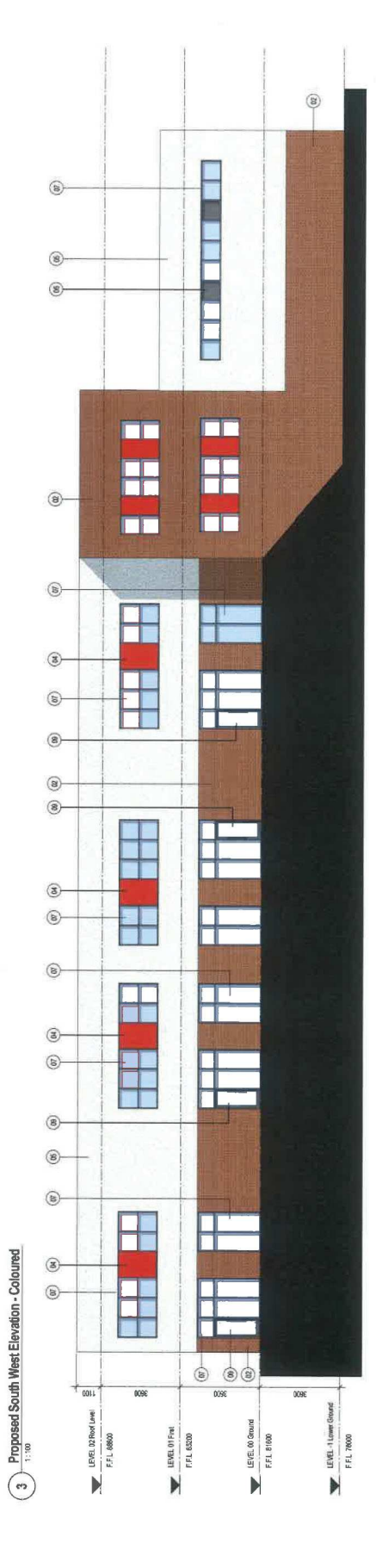
SCALE
 1:100



1 Proposed South East Elevation - Coloured
 1:100



2 Proposed North West Elevation - Coloured
 1:100



3 Proposed South West Elevation - Coloured
 1:100

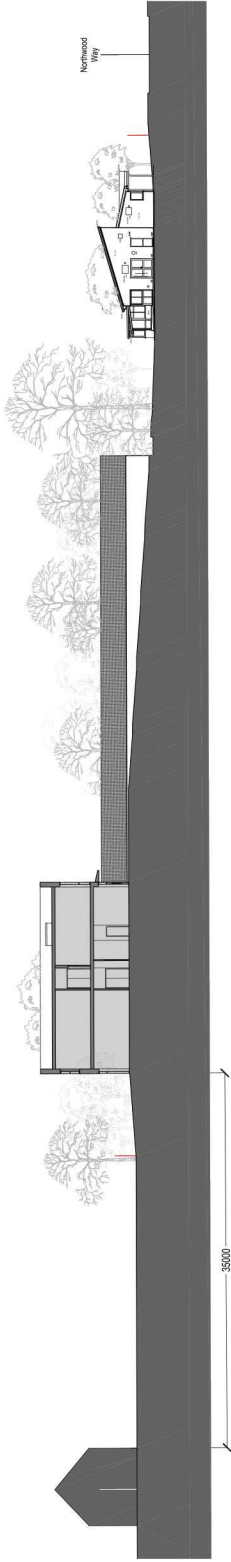


4 Proposed North East Elevation - Coloured
 1:100

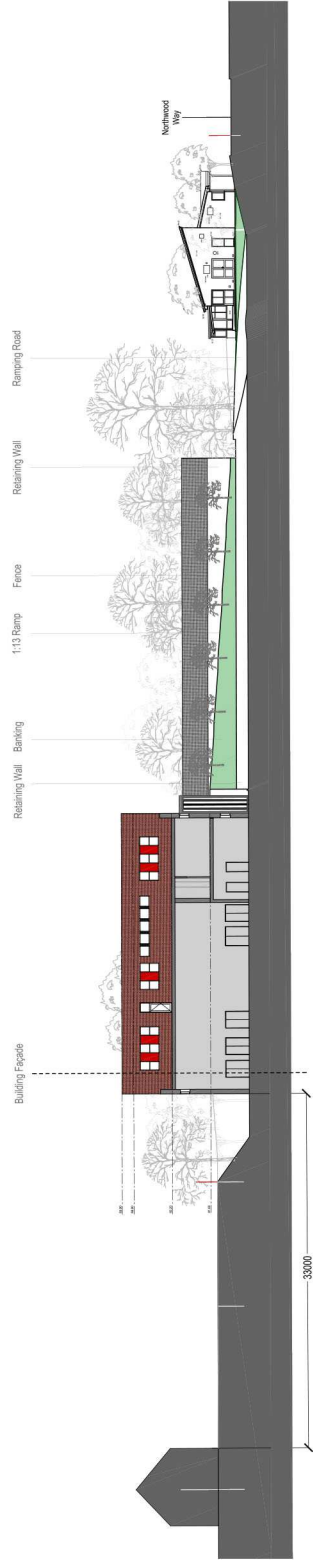


GENERAL NOTES

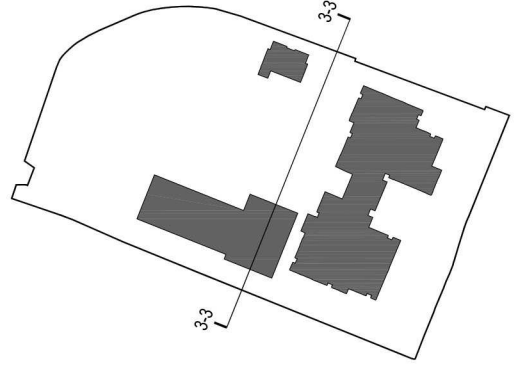
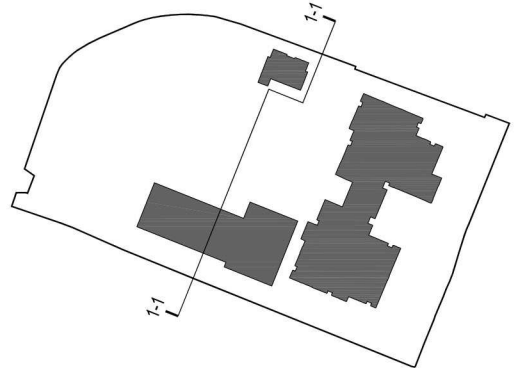
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Site Section 1-1 - Scale 1:250



Site Section 3-3 - Scale 1:250



REV. NO.	DATE	DESCRIPTION
B	10/12/16	Parking Adjusted
A	08/12/16	Access Ramp Amended; Stairs Omitted

KEY PLAN

PROJECT
Hillside School

CLIENT
London Borough of Hillingdon



CALLISONRTKL
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 25 Farnborough Street, 10th Floor
 Farnborough, Hampshire, GU14 7AB
 T: +44(0)1329 7326 0404

SHEET IDENTIFICATION

TITLE
PROPOSED SITE SECTIONS 1-1 & 3-3

STATUS
Planning Submission

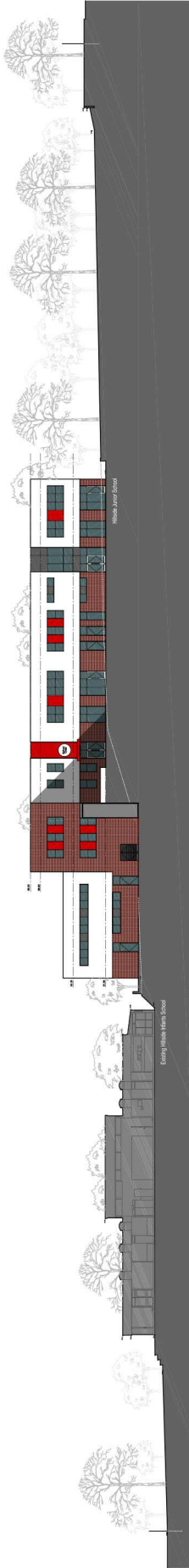
PROJECT NUMBER
000-160051.00

DRAWING NUMBER
HS-A-3001

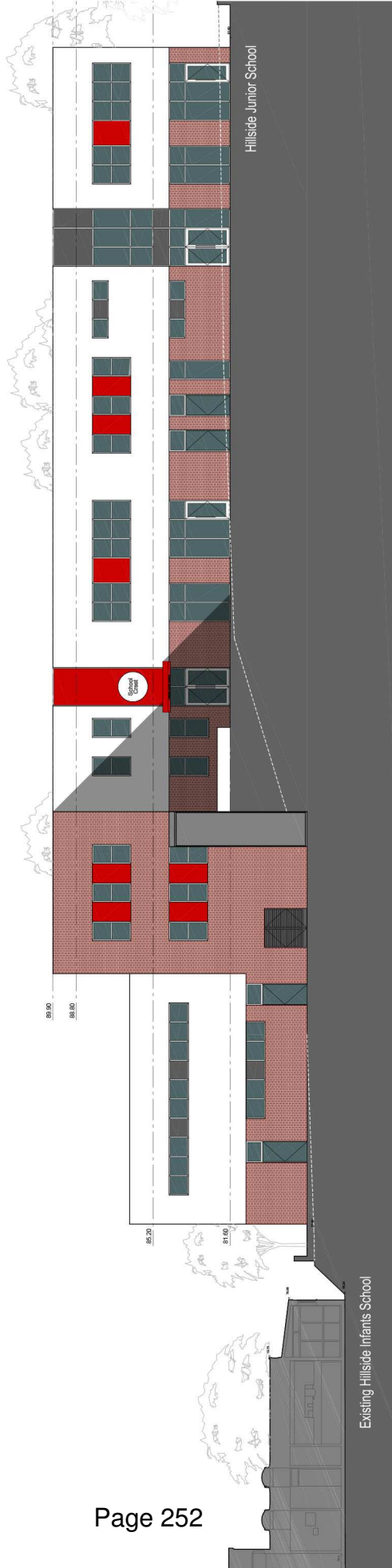
REVISION
B

GENERAL NOTES

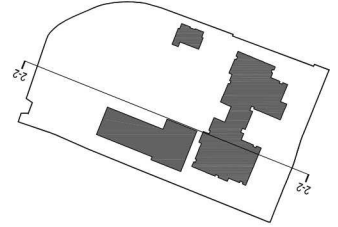
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Site Sectional Elevation - Scale 1:250



East East Sectional Elevation - Scale 1:100



REV. NO.	DATE	DESCRIPTION
B	10/12/16	Parking Adjusted
A	06/12/16	Access Ramp Amended; Signs Omitted

KEY PLAN

PROJECT
Hillside School

CLIENT
London Borough of Hillingdon



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 25 Farnborough Street, 10th Floor
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 T: +44(0)23 5756 5404

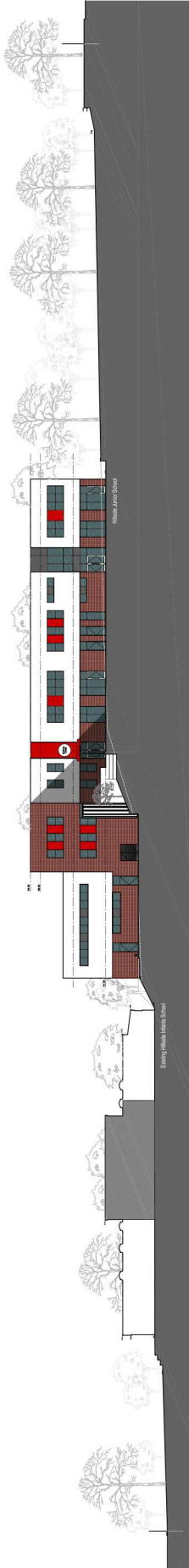
SHEET IDENTIFICATION

TITLE
PROPOSED SITE SECTION 2-2

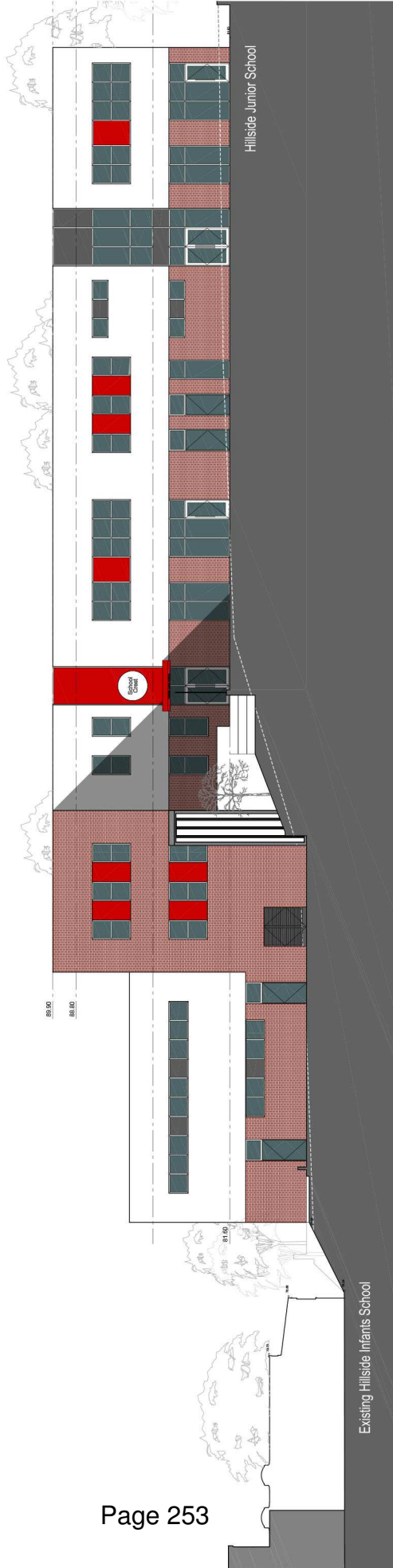
STATUS
Planning Submission
 PROJECT NUMBER: 000-160951.00
 DATE DRAWN: 23/09/16
 SCALE (B1): E300, 1:100
 CHECKED BY: AR
 DRAWING NUMBER: HS-A-3002
 REVISION: B

GENERAL NOTES

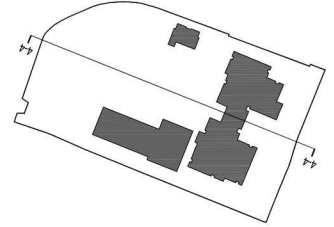
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Site Sectional Elevation - Scale 1:250



East East Sectional Elevation - Scale 1:100



REV NO.	DATE	DESCRIPTION
B	10/12/16	Parking Adjusted
A	08/12/16	Access Ramp Amended; Signs Omitted

KEY PLAN

PROJECT
Hillside School

CLIENT
London Borough of Hillingdon



CALLISONRTKL
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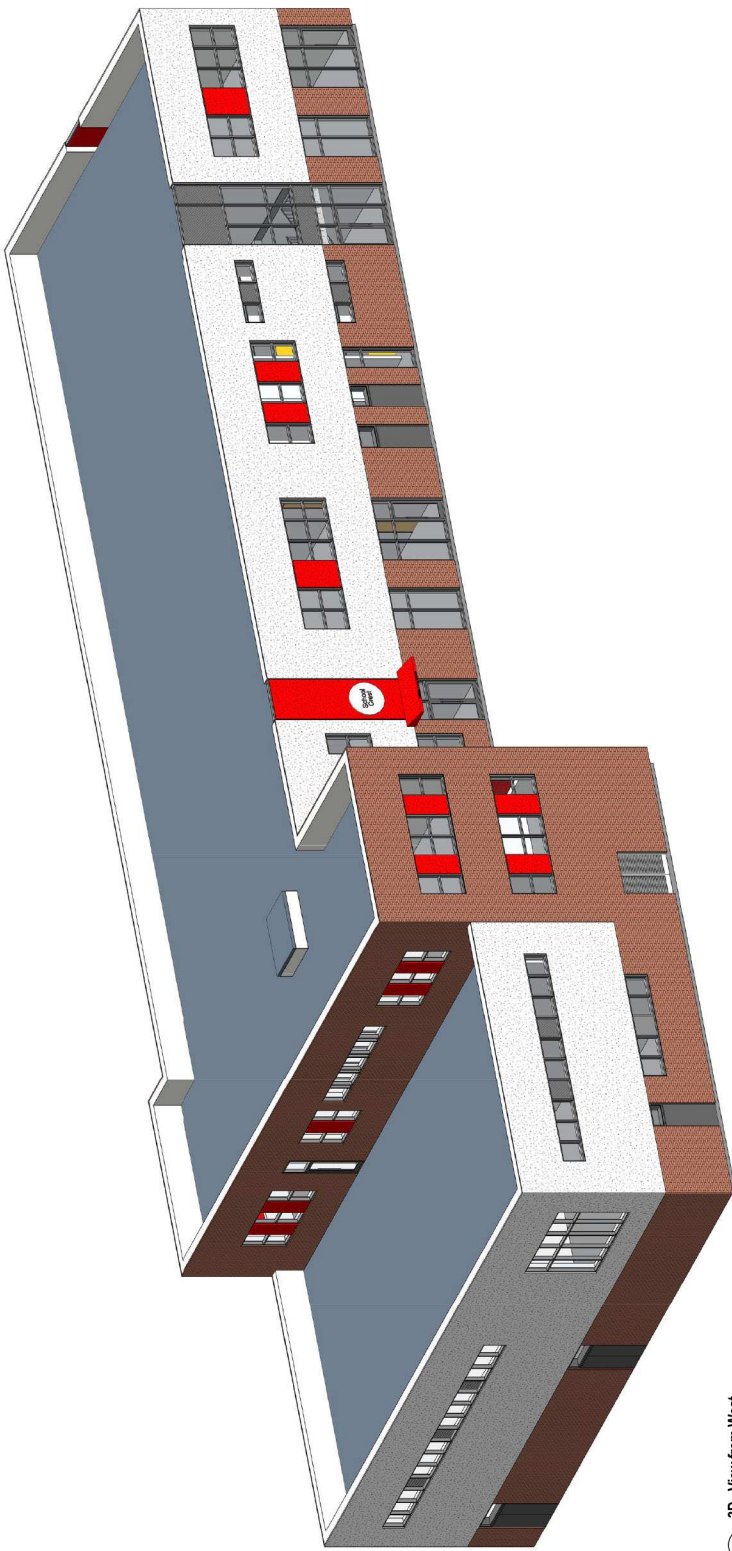
CallisonRTKL
 25 Farnborough Street, 10th Floor
 Farnborough, Hampshire, UK
 T: +44(0)1329 7326 0404

SHEET IDENTIFICATION
 TITLE
PROPOSED SITE SECTION 4-4

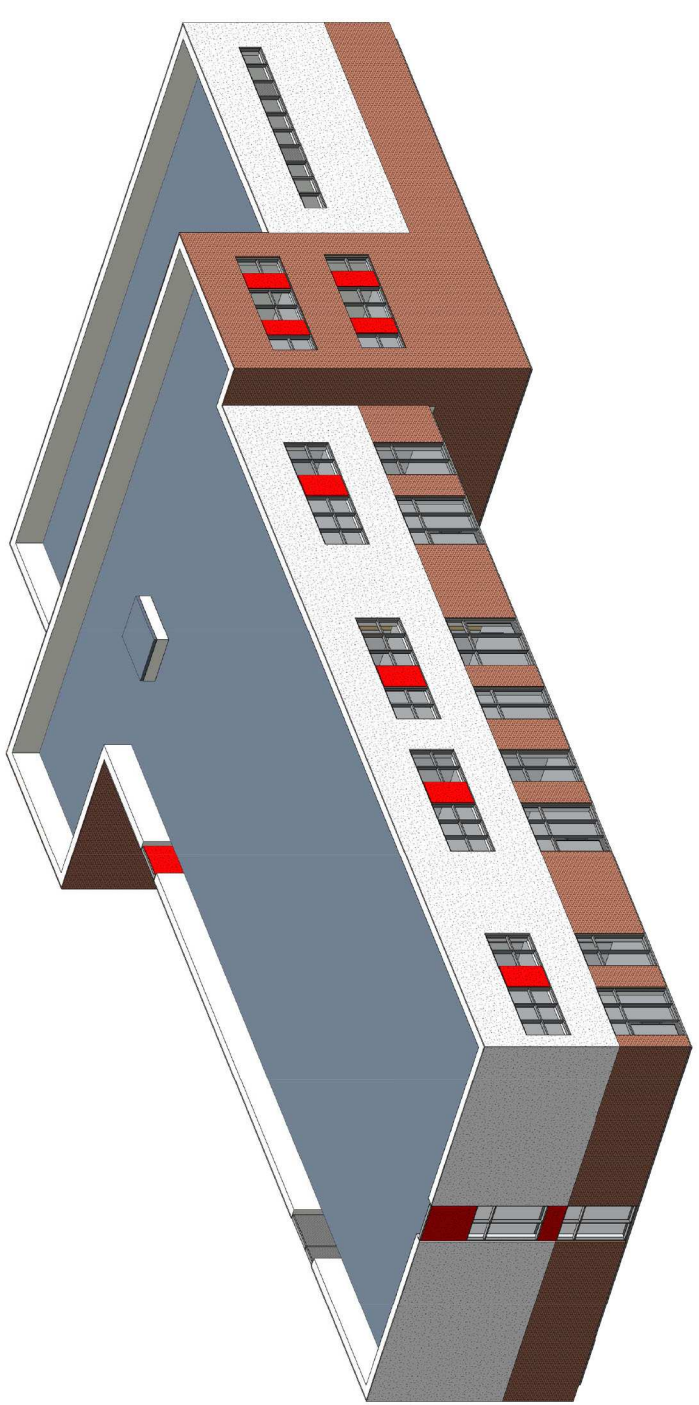
STATUS
Planning Submission
 PROJECT NUMBER: 000-160051.00
 DATE DRAWN: 23/09/16
 SCALE (B1): 1:100
 CHECKED BY: AR
 DRAWING NUMBER: HS-A-3003
 REVISION: B

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1 3D - View from West



2 3D - View from East

REVNO.	DATE	Planning Submission DESCRIPTION	KEY PLAN

PROJECT:
 Hillside Junior School

CLIENT:
 London Borough of Hillingdon

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 Callisortkl, 25 Farnham Street, 10th Floor, London, E6A 4AB,
 United Kingdom
 T: +44 (0)20 7080 8000
 S: +44 (0)20 7080 8000

TITLE:
 Hillside Juniors - Proposed Building 3D Representations

STATUS:
 Planning Submission

DATE DRAWN: 08/09/16
DATE CHECKED: 08/09/16
PROJECT NUMBER: 060-160061.00
SCALE: 1:100
CHECKED BY: DM
DRAWING NUMBER: HJ-A-9001
REVISION:

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- LEGEND**
- Arrival & Parking Zone (Public)
 - Children Centre Building
 - Children Centre Play Area
 - Infants Building
 - Infants External Play Area
 - Juniors Building
 - Juniors External Play Area
 - Juniors Playing Field
 - Site Boundary Line
 - Primary Secure Fence Line
 - Secondary Secure Fence Line

REV. NO.	DATE	DESCRIPTION

KEY PLAN



PROJECT
 Hillside School

CLIENT
 London Borough
 of Hillingdon



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 Farnborough, Hampshire, GU14 7AB
 T: +44(0)1253 7326 0404

SHEET IDENTIFICATION

TITLE
 PROPOSED SCHOOL
 ZONING & FENCING
 STRATEGY PLAN

STATUS
 Planning Submission

PROJECT NUMBER
 000-160051.00

DATE DRAWN
 20/09/16










DRAWN BY
 ESM

CHECKED BY
 AR

DRAWING NUMBER
 HS-A-0006

REVISION

Key

-  Category A - trees of high quality and value
-  Category B - trees of moderate quality and value
-  Category C - trees of low quality and value
-  Category U - trees of unsuitable for retention
-  T1: Tree is not identified on TOPO, therefore, location of the tree is not accurate
-  Group of trees / hedge
-  Root protection area
-  Trees to be removed
-  Tree protective barriers

Construction Exclusion Zone - area requiring a special consideration - refer to report

Please note that this plan is not based on a topographical survey and has been plotted by hand, therefore, the location of the trees must be checked on site.
 This drawing was produced in colour - a monochrome copy should not be relied upon. Contractors must check all dimensions on site. Any discrepancies must be reported to the arboricultural consultant before proceeding. ©SES 2016.




Rev	Update	Date

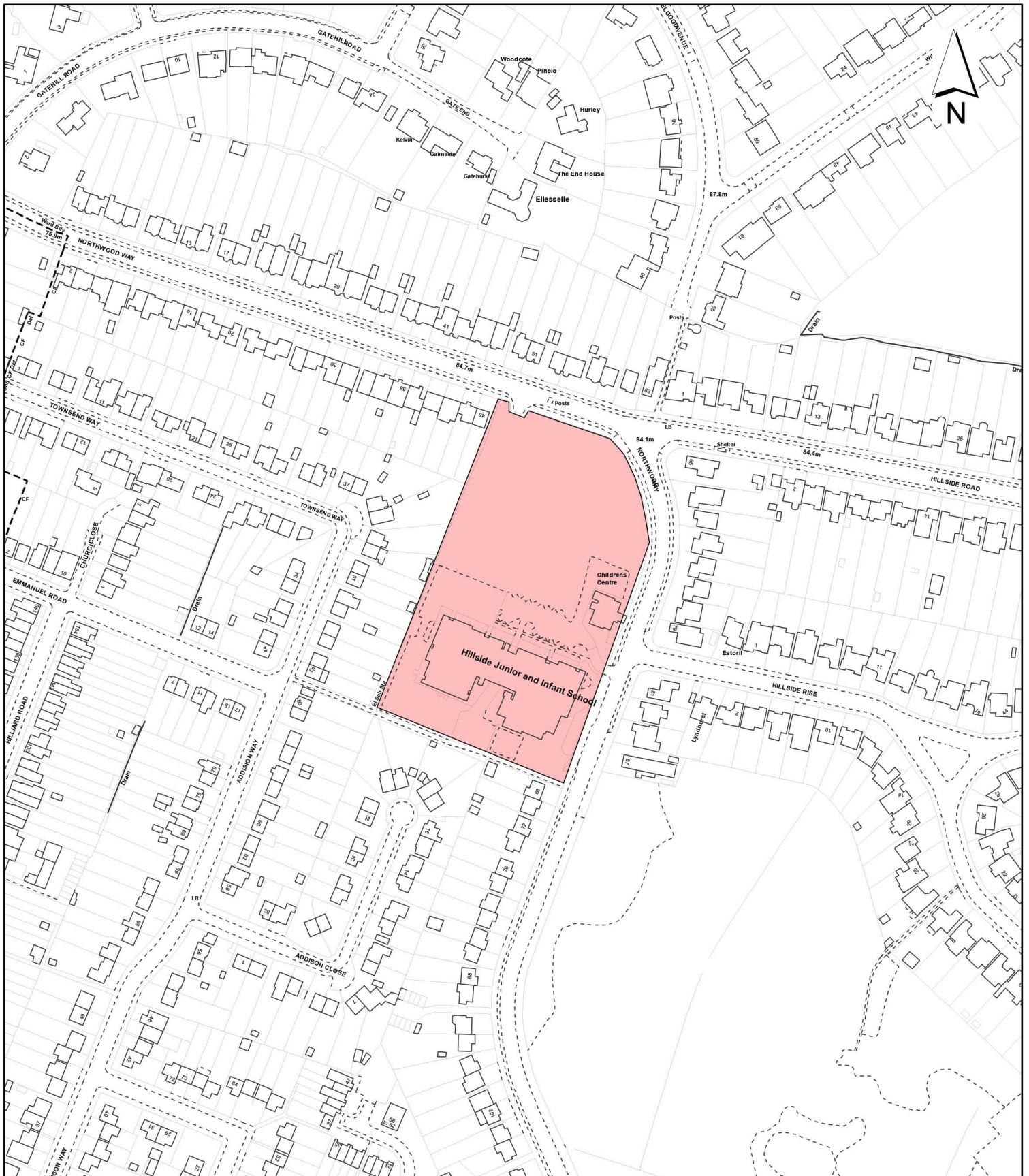
Site: **Hillside School**

Client: **London Borough of Hillingdon**

Drawing title: **Tree Survey & Protection Plan**

Drawing no.	Scale	Date
1	1:800@A3	27.10.16
Revision	Drawn by	Orientation
-	AD	





Notes:

 Site boundary

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Site Address:

Hillside Junior & Infant School

Planning Application Ref:

18495/APP/2016/3957

Planning Committee:

Major Page 261

Scale:

1:2,500

Date:

January 2017

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 ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE

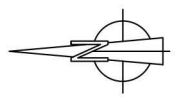
Development: Reserved matters (layout, scale, appearance and landscaping) for the erection of 58 dwellings together with associated parking and landscaping, in compliance with conditions 2 and 3 for Phase 6 of planning permission ref: 585/APP/2009/2752 (Outline application (all matters reserved, except for access) including demolition of some existing buildings and mixed use redevelopment of the Former RAF Uxbridge site).

LBH Ref Nos: 585/APP/2016/3733

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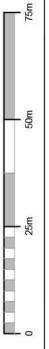
REV	DESCRIPTION	DATE	AUTH	CHKD
A	Status updated to planning	05/10/16	MP	CW



KEY:



scale 1:1250

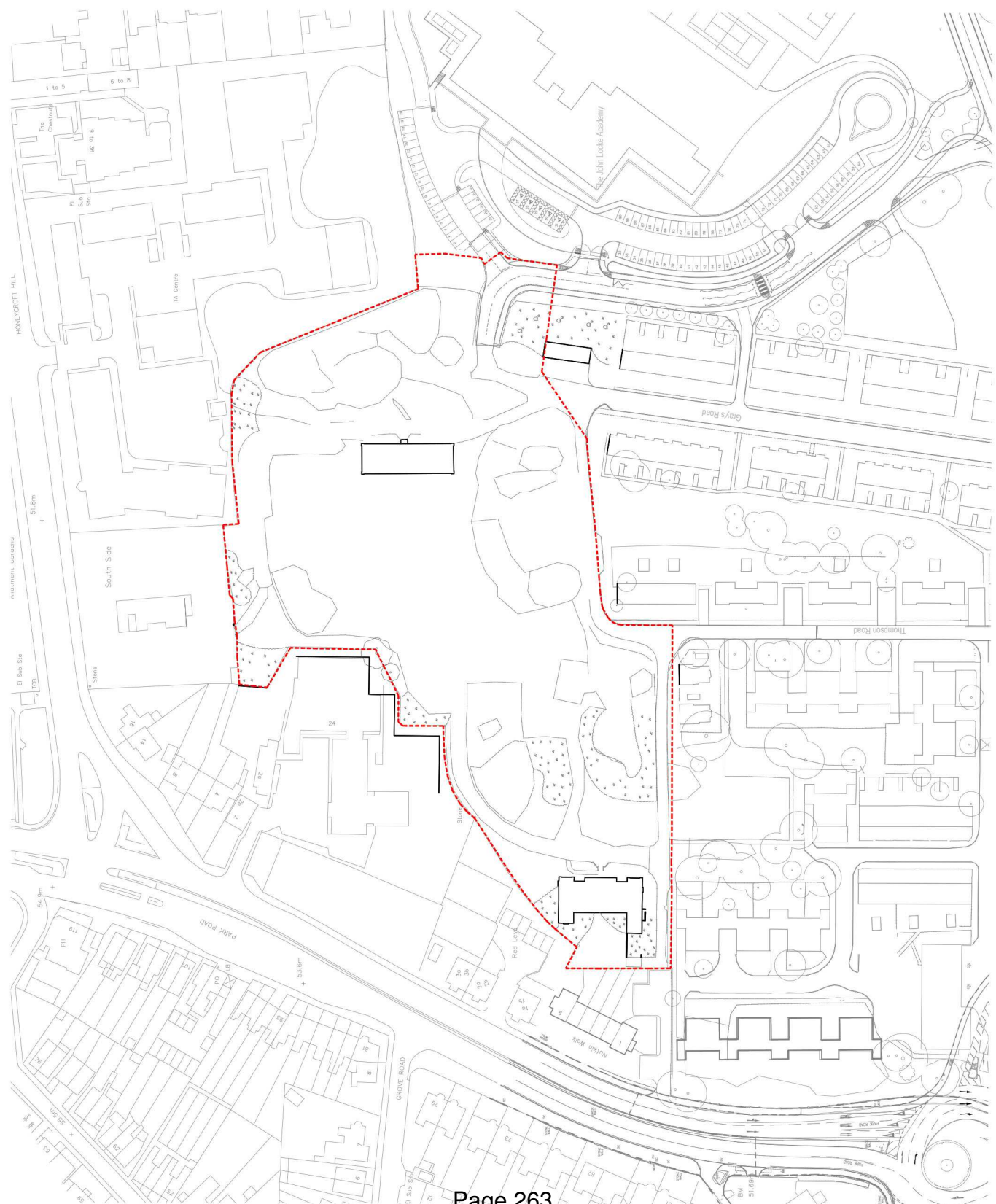


PLANNING



architects
 Romsey Office
 Building 300, The Grange, Romsey Road, Michelmersh, SO51 0AE
 t: 01794 367703 f: 01794 367276 www.thrivearchitects.co.uk

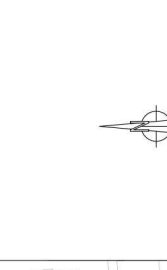
PROJECT	
St Andrews Park, Uxbridge	
Phase 6	
For: St Modwen	
DRAWING	
Location Plan	
SCALE	DATE
1:1250 @ A3	Sep 2016
AUTHOR	CHKD
MP	CW
JOB NO.	DRAWING NO.
STM0160432	LP-01
REV	A
CLIENT REF.	



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REV	DESCRIPTION	DATE	APPROVED
A	Revised drawing for 10/15/16	10/15/16	MP
B	Final layout updated to include 17/11/16	17/11/16	CW
C	Final layout updated to include 18/11/16	18/11/16	CW
D	Final layout updated to include 18/12/16	18/12/16	CW
E	Final layout updated to include 15/12/16	15/12/16	CW



- KEY:**
- Application Boundary
 - Former Boundary Line (Full Boundary Materials)
 - Boundary Marking (Full Boundary Materials Layout and details for detailed specification)
 - Existing Trees to be Retained
 - Accessible Paths
 - Wheelchair Accessible Units
 - Disabled Car
 - Vehicle Entry
 - Service Entry
 - Existing road approved under Department of Transport (DOT)
 - Existing road to open lanes
 - New Existing Bus Stays
 - New Bus Lanes
 - New Bus Stops
 - New Bus Lanes
 - New Bus Stops

Scale 1:500
 0 5m 10m 20m 30m

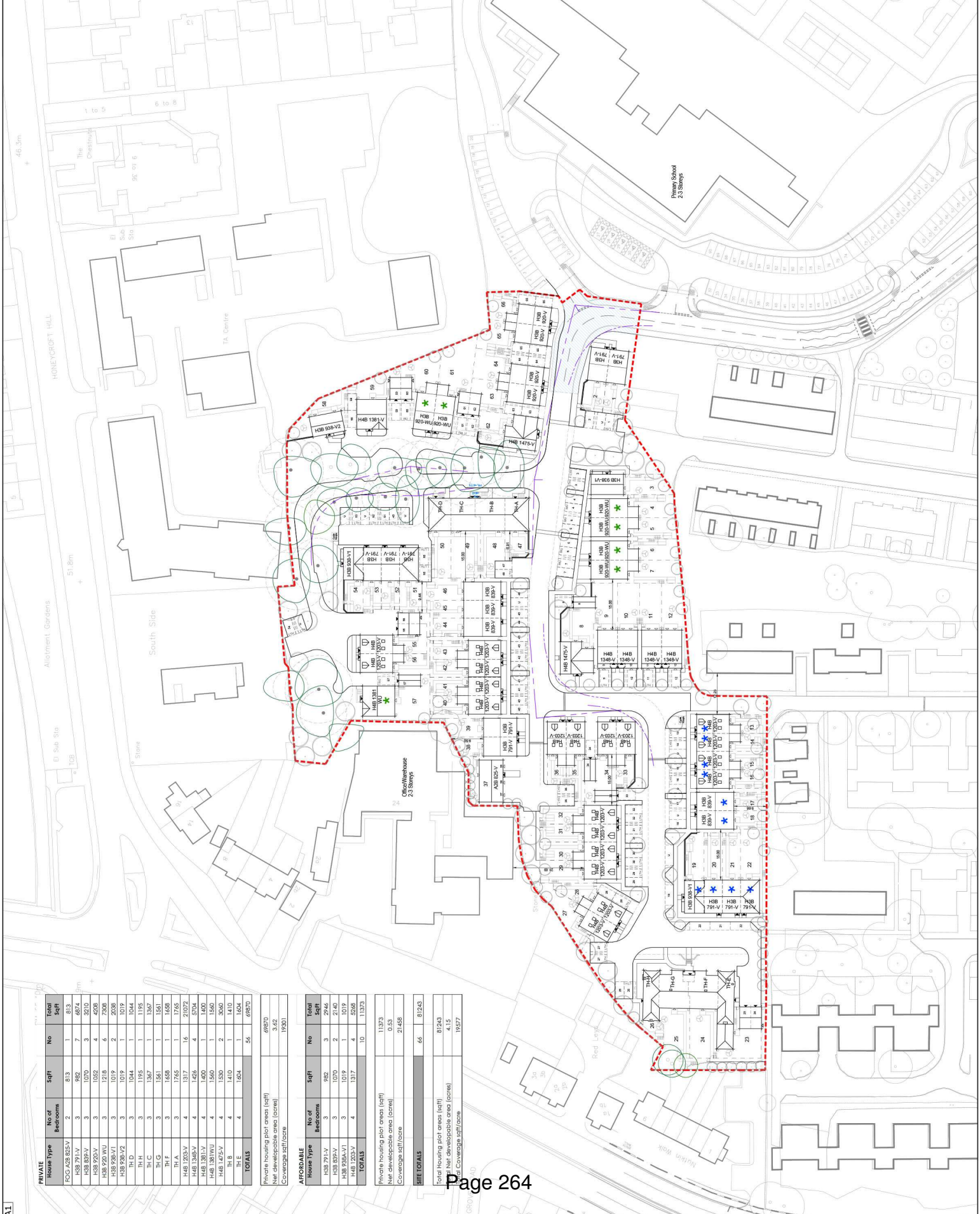
PLANNING

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 architects
 Romsey Office
 Building 300, The Grange, Romsey Road, Michelmarsh, SO24 0AE
 t: 01794 507703 e: info@thrivearchitects.co.uk

PROJECT
 St Andrews Park, Uxbridge
 Phase 6
 For: St Modwen

DRAWING
 Site Layout

SCALE	DATE	AUTHOR/CHD
1:500 @ A1	Sep 2016	MP CW
JOB NO.	DRAWING NO.	REV
STMD160432	SL01	E
CLIENT REF.		



PRIVATE	House Type	No of Bedrooms	SqFt	No	Total SqFt
	FDG 828 828-V	2	813	1	813
	HSB 828-V	3	1070	3	3210
	HSB 828-V	3	1070	4	4288
	HSB 829 WU	3	1218	6	7308
	HSB 828-V1	3	1019	2	2038
	HSB 828-V2	3	1019	1	1019
	TH D	3	1044	1	1044
	TH C	3	1195	1	1195
	TH B	3	1367	1	1367
	TH G	3	1421	1	1421
	TH A	3	1765	1	1765
	H48 1203-V	4	1317	16	21072
	H48 1348-V	4	1425	4	5704
	H48 1381-V	4	1420	1	1420
	H48 1381 WU	4	1560	1	1560
	H48 1475-V	4	1550	2	3090
	TH B	4	1410	1	1410
	TH E	4	1524	1	1524
	TOTALS	4	1524	54	68273

Private housing plot areas (left)
 Net developable area (acres)
 Coverage sqft/acre

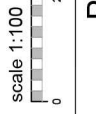
AFORDABLE	House Type	No of Bedrooms	SqFt	No	Total SqFt
	HSB 791-V	3	982	3	2946
	HSB 858-V	3	1070	2	2140
	HSB 958A-V1	3	1019	1	1019
	H48 1203-V	4	1317	4	5268
	TOTALS	4	1317	10	11373

Private housing plot areas (left)
 Net developable area (acres)
 Coverage sqft/acre

BIFITOTALS	Total Housing plot areas (left)	Net developable area (acres)	Coverage sqft/acre
	66	0.1243	81243
	41	0.0763	4115
	107	0.1997	19577

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Planning Issue	05/10/16	CAN	



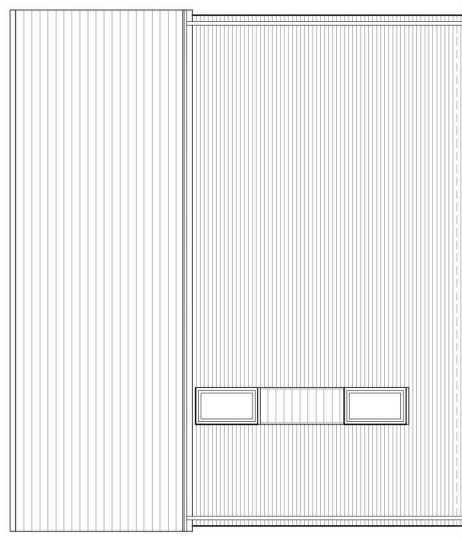
PLANNING

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 Romsey Office
 Building 300, The Grange, Romsey Road, Michelmersh, SO51 0AE
 t: 01794 367703 f: 01794 367276 www.thrivearchitects.co.uk

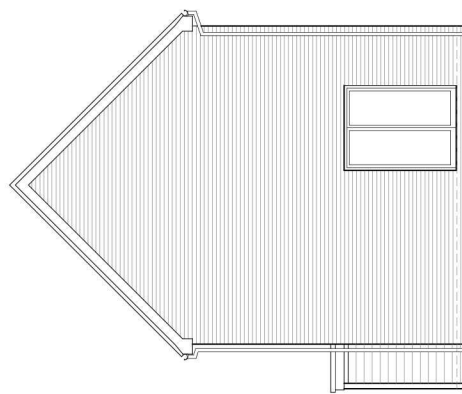
PROJECT
St Andrews Park, Uxbridge
 Phase 6
 For: St. Modwen Homes

DRAWING
House Type H3B938-V1
Variation 1
Plans & Elevations

SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	
JOB NO.	DRAWING NO.	REV	
STM0160432	HT-H3B938-V1.pe	A	
CLIENT REF.			



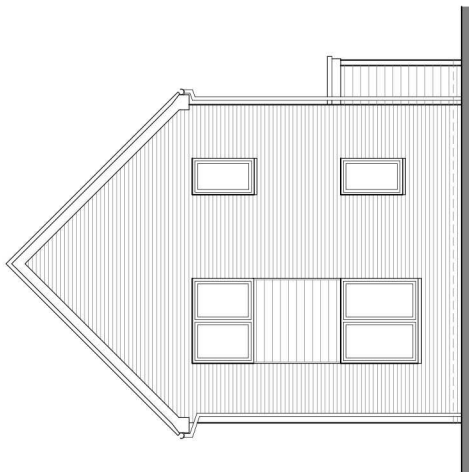
Rear Elevation



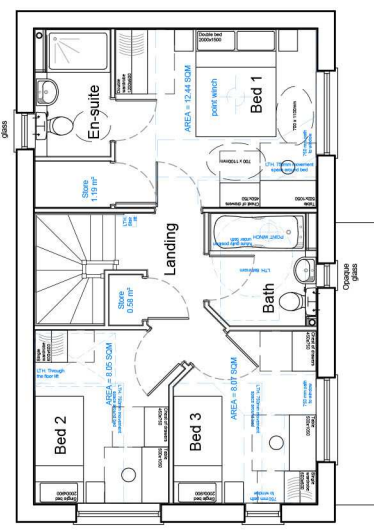
Side Elevation



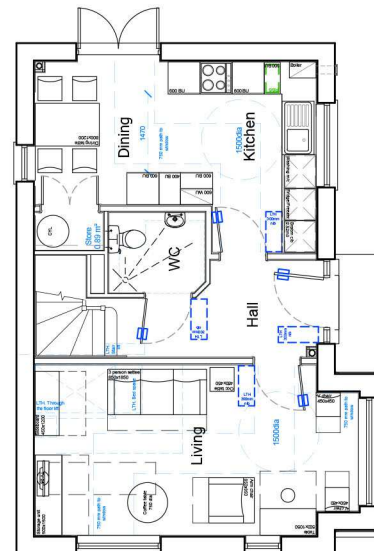
Front Elevation



Side Elevation



First Floor Plan



Ground Floor Plan

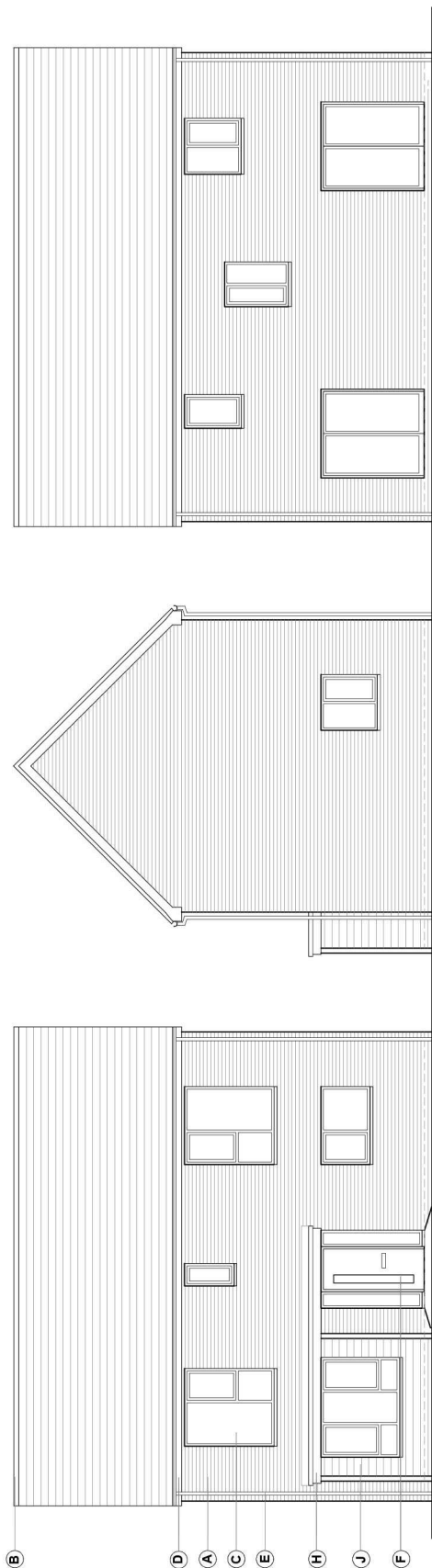
PLOT No.
 As Drawn -
 Handed - 3

Areas measured to the actual finish.	
House No. H3B938-V	Option
Bedrooms 3	Persons 5
Sq.ft. 1019	Sq.m 94.74

- Materials**
- A - Buff or Brown brick (refer to materials layout)
 - B - Roof Tiles (Refer to materials layout)
 - C - White casement windows and doors
 - D - White Fascia and barge boards
 - E - Rainwater goods hair round gutters and circular downpipes (black)
 - F - Front doors GRP Timber effect with glazed panels Colour grey
 - G - Garage doors metal colour grey
 - H - Door canopies dark grey roofing material with white fascia
 - J - Horizontal boarded cladding colour grey
 - K - Cement render-banding colour white
 - L - Balustrades - Metal handrail and glass balustrade

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Planning Issue	05/10/16	CAW	

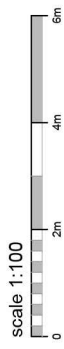


Front Elevation

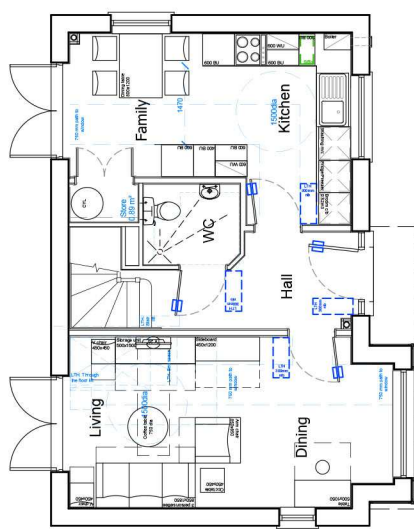
Side Elevation

Rear Elevation

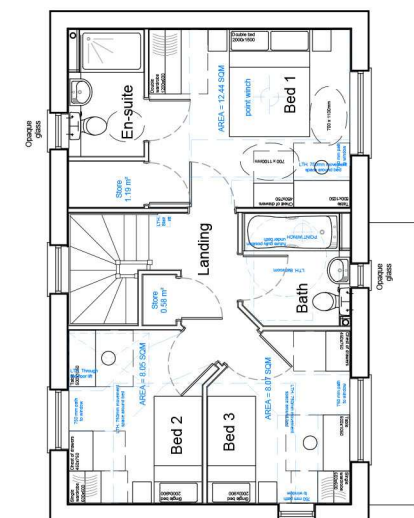
Side Elevation



PLANNING



Ground Floor Plan



First Floor Plan



PROJECT
 St Andrews Park, Uxbridge
 Phase 6
 For: St. Modwen Homes

PLOT No.
 As Drawn -
 Handed - 58

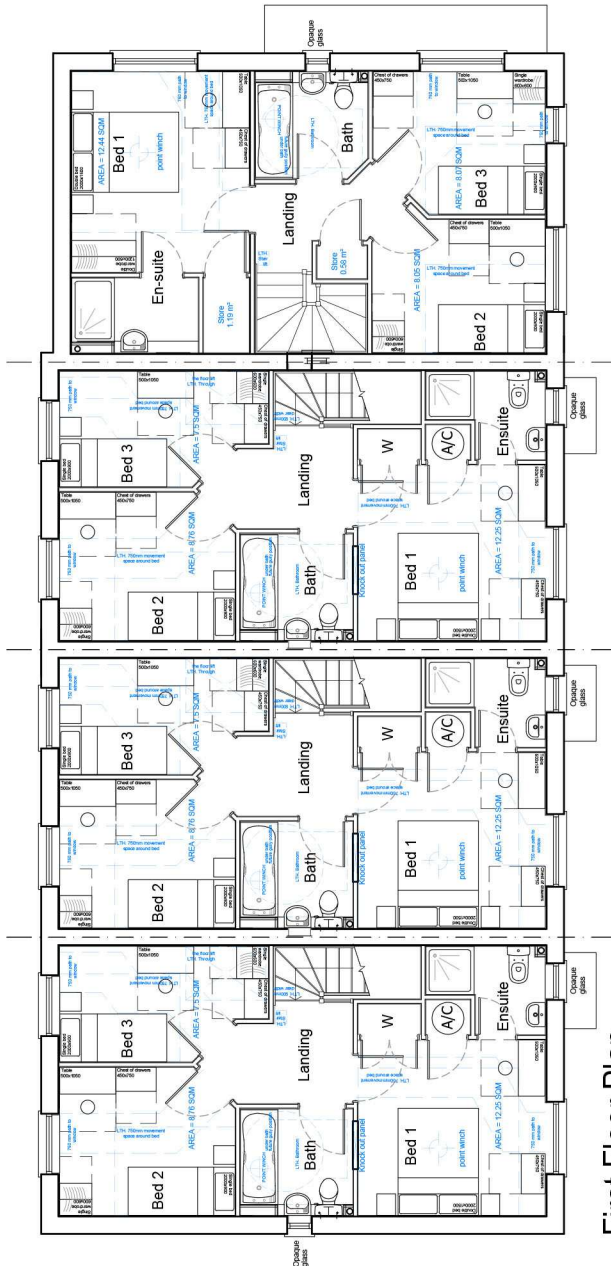
Areas measured to the actual finish.	
House No. H3B938-V	Option B
Bedrooms 3	Persons 5
Sq.ft. 1019	Sq.m 94.74

DRAWING	
House Type H3B938-V2	
Variation 2	
Plans & Elevations	
SCALE	DATE
1:100 @ A3	Aug 2016
JOB NO.	DRAWING NO.
STM0160432	HT-H3B938-V2.pe
CLIENT REF.	REV
	A
AUTHOR	CHKD
ND	

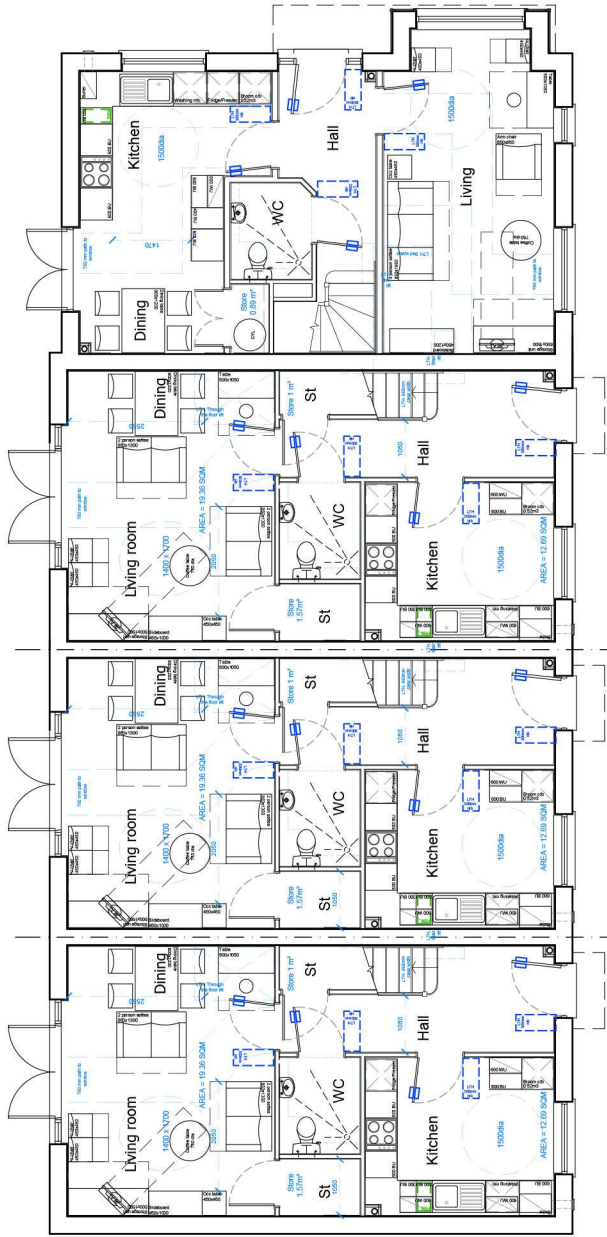
- H - Door canopies dark grey roofing material with white fascia
- J - Horizontal boarded cladding colour grey
- K - Cement render-banding colour white
- L -Balustrades - Metal handrail and glass balustrade

- D - White Fascia and barge boards
- E - Rainwater goods half round gutters and circular downpipes (black)
- F - Front doors GRP timber effect with glazed panels Colour grey
- G - Garage doors metal colour grey

- Materials
- A - Buff or Brown brick (refer to materials layout)
- B - Roof Tiles (Refer to materials layout)
- C - White casement windows and doors



First Floor Plan



Ground Floor Plan

Areas measured to the actual finish.

House/Variation	Variation	Option	House/Variation	Variation	Option
H3B938-V	3	A	H3B791-V	3	A
Persons	3		Persons	3	
Bedrooms	5		Bedrooms	4	
Sq.ft.	1019		Sq.ft.	982	
Sq.m	94.74		Sq.m	91.28	

PLOT No.
As Drawn - 51-54
Handed -

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Status changed to planning.	04.10.16	MF	CW



PLANNING



architects

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 Building 300, The Grange, Romsey Road, Michelmersh, SO51 0AE
 T: 01794 367703 F: 01794 367276 www.thrivearchitects.co.uk

PROJECT

St Andrews Park, Uxbridge
 Phase 6
 For: St. Modwen Homes

DRAWING

Plots 51-54
 Floor Plans


SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	ND
JOB NO.	DRAWING NO.	REV	
STMO160432	P51-54.p	A	
CLIENT REF.			

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Planning Issue	05/10/16	CAV	

scale 1:100
 0 2m 4m 6m

PLANNING



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PROJECT
St Andrews Park, Uxbridge
 Phase 6
 For: St. Modwen Homes

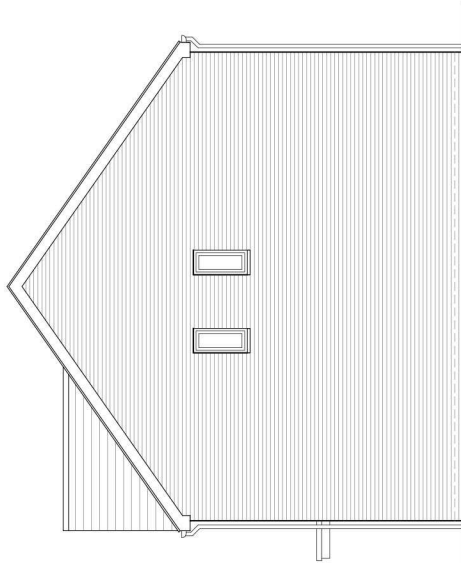
DRAWING
House Type H4B1381-V
Elevations

SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	ND

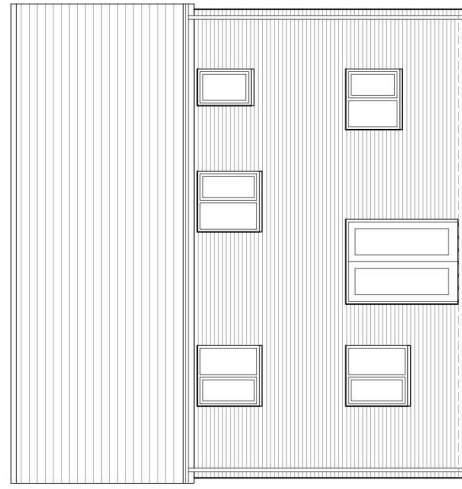
JOB NO. DRAWING NO.
 STMO160432 HT.H4B1381-V.e
 CLIENT REF.



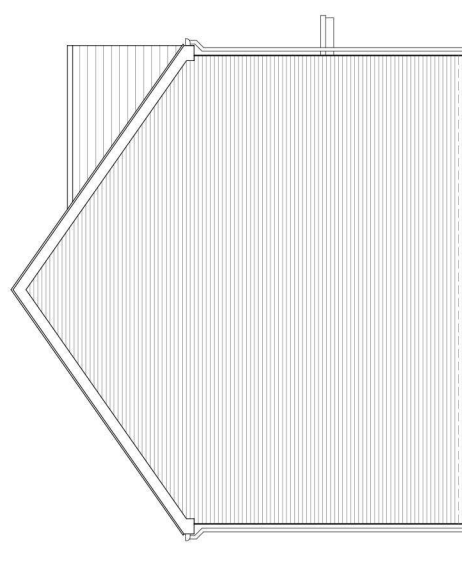
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Materials

- A - Buff or Brown brick (refer to materials layout)
- B - Roof Tiles (Refer to materials layout)
- C - White casement windows and doors

- D - White Fascia and barge boards
- E - Rainwater goods half round gutters and circular downpipes (black)
- F - Front doors GRP Timber effect with glazed panels Colour grey
- G - Garage doors metal colour grey


- H - Door canopies dark grey roofing material with white fascia
- J - Horizontal boarded cladding colour grey
- K - Cement render banding colour white
- L - Balustrades - Metal handrail and glass balustrade

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Front Elevation updated drawing changed to Planning Issue status	05/10/16	CAW	

scale 1:100
 0 2m 4m 6m

PLANNING



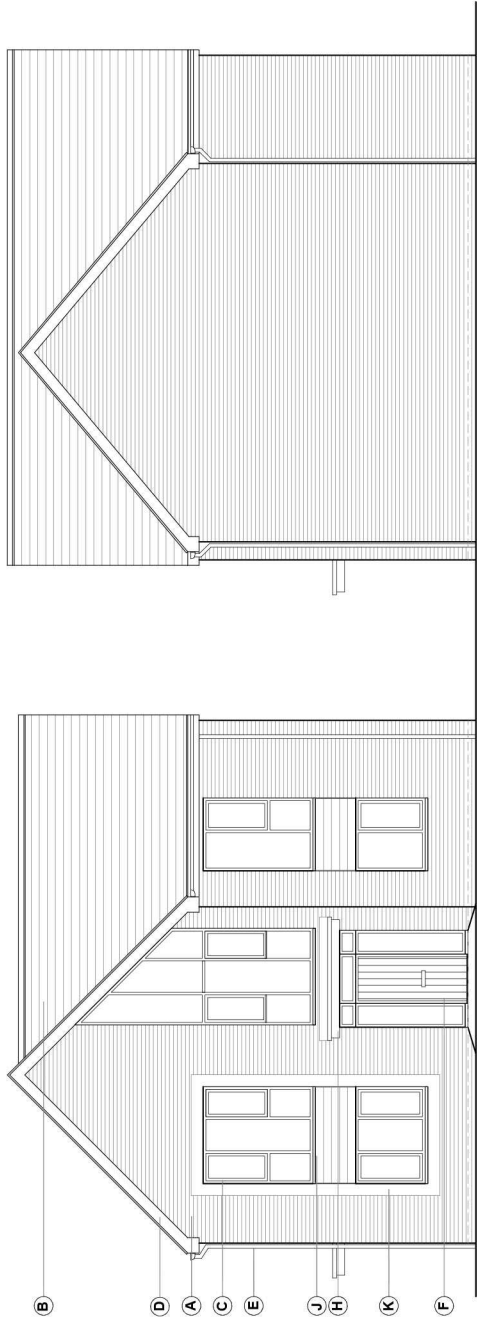
PROJECT
 St Andrews Park, Uxbridge
 Phase 6
 For: St. Modwen Homes

DRAWING
 House Type H4B1475-V
 Elevations

Building, 300, The Grange, Romsey Road, Michelmersh, SO51 0AE
 t: 01794 367703 f: 01794 367276 www.thrivearchitects.co.uk

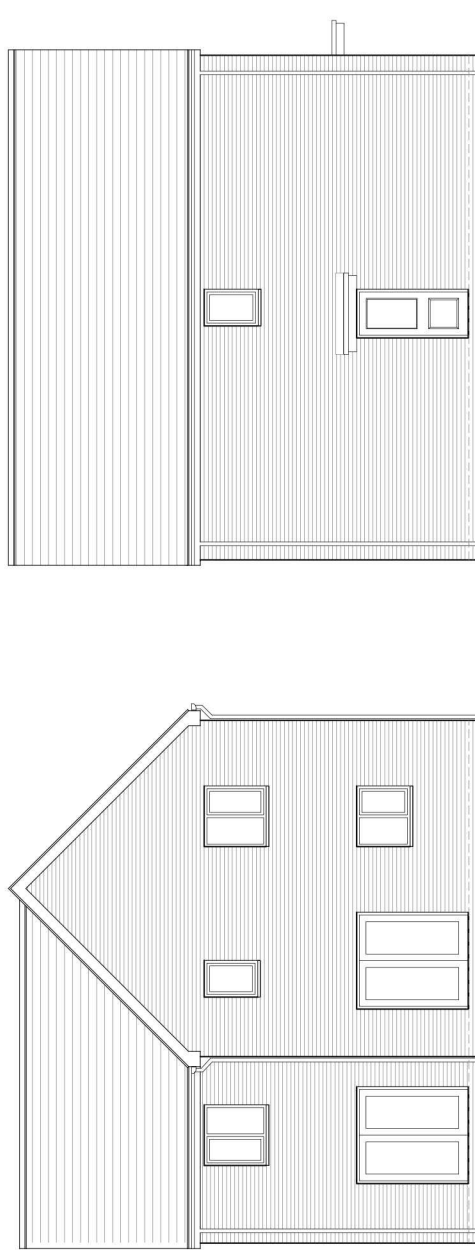
SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	ND

JOB NO. DRAWING NO.
 STMO160432 HT.H4B1475-V.e
 CLIENT REF.



Side Elevation

Front Elevation

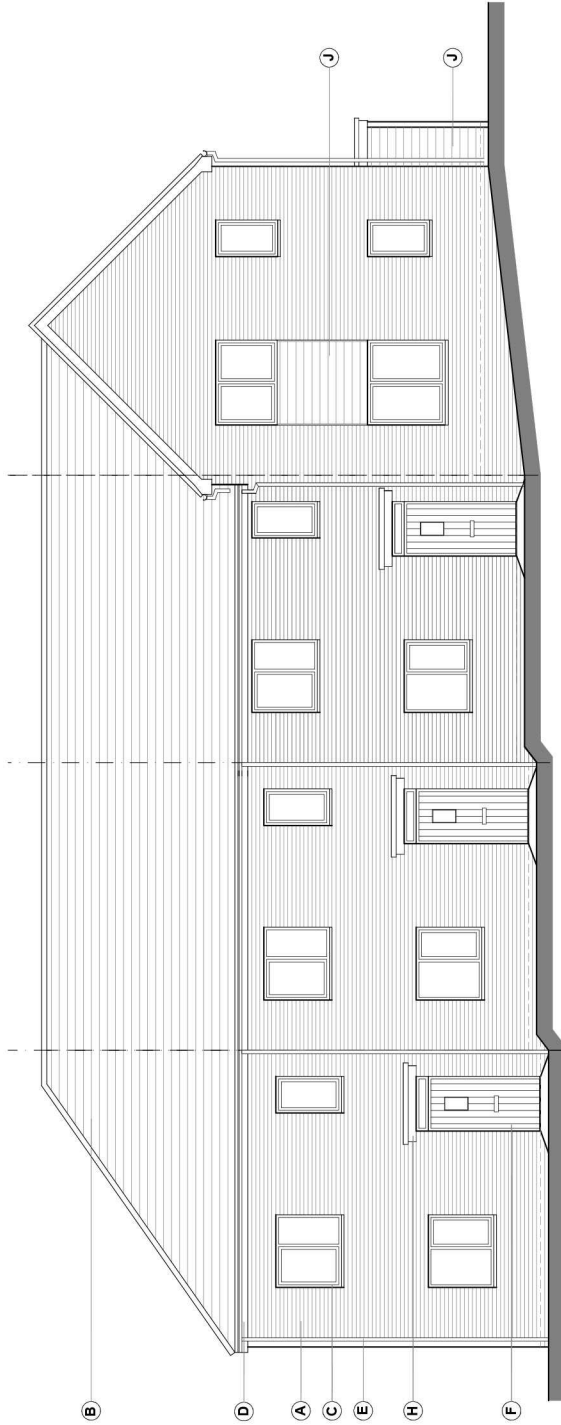


Side Elevation

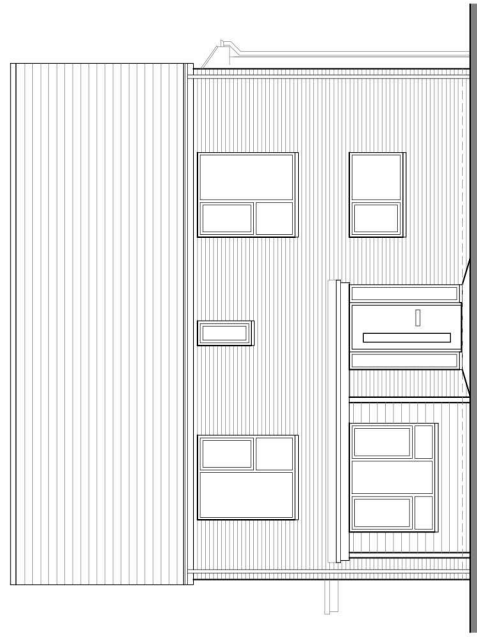
Rear Elevation

- Materials**
- A - Buff or Brown brick (refer to materials layout)
 - B - Roof Tiles (Refer to materials layout)
 - C - White casement windows and doors
 - D - White Fascia and barge boards
 - E - Rainwater goods half round gutters and circular downpipes (black)
 - F - Front doors GRP Timber effect with glazed panels Colour grey
 - G - Garage doors metal colour grey
 - H - Door canopies dark grey roofing material with white fascia
 - J - Horizontal boarded cladding colour grey
 - K - Cement render banding colour white
 - L - Balustrades - Metal handrail and glass balustrade

PLOT No.
 As Drawn - 8, 62
 Handed -



Front Elevation

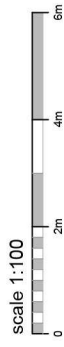


Side Elevation

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Updated to client's comments. Levels revised. Status changed to planning.	04.10.16	MP	CW



PLANNING



Romsey Office
 Building, 300, The Grange, Romsey Road, Michelmersh, SO51 0AE
 T: 01794 367703 F: 01794 367276 www.thrivearchitects.co.uk

PROJECT
St Andrews Park, Uxbridge
 Phase 6
 For: St. Modwen Homes

DRAWING
Plots 51-54
Elevations - Sheet 1 of 2

SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	ND

JOB NO.	DRAWING NO.	REV
STMO160432	P51-54.e1	A

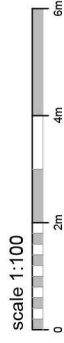
CLIENT REF.

PLOT No.
 As Drawn - 51-54
 Handed -

Materials
 A - Buff or Brown brick (refer to materials layout)
 B - Roof Tiles (Refer to materials layout)
 C - White casement windows and doors
 D - White Fascia and barge boards
 E - Rainwater goods half round gutters and circular downpipes (black)
 F - Front doors GRP Timber effect with glazed panels Colour grey
 G - Garage doors metal colour grey
 H - Door canopies dark grey roofing material with white fascia
 J - Horizontal boarded cladding colour grey
 K - Cement render banding colour white
 L - Balustrades - Metal handrail and glass balustrade

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 any shop drawings or building work. Any discrepancies should be
 recorded to the Architect.
 Where applicable this drawing is to be read in conjunction with the
 Consultants' drawings.

REV	DESCRIPTION	DATE	AUTH	CHKD
A	Levels revised. Status changed to planning.	04.10.16	MF	CW



PLANNING



architects

Romsey Office

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PROJECT

St Andrews Park, Uxbridge

Phase 6

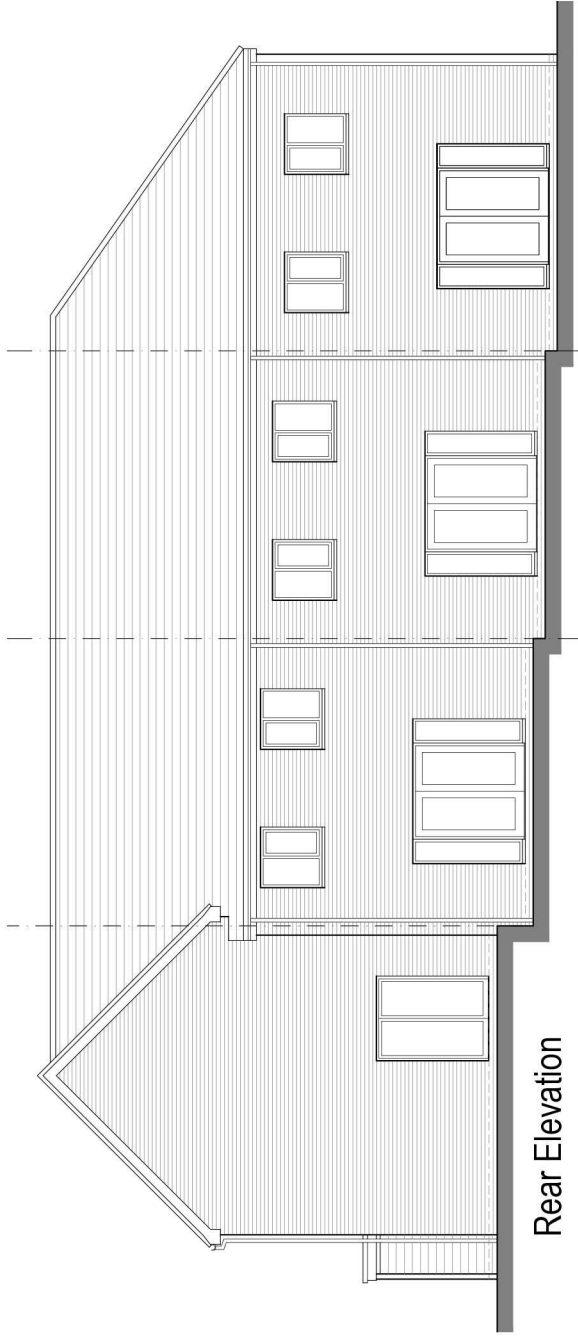
For: St. Modwen Homes

DRAWING

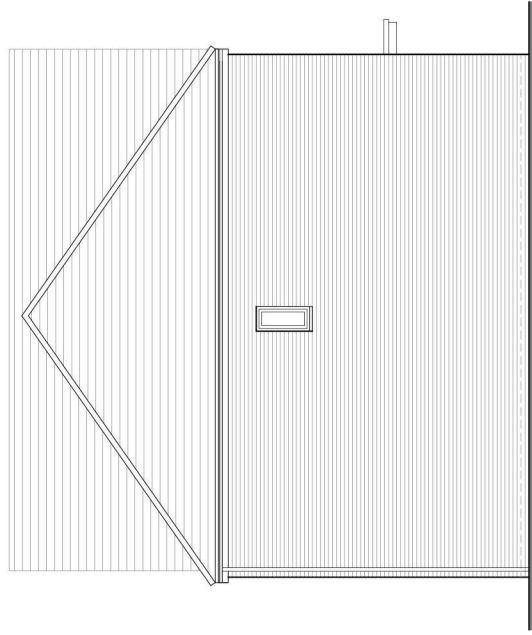
Plots 51-54

Elevations - Sheet 2 of 2

SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	ND
JOB NO.	DRAWING NO.	REV	CLIENT REF.
STMO160432	P51-54.e2	A	



Rear Elevation



Side Elevation

NOTES

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REV	DESCRIPTION	DATE	BY	CHECKED
A	Revised to coordinate with IFL, 05/09/16			MP



Section A-A
Scale 1:200
Diam 40.00



Section B-B
Scale 1:200
Diam 45.00

PLANNING

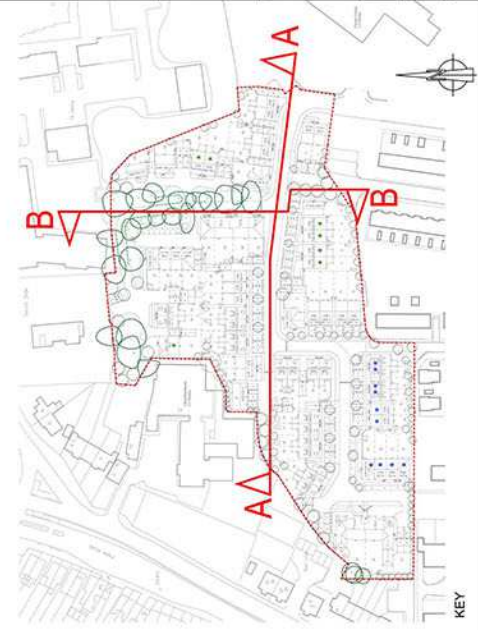


thrive.
architects
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Building 200, The Grange, Bromley Road, Richmond, Surrey, S01 0AE
t: 01754 367703 e: 01754 367726 www.thrivearchitects.co.uk

PROJECT
St Andrews Park, Uxbridge
Phase 6
For: St Modwen

DRAWING
Street Elevations

SCALE	DATE	AUTHOR/CHKD
1:200 @ A1	Sep 2016	MP CW
DRAWING NO.	REV	CLIENT REF.
STM160432	SE.01	A



KEY

Notes
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Do not scale from this drawing.
Based on drawing by
Drawing number

LEGEND

- Phase 6 Reserved Matters Application Boundary
- Existing Tree to be retained
- Existing Tree to be removed
- Root protection area
- Line of protective fencing installed prior to construction (must comply with BS5837:2012, section 6.2.)
- Indicative area of canopy or RPA (root protection area) 2000-Ph3B-TS-02) within area of construction operations. No on-going construction methods BS5837:2012 in RPAs. No damage to be caused to canopy by movement of equipment etc, where applicable. The contractor shall be responsible for the protection of existing trees and areas of hardstanding. Contractor to provide Method Statement.



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Landscape architecture Urban design Environmental planning
The Factory, 2 Rice Road,
Wokingham, Hampshire,
Surrey RG7 6EF

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www.allenpyke.co.uk
www.allenpyke.co.uk
Surrey RG7 6EF

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Scale
1:500 @ A2

Project
Phase 6 Reserved Matters Application

Client
BBLB

Drawing title
Tree Protection Plan

Date
22/09/16

Drawing Number
2618-TS-03

Revision
P5

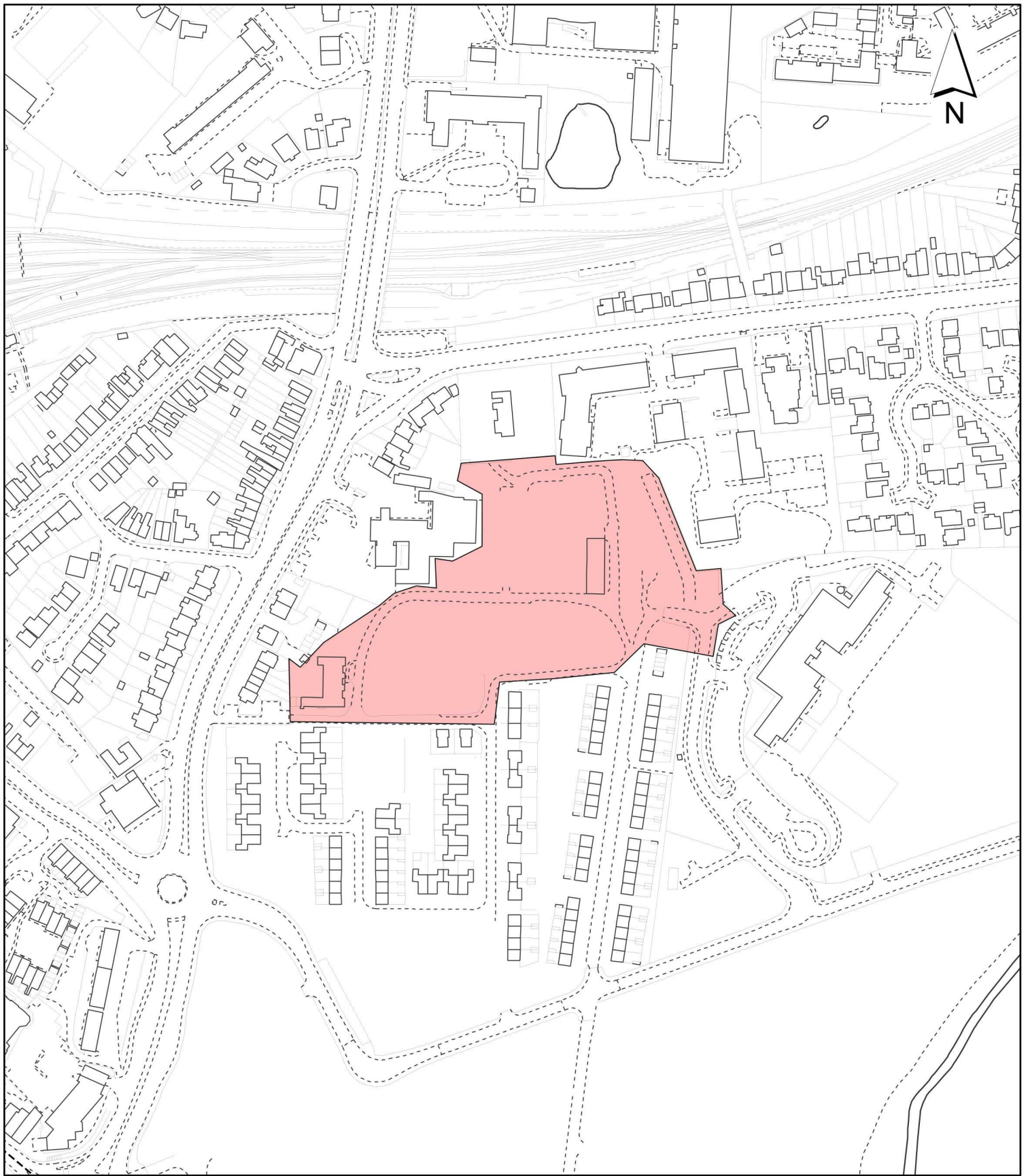
Rev	Description	Date	Drawn	Checked
P5	Updated in line with latest Architects	13/12/16	BB	BB
P4	Updated in line with latest engineers layout	13/12/16	BB	BB
P3	Updated in line with latest layout	22/11/16	NPH	BB
P2	Updated in line with latest layout	07/08/16	BB	BB
Rev	Description	Date	Drawn	Checked



- Protective measures**
- Prior to the commencement of any work whatsoever, or any materials being brought on site, existing trees and vegetation to be retained are to be protected from damage by fencing similar to that shown. This shall be maintained in good and effective condition until the work is completed.
 - The protective fencing is to follow the alignment shown on the adjacent plan. Any new alignments are to be agreed with the landscape architect or arboriculturalist.
 - The following measures are particularly important:
 - Materials are never to be stacked within the root spread of the tree.
 - No oil, tar, bitumen, cement or other material is to be allowed to contaminate the ground beneath the root spread of the tree.
 - No fires shall be lit beneath or in close proximity to the canopy.
 - Trees to be retained should not be used as anchorages for equipment used for removing stumps, roots or other trees or for other purposes.
 - No notice boards, telephone cables, or other services should be attached to any part of the tree.
 - Cement mixing should not be carried out within the canopy/protected area of the tree.
 - Soil levels are to be maintained as existing within the root spread of the tree. Any alteration to soil levels in an area up to one and a half times the diameter of the tree canopy must be agreed with the landscape architect/arboriculturalist.
 - Erection of fencing is to be carried out in accordance with BS 5837:2012.
 - Any unavoidable and essential excavation within the fenced area should be undertaken by hand.
 - Within any hand excavation all roots are to be neatly cut back to the excavation face nearest the vegetation using secateurs or loppers to minimise wound area and drying out.
 - Hand excavations should comply with the recommendations contained within Section 7.2 "Principles for Avoiding Tree Root Damage during Construction" of BS5837:2012 "Trees in Relation to Construction - Recommendations".
 - Protective fencing should remain installed around the unaffected portions of the RPA during such works and until the completion of construction.

TYPICAL DETAIL OF PROTECTIVE FENCING (Not to scale).

Approved for the Client by the Planning Department, Wokingham Town Council, Wokingham, Hampshire, on 12/09/16. License No. AL 1000019



Notes:

 Site boundary

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Site Address:

Phase 6, St. Andrews

Planning Application Ref:
585/APP/2016/3733

Planning Committee:
Major Page 276

Scale:
1:2,750

Date:
January 2017

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



Report of the Head of Planning, Sport and Green Spaces

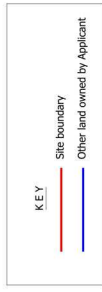
Address 1 UNION BUSINESS PARK FLORENCE WAY UXBRIDGE

Development: Change of use of the existing B8 unit to uses within classes B1c, B2 and B8 of the use classes order. Alterations to the layout of existing parking areas and associated landscaping. Alterations to part of the external elevations.

LBH Ref Nos: 43562/APP/2016/3401

Date Plans Received: 09/09/2016
Date Application Valid: 20/09/2016

Date(s) of Amendment(s):



Rev	Description	ct	09/09/16	Chkd	Date
A	Billed Ownership line added				

cornisharchitects

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 enquiries@cornisharchitects.com
 www.cornisharchitects.com

Project
 FLORENCE WAY, UXBRIDGE

Dwg Title
 SITE LOCATION PLAN

Status
 PLANNING

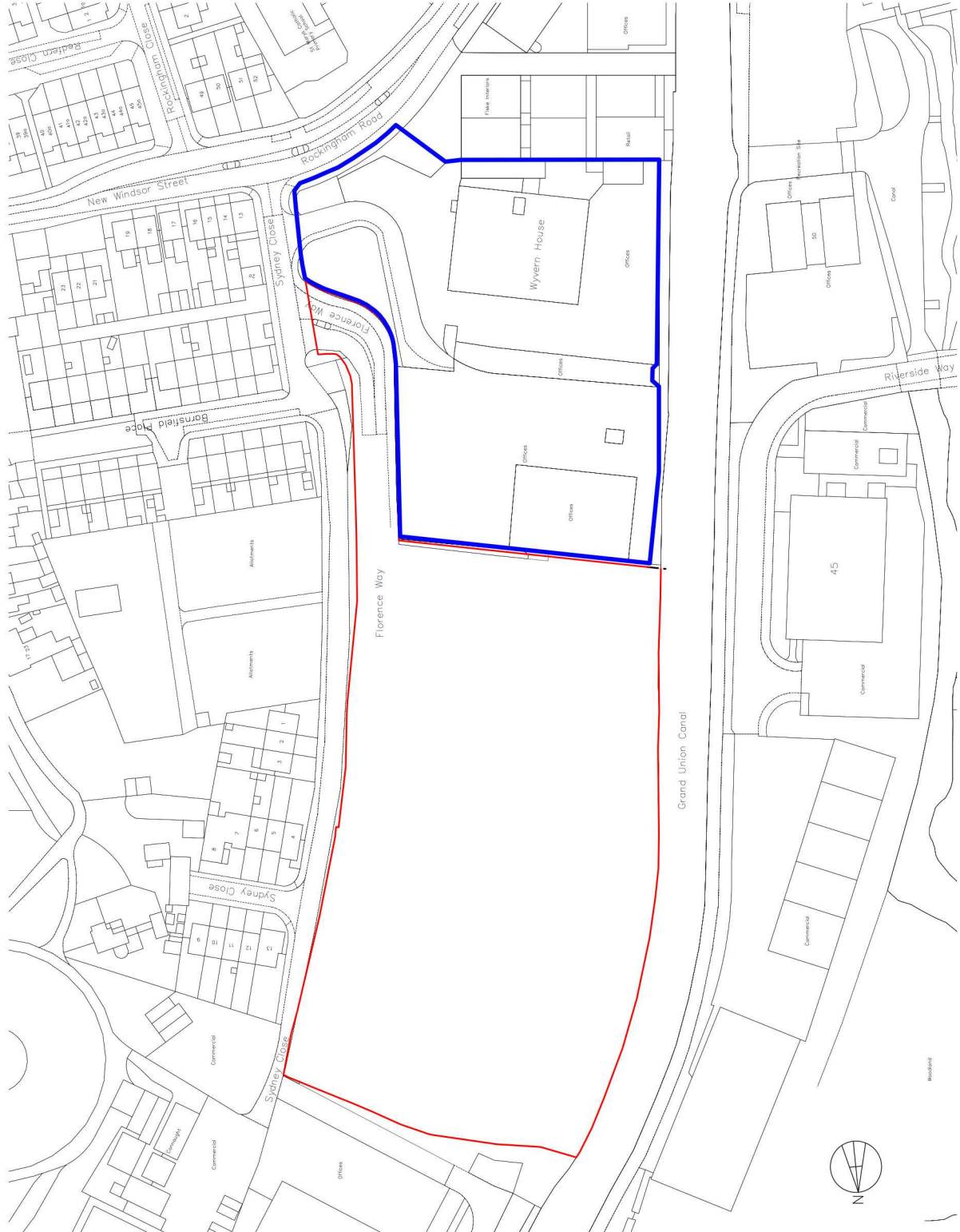
Scale
 1:1250 @ A3

Date
 09/06/2016

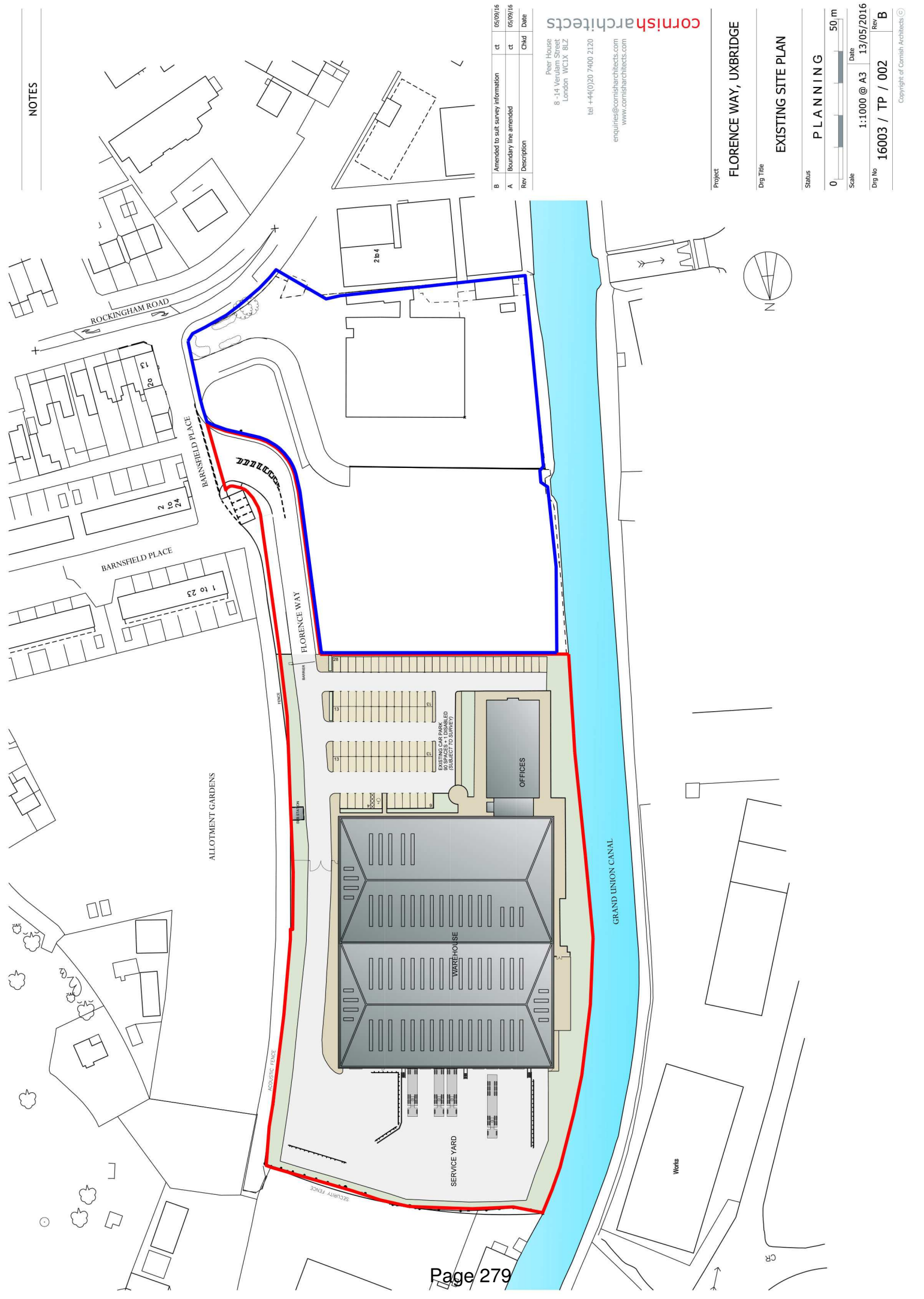
Dwg No
 16003 / TP / 001

Rev
 A

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NOTES



Rev	Description	Chkd	Date
B	Amended to suit survey information	ct	05/09/16
A	Boundary line amended	ct	05/09/16

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 www.cornisharchitects.com

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Project
FLORENCE WAY, UXBRIDGE
 Dwg Title
EXISTING SITE PLAN

Status **PLANNING**

Scale **1:1000 @ A3**

Date **13/05/2016**

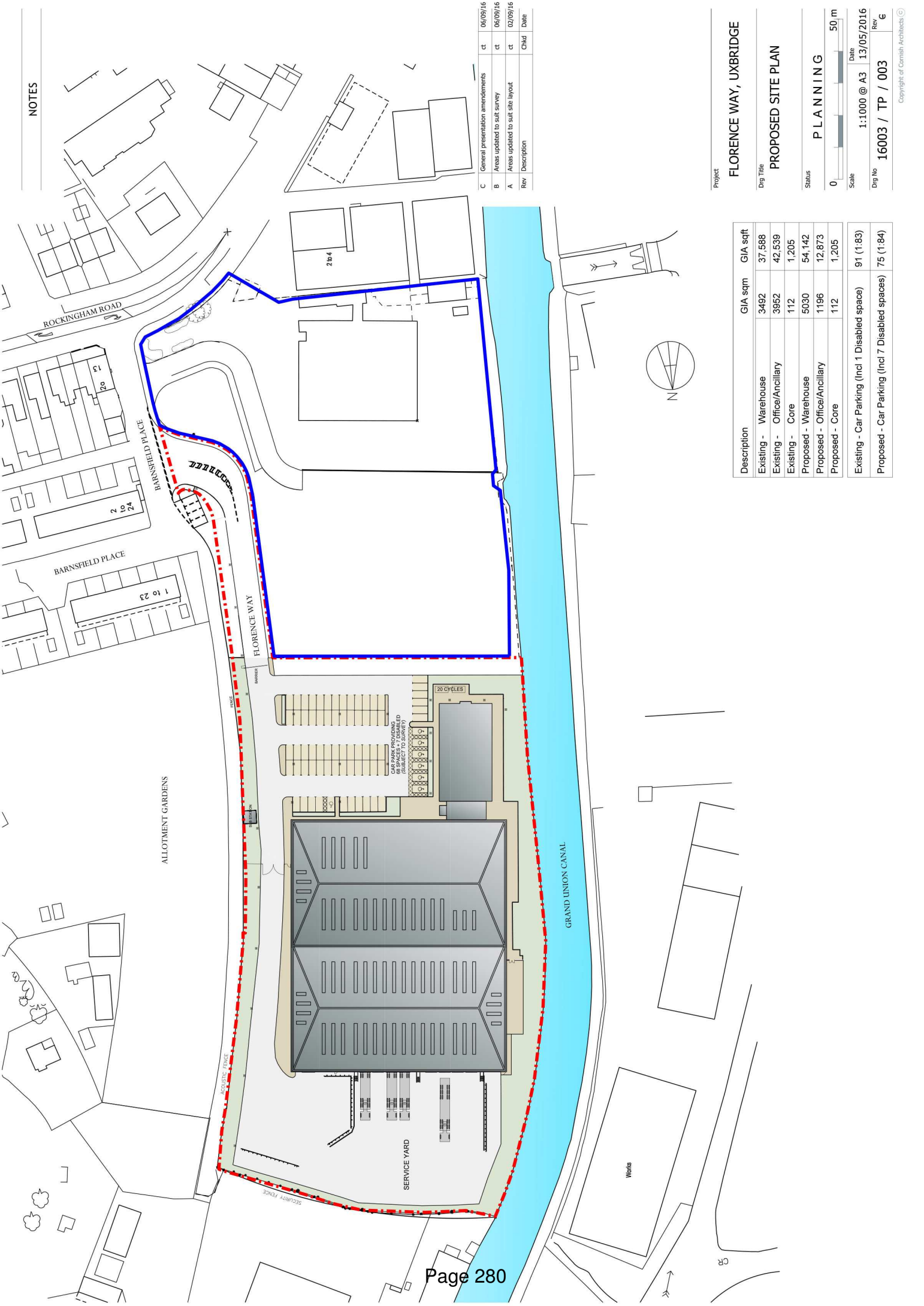
Dwg No **16003 / TP / 002**

Rev **B**

0 50 m

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NOTES



Rev	Description	Chkd	Date
C	General presentation amendments	ct	06/09/16
B	Areas updated to suit survey	ct	06/09/16
A	Areas updated to suit site layout	ct	02/09/16

Project
FLORENCE WAY, UXBRIDGE

Dwg Title
PROPOSED SITE PLAN

Status
PLANNING

Scale
1:1000 @ A3

Date
13/05/2016

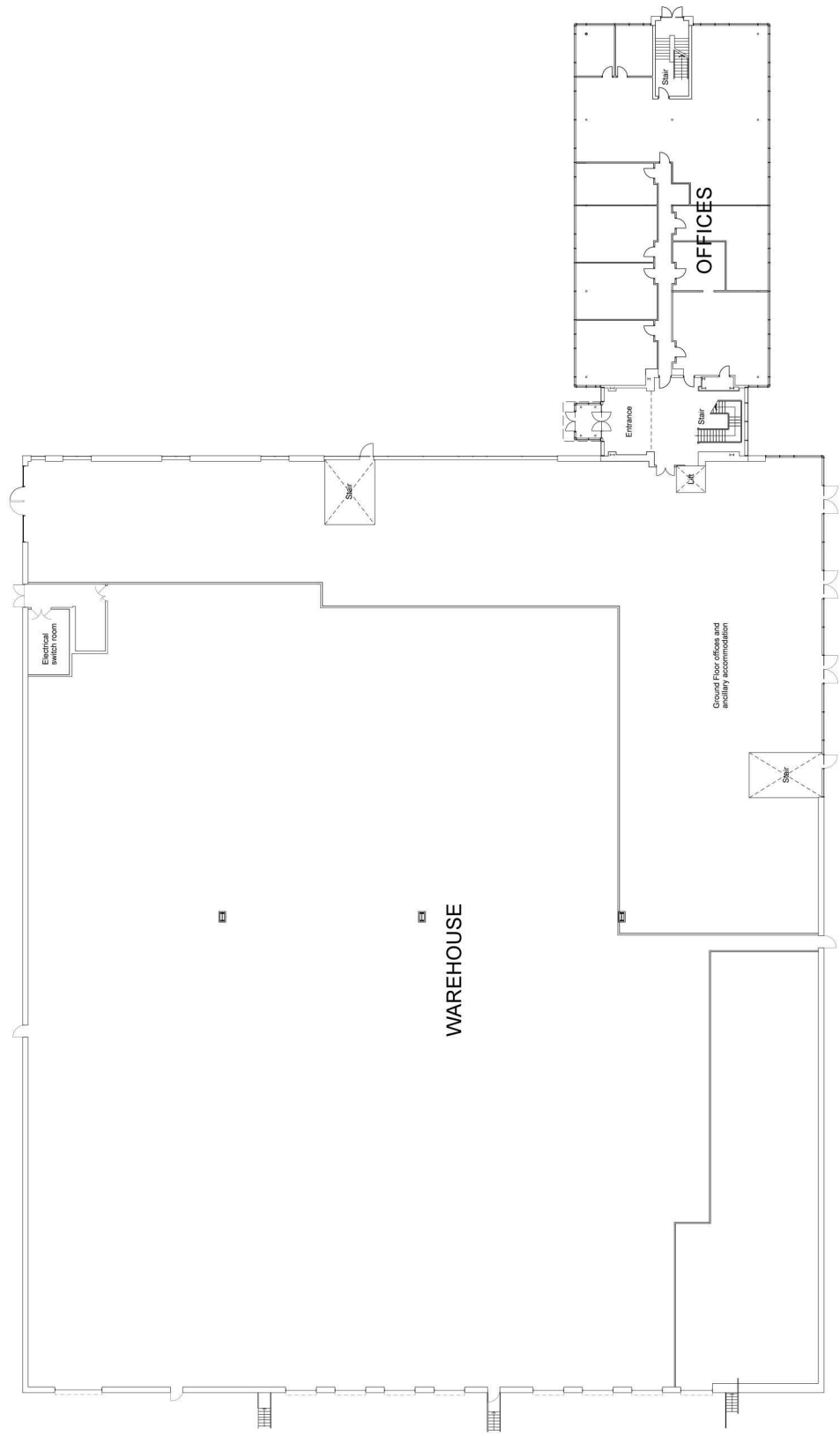
Dwg No
16003 / TP / 003

Rev
€

0 50 m

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Description	GIA sqm	GIA sqft
Existing - Warehouse	3492	37,588
Existing - Office/Ancillary	3952	42,639
Existing - Core	112	1,205
Proposed - Warehouse	5030	54,142
Proposed - Office/Ancillary	1196	12,873
Proposed - Core	112	1,205
Existing - Car Parking (Incl 1 Disabled space)		91 (1,83)
Proposed - Car Parking (Incl 7 Disabled spaces)		75 (1,84)



GROUND FLOOR

Rev	Description	ct	Chd	Date
A	Plan updated to site survey			09/09/16

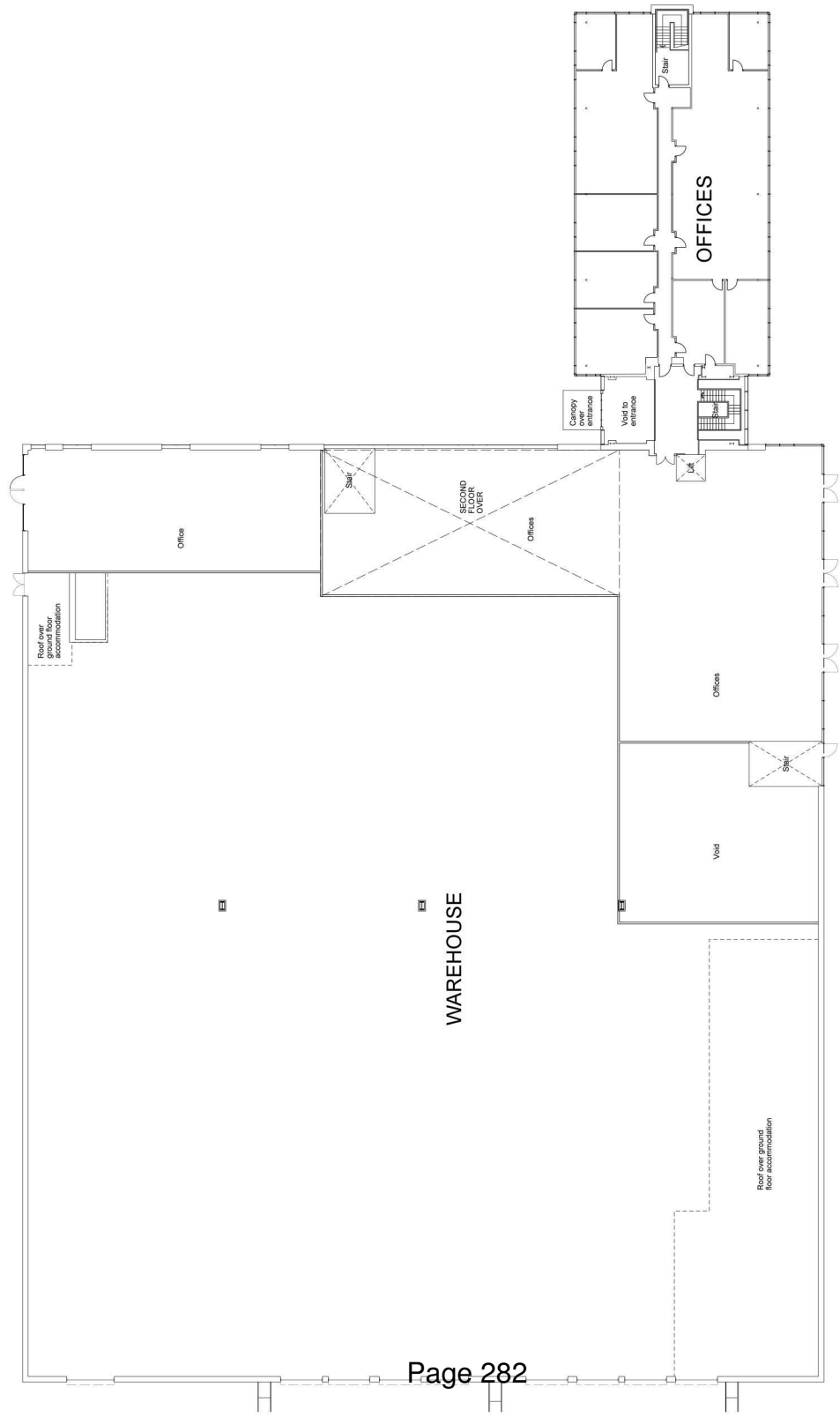
8-14 Verulam Street
 London WC1X 8LZ
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 enquiries@cornisharchitects.com
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Project	FLORENCE WAY, UXBRIDGE
Dwg Title	EXISTING GROUND FLOOR PLAN
Status	PLANNING
Scale	1:200 @ A1 / 08/06/2016
Dwg No	16003 / TP / 004
Rev	A

0 10 m

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SECOND FLOOR

FIRST FLOOR

Rev	Description	ct	Chkd	Date
A	Plan updated to site survey			09/09/16

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PROJECT
FLORENCE WAY, UXBRIDGE

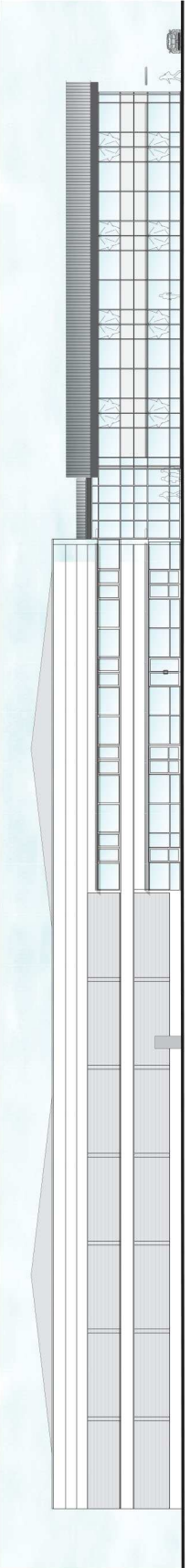
Dwg Title
EXISTING FIRST AND SECOND FLOOR PLAN

Status
PLANNING

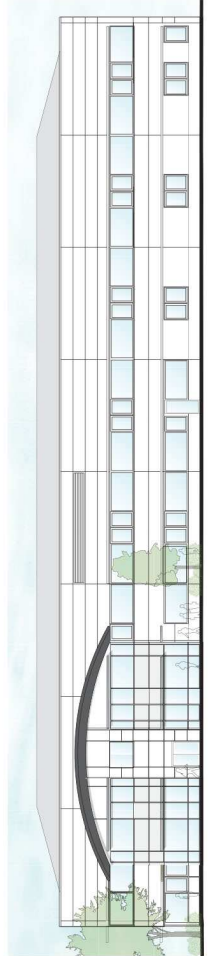
Scale
1:200 @ A1 / 08/06/2016

Dwg No
16003 / TP / 005

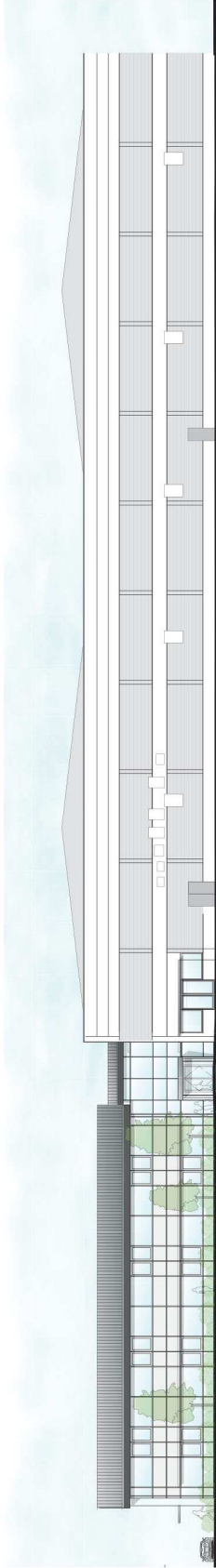
Rev
A



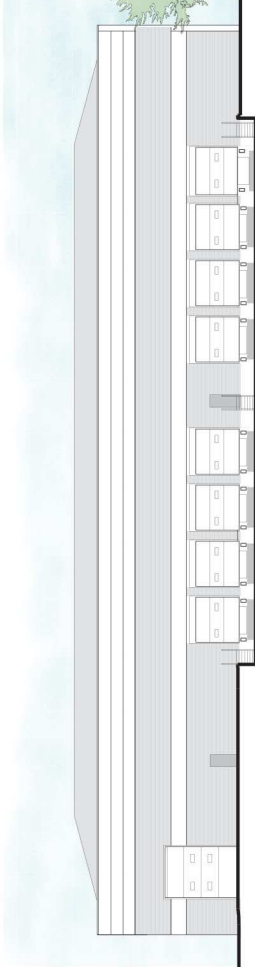
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

Ref	Description	ct	Chgd	Date
A	Elevation updated to site survey			09/09/16

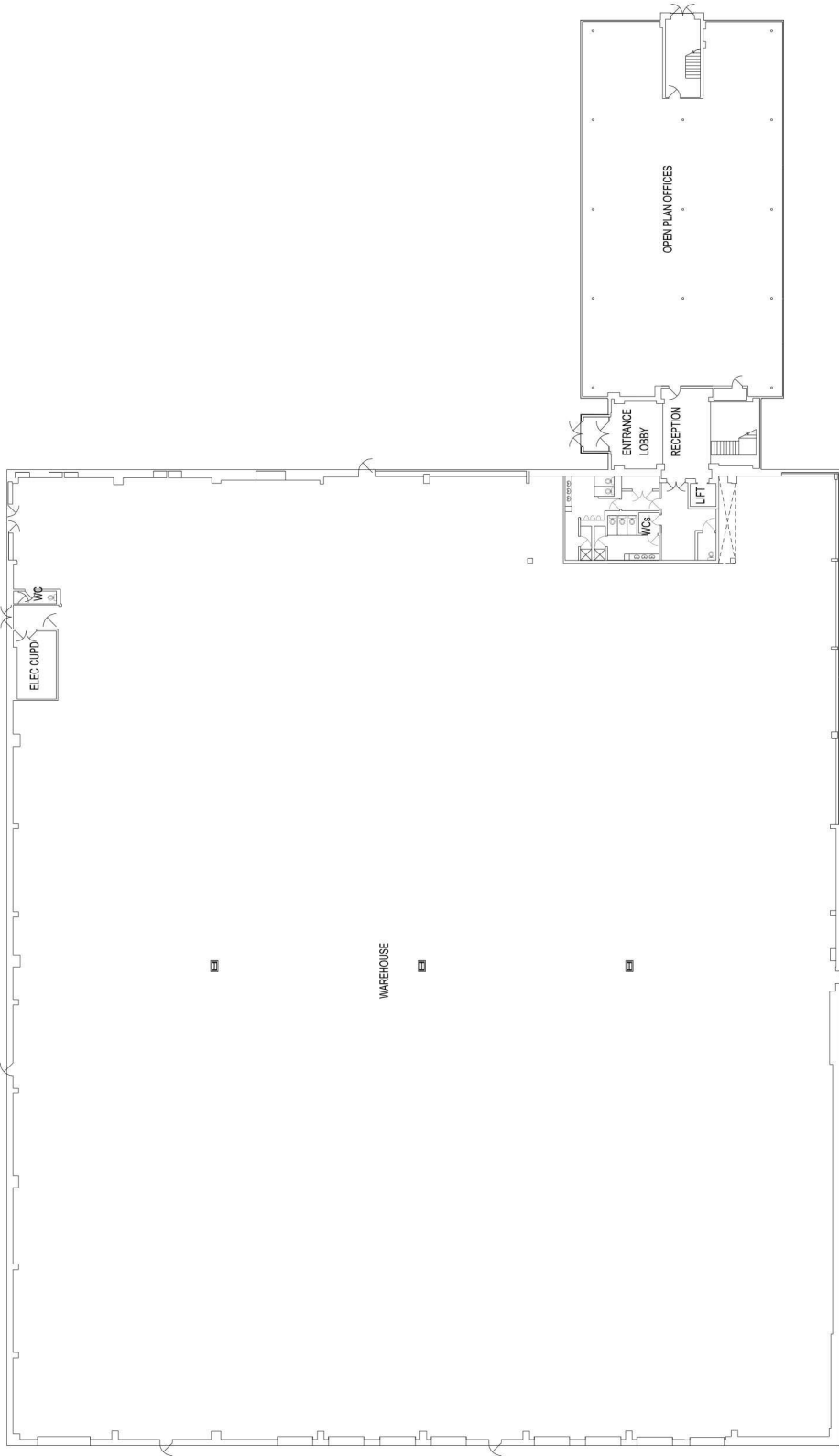
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 Tel: +44(0)20 7490 2120
 enquiries@cornisharchitects.com
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PROJECT
FLORENCE WAY, UXBRIDGE

Drawn File
EXISTING ELEVATIONS

Status **PLANNING**
 Scale 1:200 @ A1 / 26.05.2016
 Day No **16003 / TP / 010** Rev **A**
 0 10 m
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Rev	Description	ct	Chd	Date
A	Plan updated to site survey			09/09/16

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PROJECT
FLORENCE WAY, UXBRIDGE

Dwg Title
PROPOSED GROUND FLOOR PLAN

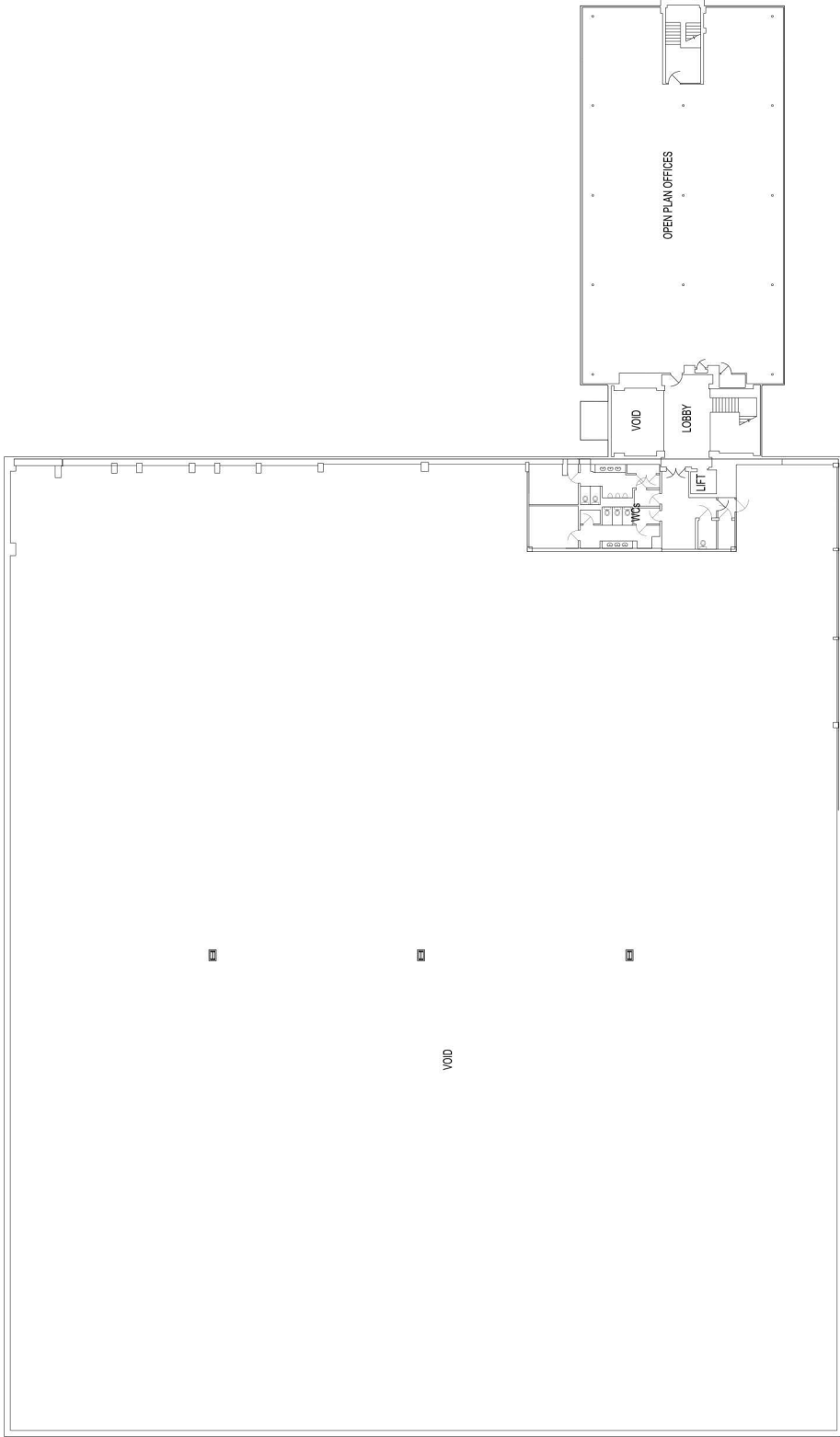
Status
PLANNING

Scale
1:200 @ A1 / 08/06/2016

Dwg No
16003 / TP / 007

Rev
A

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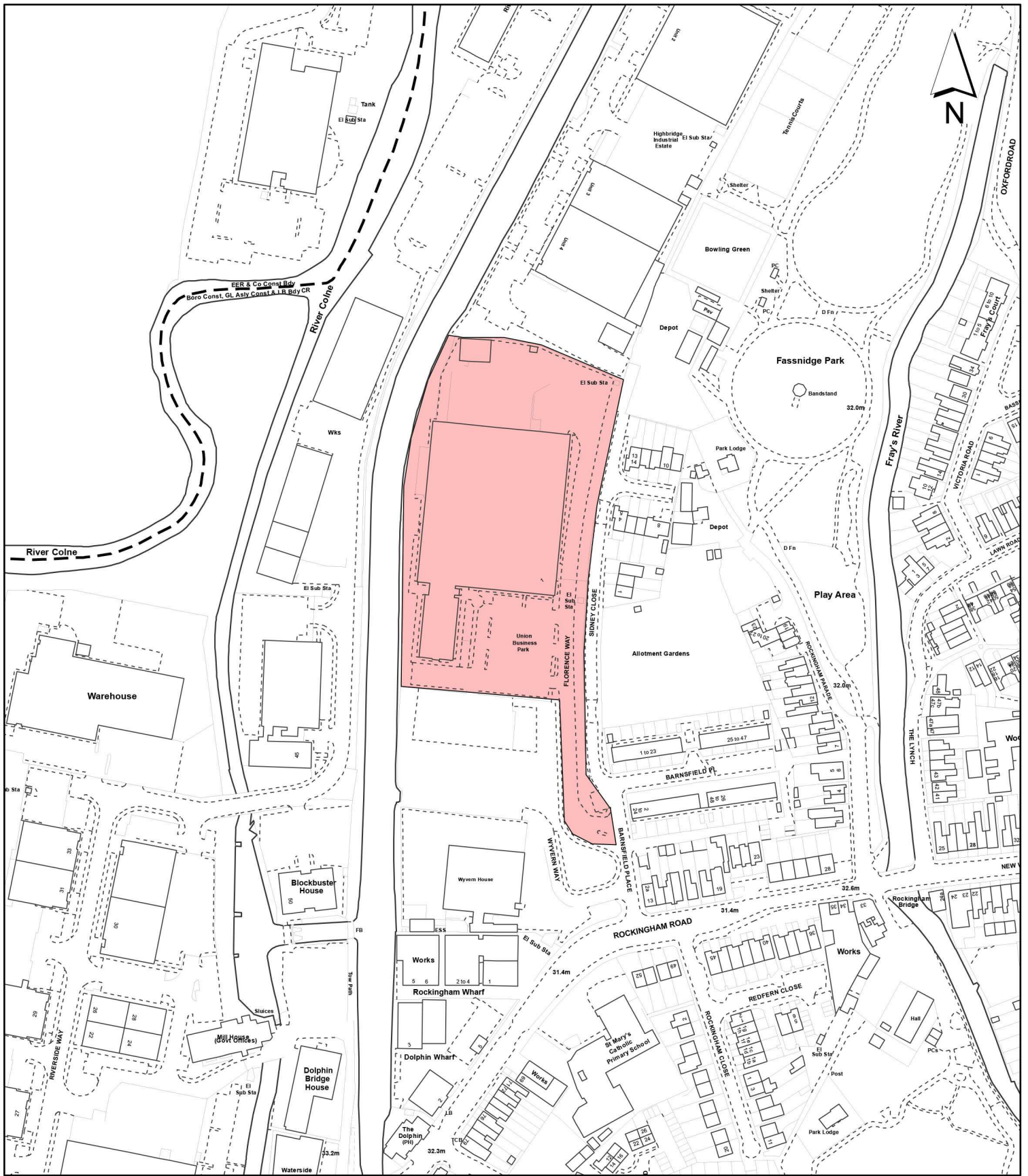


Rev	Description	ct	Chd	Date
A	Plan updated to site survey			09/09/16

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 PROJECT
FLORENCE WAY, UXBRIDGE
 Dwg Title
PROPOSED FIRST FLOOR PLAN
 Status
PLANNING

0 10 m
 Scale
 1:200 @ A1 / 08/08/2016
 Dwg No
16003 / TP / 008
 Rev
A
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Site Address:

1 Union Business Park

Planning Application Ref:

43562/APP/2016/3401

Planning Committee:

Major Page 286

Scale:

1:2,500

Date:

January 2017

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 SITE ENCLOSED BY BENTINCK ROAD & TAVISTOCK ROAD TAVISTOCK ROAD YIEWSLEY

Development: Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles, to allow for the extension of the basement car park involving the omission of car parking stackers and an infill extension between blocks to add 645sq m of additional residential floorspace.

LBH Ref Nos: 45200/APP/2016/3886

Date Plans Received: 24/10/2016

Date(s) of Amendment(s):

Date Application Valid: 26/10/2016



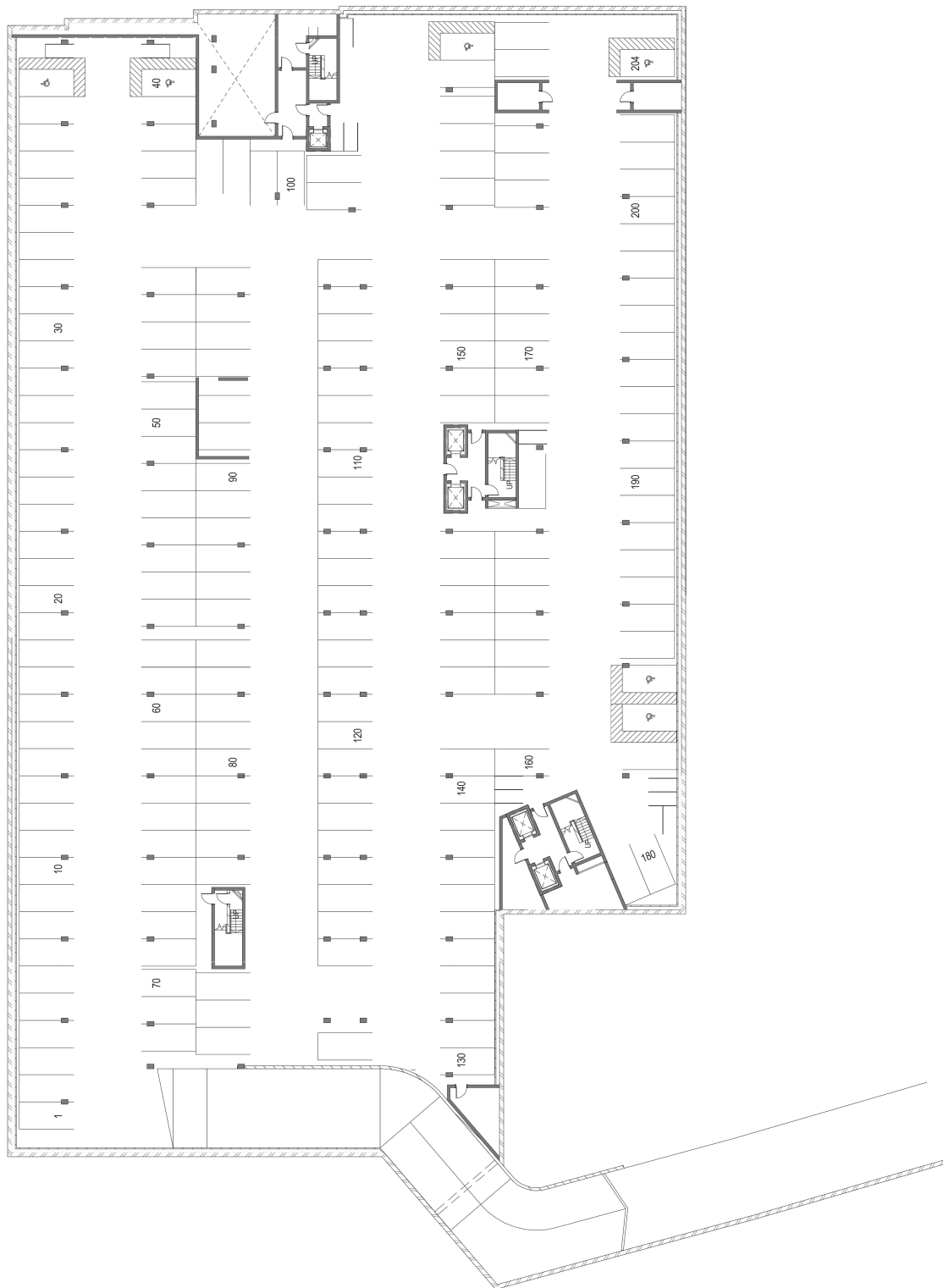
Notes

1. This drawing is a technical drawing and is not to be used for construction purposes.
 2. The drawings are the property of EPR Architects and shall remain their property.
 3. The drawings are prepared to comply with the requirements of the Building Regulations and the relevant standards.
 4. The drawings are prepared to comply with the requirements of the Building Regulations and the relevant standards.
 5. The drawings are prepared to comply with the requirements of the Building Regulations and the relevant standards.
 6. The drawings are prepared to comply with the requirements of the Building Regulations and the relevant standards.
 7. The drawings are prepared to comply with the requirements of the Building Regulations and the relevant standards.
 8. The drawings are prepared to comply with the requirements of the Building Regulations and the relevant standards.
 9. The drawings are prepared to comply with the requirements of the Building Regulations and the relevant standards.
 10. The drawings are prepared to comply with the requirements of the Building Regulations and the relevant standards.

No.	Revision	Date	Initials	Checked
01	As per EPR Architects 21/01/16	21/01/16	DM	DM
02	As per EPR Architects 21/01/16	21/01/16	DM	DM
03	As per EPR Architects 21/01/16	21/01/16	DM	DM
04	As per EPR Architects 21/01/16	21/01/16	DM	DM
05	As per EPR Architects 21/01/16	21/01/16	DM	DM
06	As per EPR Architects 21/01/16	21/01/16	DM	DM
07	As per EPR Architects 21/01/16	21/01/16	DM	DM
08	As per EPR Architects 21/01/16	21/01/16	DM	DM
09	As per EPR Architects 21/01/16	21/01/16	DM	DM
10	As per EPR Architects 21/01/16	21/01/16	DM	DM


20/02/16 15:49:54

- SHARED AREA FOR DISABLED PARKING
- STRUCTURE WALL
- EXTERNAL SHEET PILE WALL
- COLUMN TO STRUCTURAL ENGINEER'S DESIGN
- GULLY TRAP
- RAINWATER PIPE
- SEWER VENT PIPE
- RAIN WATER OUTLET



EPR ARCHITECTS
 Tavistock Gardens
 West Drayton
 Middlesex UB8 3PH
 Tel: 01895 830000
 Fax: 01895 830001
 www.epr.co.uk

Base Level - Car Park
 General Arrangement
 Scale: 1:200 @ A1
 Date: 21/01/16
 No: 01/13/16
 10348 - EPR - 100 - B1 - GA - A - 0221 - 05



 NORTH

1. This plan shows the location of accessible parking spaces for the development.

 2. Accessible parking spaces are marked with a wheelchair symbol.

 3. Accessible parking spaces are marked with a wheelchair symbol and the text 'Wheelchair accessible parking space'.

 4. The location of accessible parking spaces is shown in relation to the building footprint.

 5. The location of accessible parking spaces is shown in relation to the building footprint.

 6. The location of accessible parking spaces is shown in relation to the building footprint.

 7. The location of accessible parking spaces is shown in relation to the building footprint.

 8. The location of accessible parking spaces is shown in relation to the building footprint.

 9. The location of accessible parking spaces is shown in relation to the building footprint.

 10. The location of accessible parking spaces is shown in relation to the building footprint.

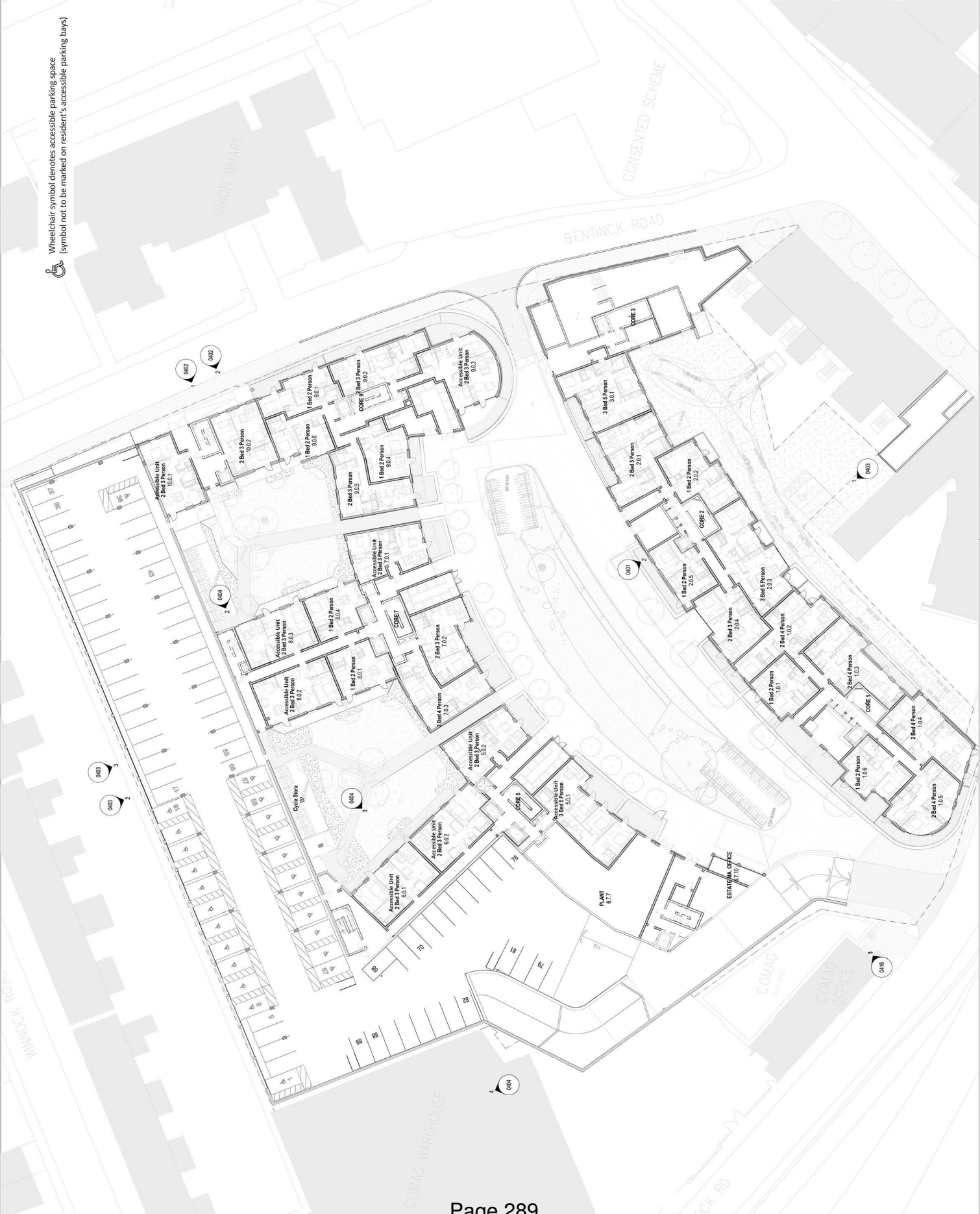
No.	Revision	Date Issued	Checked
01	Issue for tender	14/02/16	DA
02	Issue for tender	16/02/16	DA
03	Issue for tender	16/02/16	DA
04	Issue for tender	16/02/16	DA
05	Issue for tender	16/02/16	DA
06	Issue for tender	16/02/16	DA
07	Issue for tender	16/02/16	DA
08	Issue for tender	16/02/16	DA
09	Issue for tender	16/02/16	DA
10	Issue for tender	16/02/16	DA
11	Issue for tender	16/02/16	DA
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25	Issue for tender	16/02/16	DA
26	Issue for tender	16/02/16	DA
27	Issue for tender	16/02/16	DA
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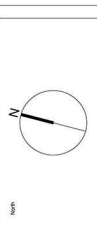
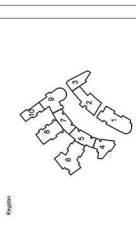
30 Millbank
 London W9 1UH
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EPR
 architects

Twickenham Gardens
 West Drayton
 Ground Floor
 General Arrangement
 Planning
 1: 250 @ A1
 10348-EPR-2A-GF-TP-A-0200_03

Wheelchair symbol denotes accessible parking space
 (symbol not to be marked on resident's accessible parking bays)





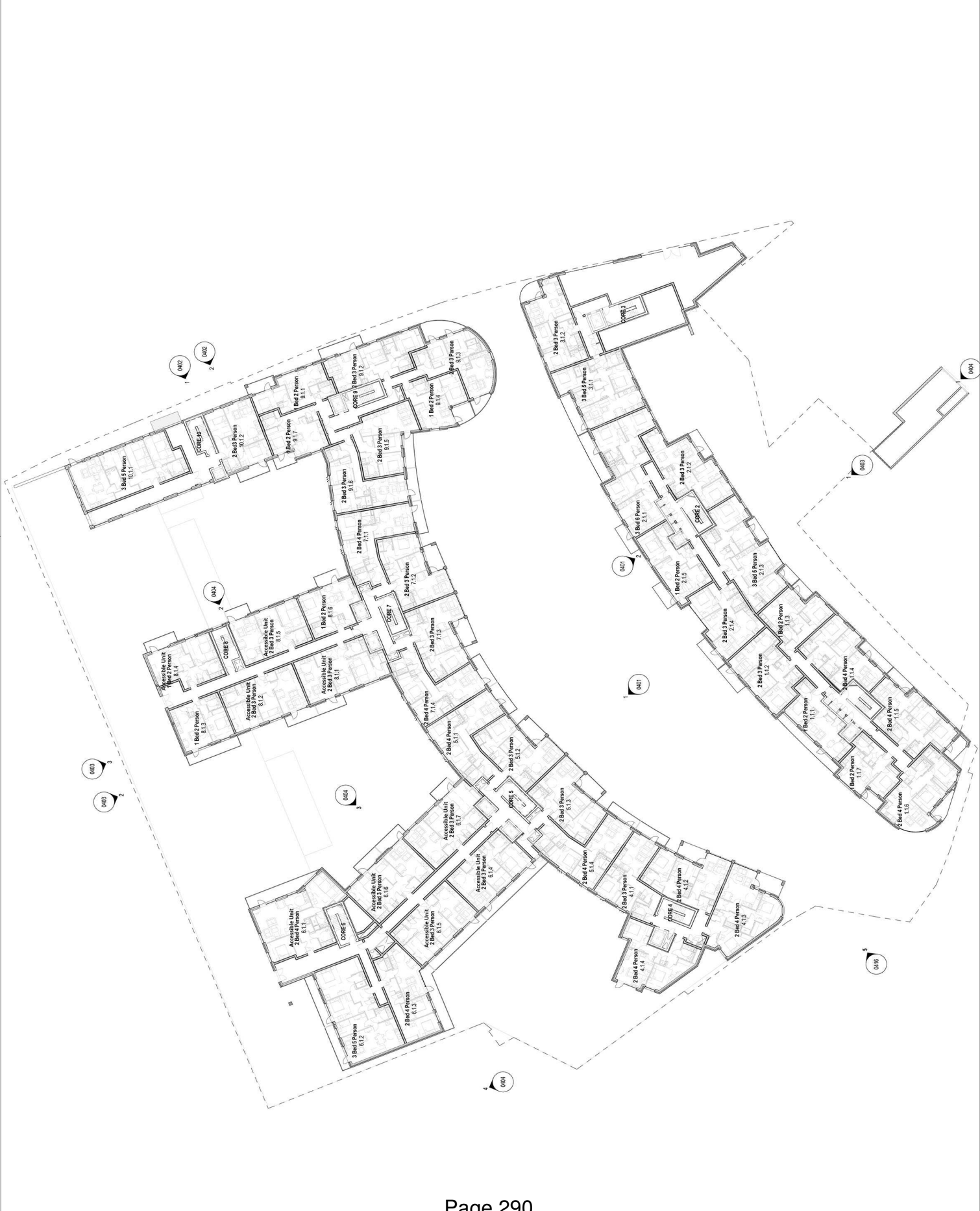
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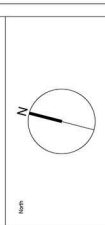
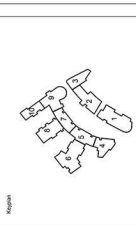
2. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.
3. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.
4. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.
5. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.
6. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.
7. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.
8. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.
9. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.
10. A detailed floor plan of the existing building, including all rooms, corridors, and service areas.

No.	Revision	Date	Initials
01	Issue for tender	16/02/16	AK
02	Issue for tender	16/02/16	AK
03	Issue for tender	16/02/16	AK

01/02/2016 2:48:33 PM
 Date Issued: 16/02/16
 Initials: AK

EPR architects
 Twickenham Gardens
 West Drayton
 First Floor
 General Arrangement
 Planning 1: 250 @ A1
 10348-EPR-ZA-01-TP-A-0201 | 03





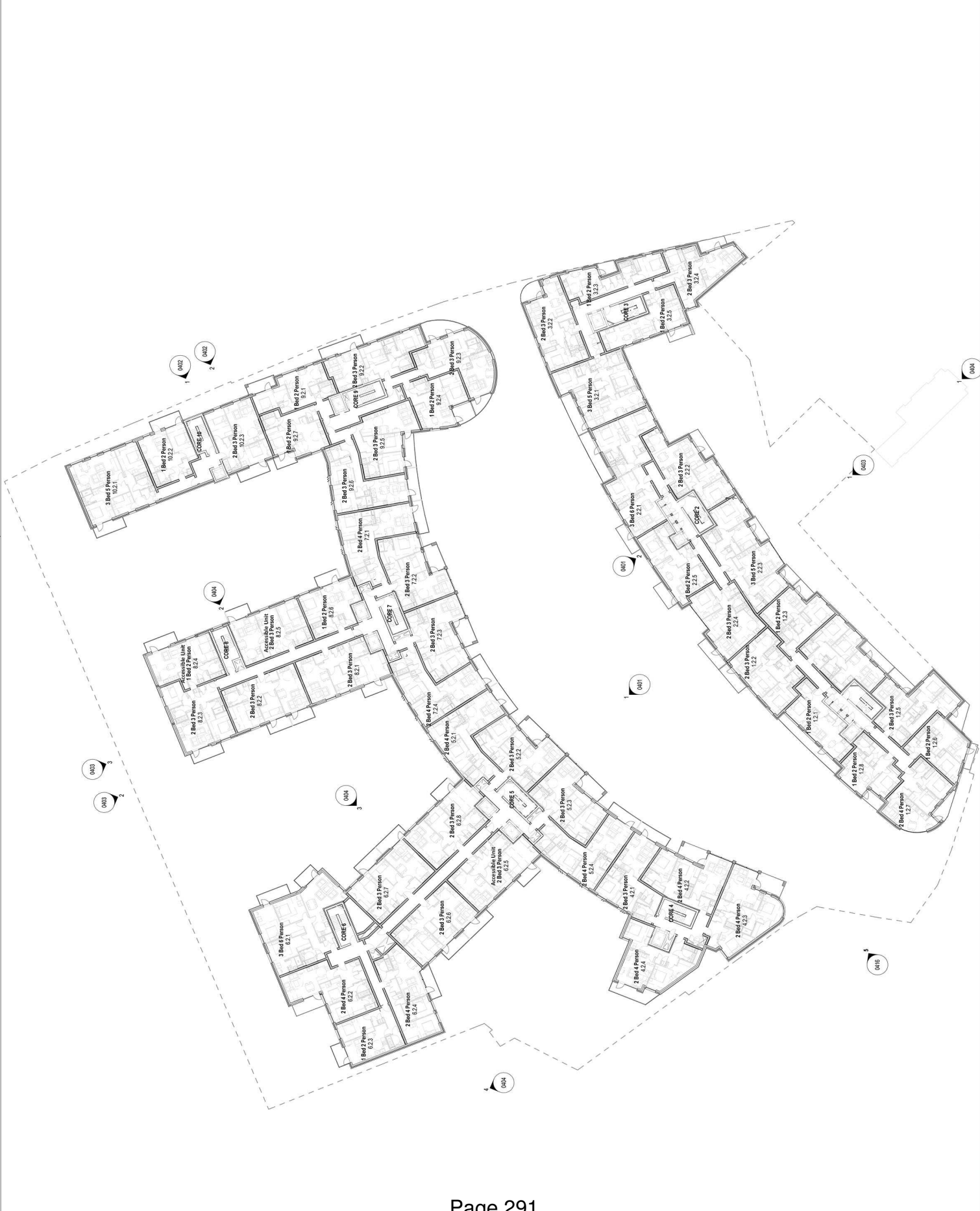
1. The information contained in this document is confidential and intended for the use of the client only. It is not to be distributed to any other party without the prior written consent of the architect. The architect shall not be responsible for any loss or damage arising from the use of this information. The architect shall not be responsible for any loss or damage arising from the use of this information. The architect shall not be responsible for any loss or damage arising from the use of this information.

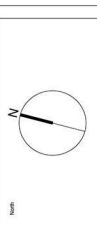
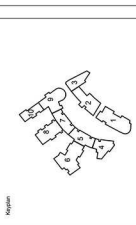
No.	Revision	Date Issued/Checked
01	Issue for tender	16.02.16
02	Issue for construction	16.02.16
03	Issue for construction	16.02.16

11/02/16 2:49:48 PM
Data: Initial Check

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Tyebalck, Gurdians
West Dryden
Second Floor
General Arrangement
Planning 1: 250 @ A1 02/19/16
10348-EPR-ZA-02-TP-A-0302 | 03





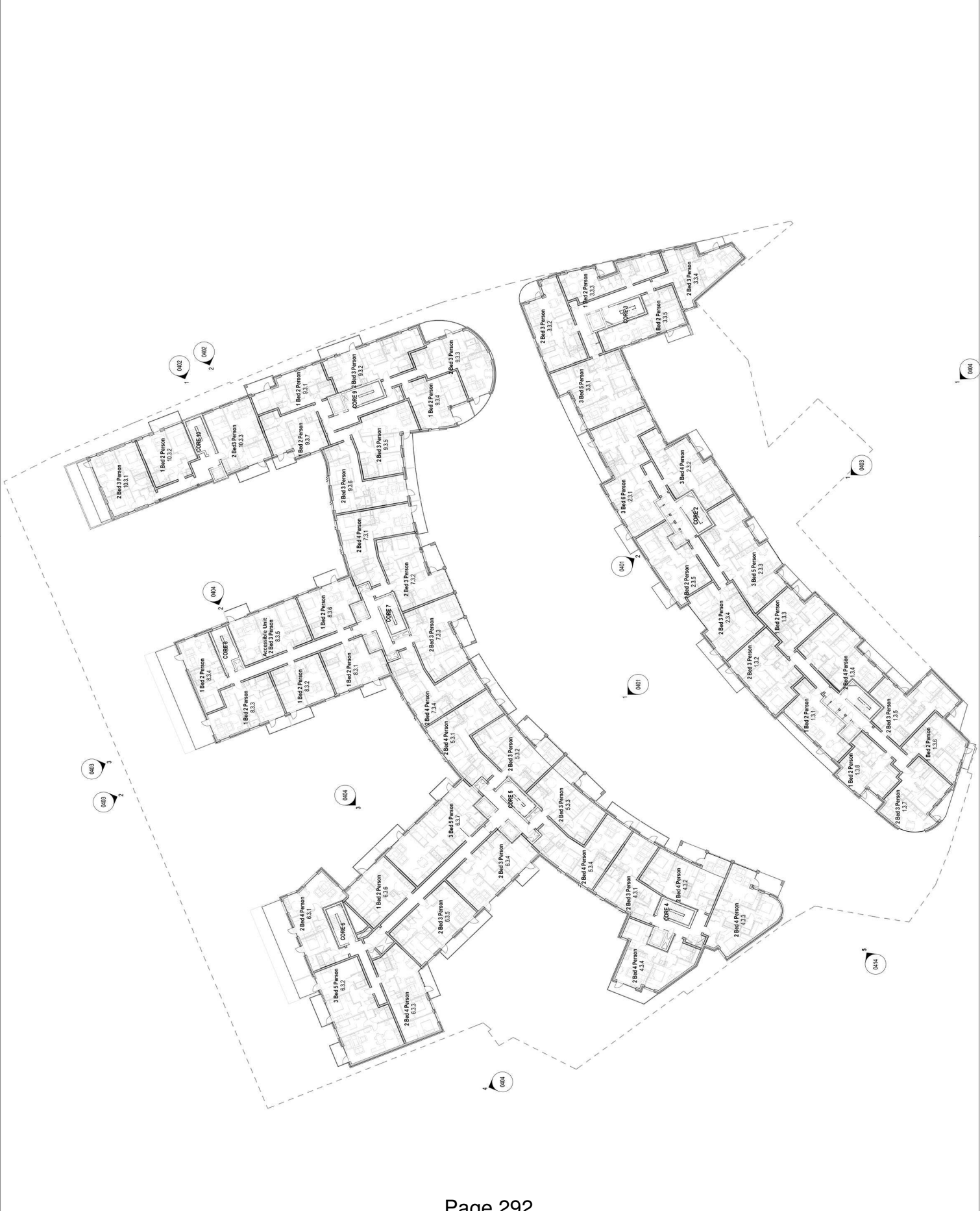
1. This plan shows the proposed arrangement of accommodation for the proposed development. It is intended to provide a general impression of the proposed development and is not intended to be used for any other purpose. It is not intended to be used as a basis for any other design or construction work. It is not intended to be used as a basis for any other design or construction work. It is not intended to be used as a basis for any other design or construction work.

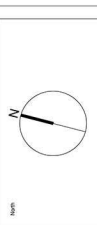
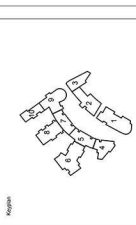
No.	Revision	Date Issued/Checked
01	Issued for tender	14.02.14
02	Issued for construction	10.02.14
03	Issued for construction	10.02.14
04	Issued for construction	10.02.14

01/02/14 2:00:03 PM

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Tavistock Gardens
 West Drayton
 Third Floor
 General Arrangement
 Planning
 1:250 @ A1
 02/19/16
 10348-EPR-ZA-03-TP-A-0203_03





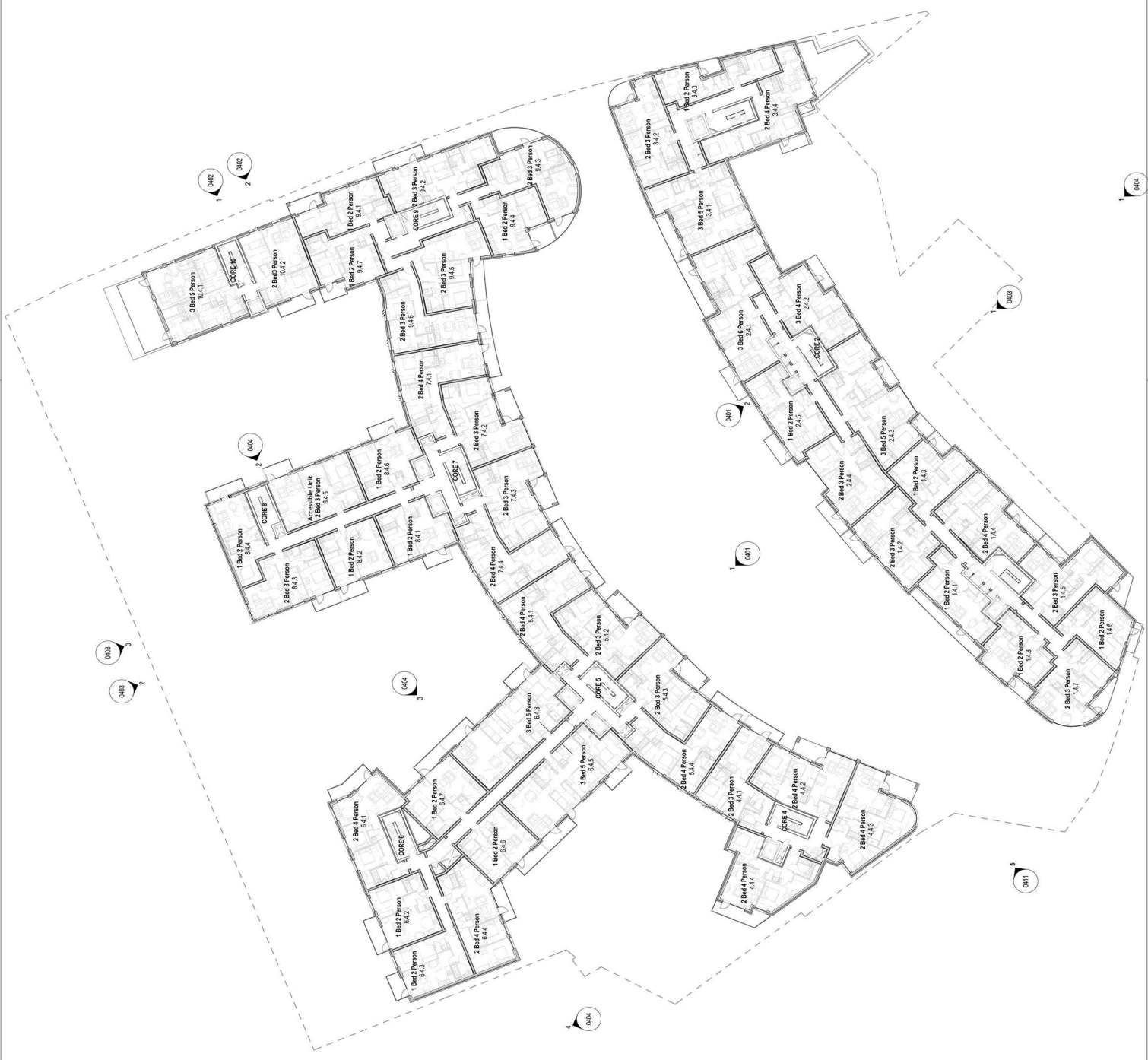
1. The user shall be responsible for providing accurate information to the architect. The architect shall not be liable for any errors or omissions in the information provided. The user shall be responsible for providing accurate information to the architect. The architect shall not be liable for any errors or omissions in the information provided.

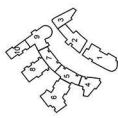
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05	Issue for tender	16/02/16	AD
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99	Issue for tender	16/02/16	AD
100	Issue for tender	16/02/16	AD

17/02/16 2:30:18 PM
 Date: 16/02/16
 Time: 14:30:18

EPR architects
 Twickenham Gardens
 West Drayton
 Fourth Floor
 General Arrangement
 Planning
 T: 290 00 41
 F: 290 00 42
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10348-EPR-ZA-04-TP-A-0204_03



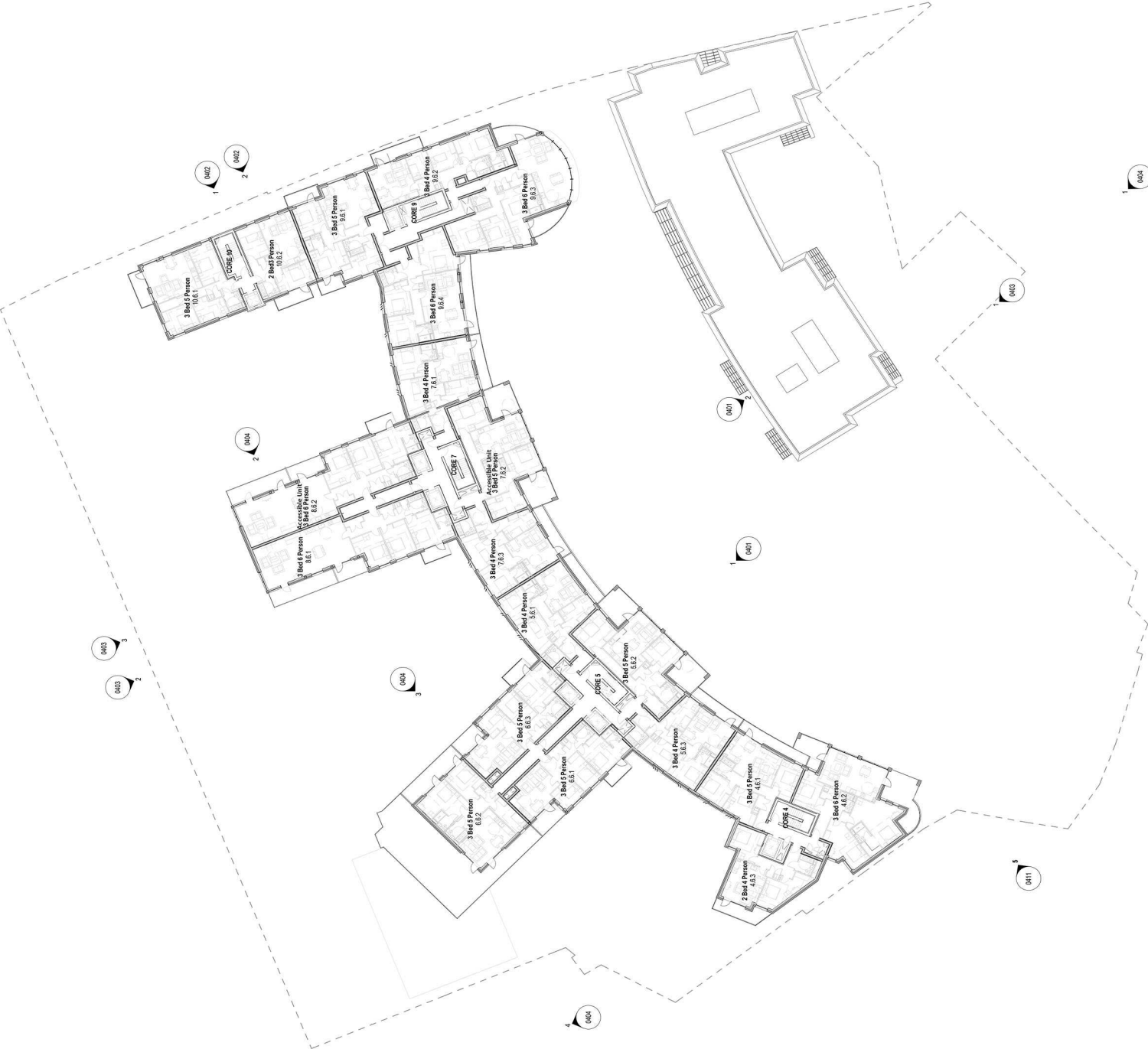


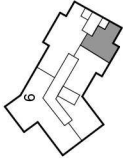
1. The user shall be responsible for obtaining all necessary permissions and consents for the use of the site. The user shall be responsible for ensuring that the site is suitable for the proposed use and that all necessary permissions and consents are obtained. The user shall be responsible for ensuring that the site is suitable for the proposed use and that all necessary permissions and consents are obtained.

No.	Revision	Date	Initials
01	Issued for tender	14/02/20	DAJ
02	Revised for tender	16/02/20	DAJ
03	Final for construction	16/02/20	DAJ

5/15/2019 2:50:39 PM
 Date Issued: 14/02/20
 Date Issued: 16/02/20
 Date Issued: 16/02/20

EPR architects
 30 Millbank
 London W9 1UH
 +44 (0) 20 7592 7000
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 Twickenham Gardens
 West Drayton
 Sixth Floor
 General Arrangement
 Planning Ref: 1:250 @ A1
 Date: 02/19/16
 10248-EPR-ZA-06-TP-A-0206_03





North

Notes:
 1. Do not scale. Check all dimensions and room outlines and areas to the architect.
 2. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.
 3. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.
 4. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.
 5. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.
 6. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.
 7. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.
 8. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.
 9. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.
 10. This drawing is intended to provide a visual guide for the proposed fit-out. It is not intended to be used for construction purposes. It is not intended to be used for any other purpose.

No.	Revision	Date	Initial	Check
1	GA Meeting on the 15.09.16	15/09/16	DM	AJB

9/15/2016 4:47:52 PM

TYPE 57 2 BEDROOM APARTMENT

Level 01	6.1.1	Private - Accessible
Level 02	6.2.1	Private - Accessible
Level 03	6.3.1	Private - Accessible
Level 04	6.4.1	Private - Accessible
Level 05	6.5.1	Private - Accessible

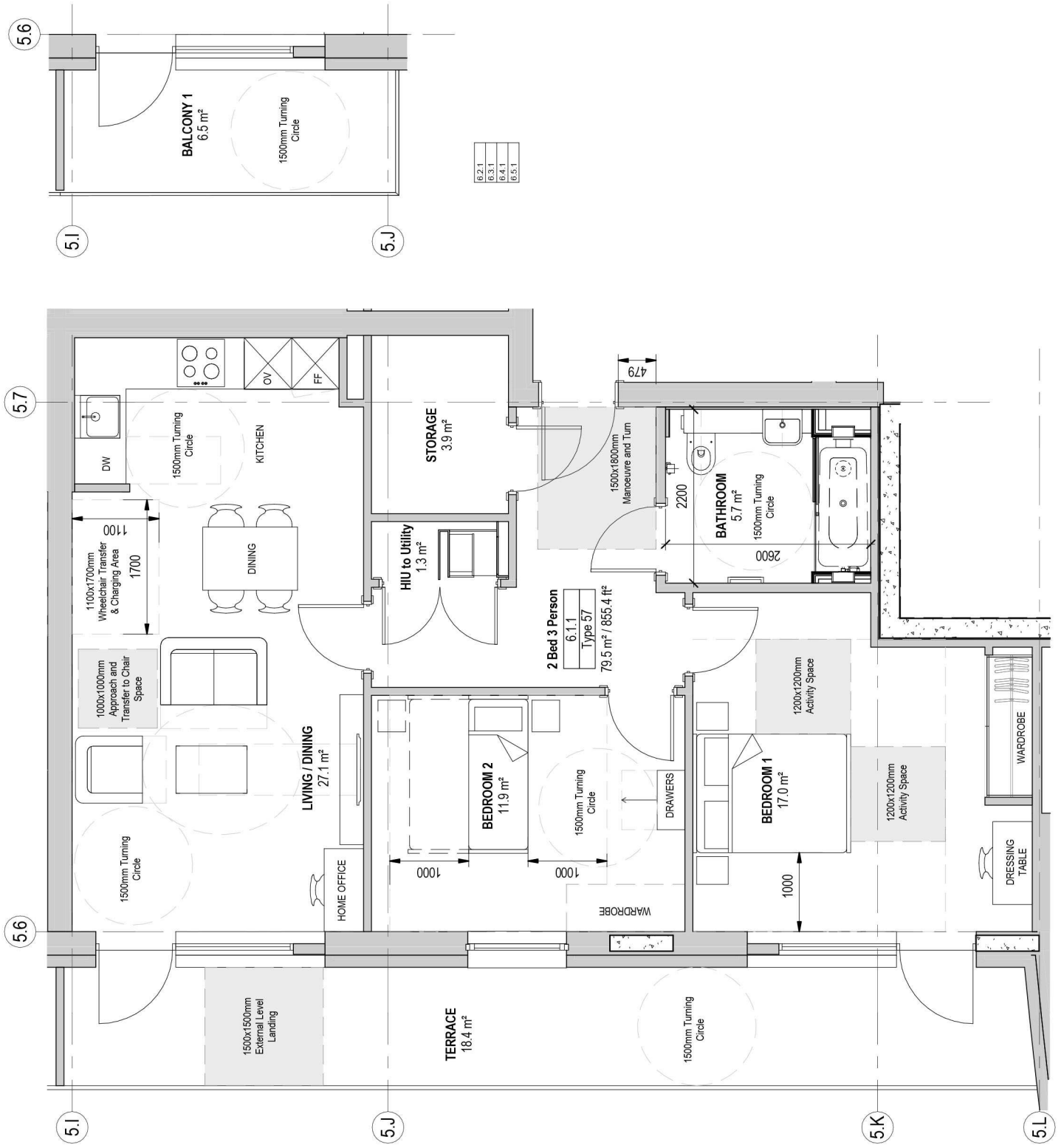
WORK IN PROGRESS

EPR architects
 30 Millbank
 London SW1P 4DU
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Tavistock Gardens
 West Drayton

Planning Illustrative
 Typical Layout - Wheelchair Standard Unit

Optimisation 1
 Project No. Originator Zone Level Type Rise Number
 1: 50 @ A3 09/15/16
 10348 - EPR - B6 - ZZ - TP - A - 0001 1



6.2.1
6.3.1
6.4.1
6.5.1

TYPE 57



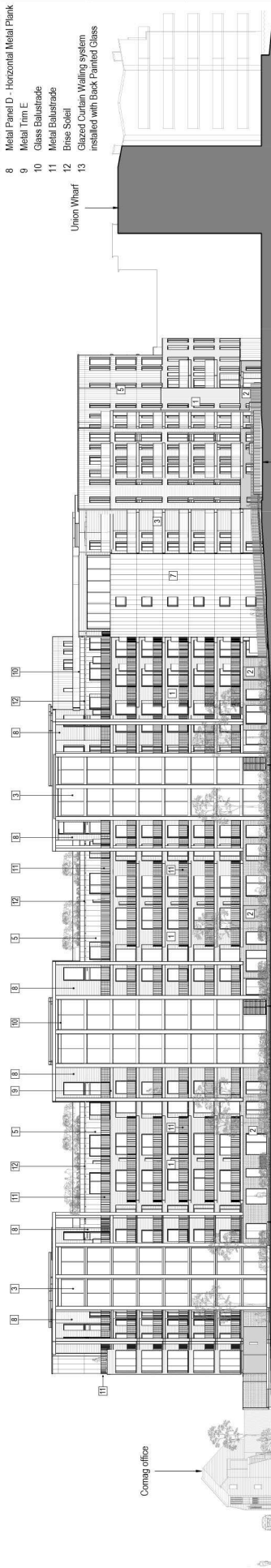
The client, EPR Architects, has approved the design and construction of this building. The client is responsible for ensuring that the building is constructed in accordance with the approved design and construction documents. The client is also responsible for ensuring that the building is constructed in accordance with the relevant building regulations and standards. The client is not responsible for any errors or omissions in the design and construction documents.

No.	Revision	Date	Initials
01	Issued for tender	16.02.16	DM
02	Issued for construction	16.02.16	DM

17/02/2016 4:42:48 PM

Key

- 1 Light brick
- 2 Dark Brick
- 3 Clear Double Glazing
- 5 Metal Panel A - Bronze Cladding
- 7 Metal Panel C - Curved Metal Plank
- 8 Metal Panel D - Horizontal Metal Plank
- 9 Metal Trim E
- 10 Glass Balustrade
- 11 Metal Balustrade
- 12 Brise Soleil
- 13 Glazed Curtain Walling system installed with Back Painted Glass



Tavistock Road

Bentnick Road

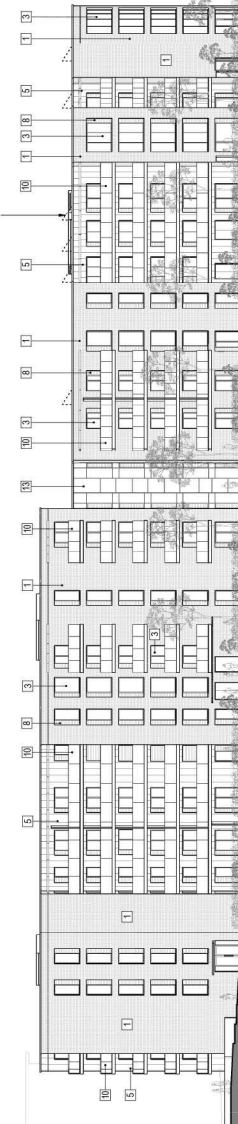
Louvre

Louvre

Louvre

1
Elevation 01
1:250

Location of PV arrays



Bentnick Road

Tavistock Road

2
Elevation 02
1:250

EPR architects
 30 Millbank
 London W8 7BP
 +44 (0) 20 7632 7600
 www.epr.co.uk

Tavistock Gardens
 West Drayton
 Elevation 01 and 02

Planning
 1:250 @ A1
 10348 - EPR - ZA - EL - TP - A - 0401 02

Key

- 1 Light brick
- 2 Dark Brick
- 3 Clear Double Glazing
- 5 Metal Panel A - Bronze Cladding
- 7 Metal Panel C - Curved Metal Plank
- 8 Metal Panel D - Horizontal Metal Plank
- 9 Metal Trim E
- 10 Glass Balustrade
- 11 Metal Balustrade
- 12 Brise Soleil



High Street

Winnock Road

Matching Bronze Colour Metal Panels as Type C to Car Park Wall Incorporating Ventilation Louvre's

1 Elevation 03
1:250

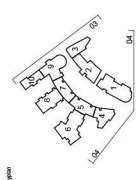


Comag Office

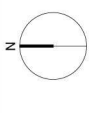
High Street

5 Elevation 04
1:250

Region



North



The Client hereby grants EPR Architects the sole and exclusive right to use the drawings and designs for the purposes of the project. The Client agrees to indemnify and hold EPR Architects harmless from and against all claims, damages, costs and expenses, including reasonable legal fees, which may be incurred by EPR Architects in connection with the project. This agreement shall survive the termination or completion of the project. The Client understands that the drawings and designs are not to be used for any other purpose without the written consent of EPR Architects.

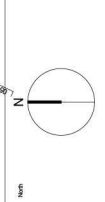
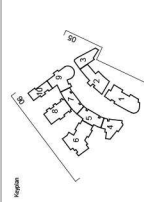
No.	Issued For Issue	Revision	Date	Initials	By

6/20/19 7:52:46 PM

EPR
architects
Trevihead Gardens
West Drayton
Elevations 03 and 04

Planning
Project No: 10348
Scale: 1:250 @ A1
Date: 06/20/19
10348 - EPR - ZA - EL - TP - A - 04/02 01

00.00.00
01



Notes

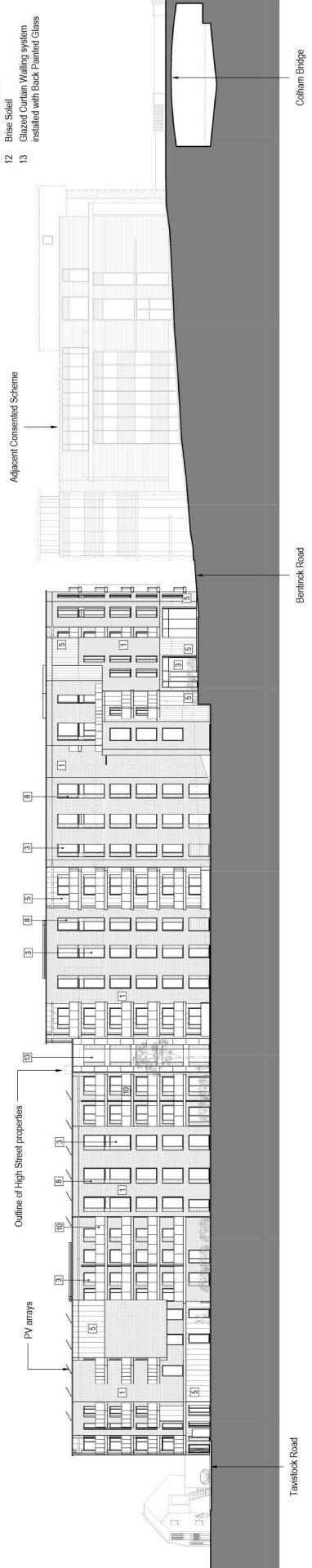
1. The client has approved the design and construction of the building.
2. The client has approved the design and construction of the building.
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11. The client has approved the design and construction of the building.
12. The client has approved the design and construction of the building.
13. The client has approved the design and construction of the building.

No.	Revision	Date	Initials
01	Issued for tender	15/02/16	DM
02	Issued for construction	16/02/16	DM

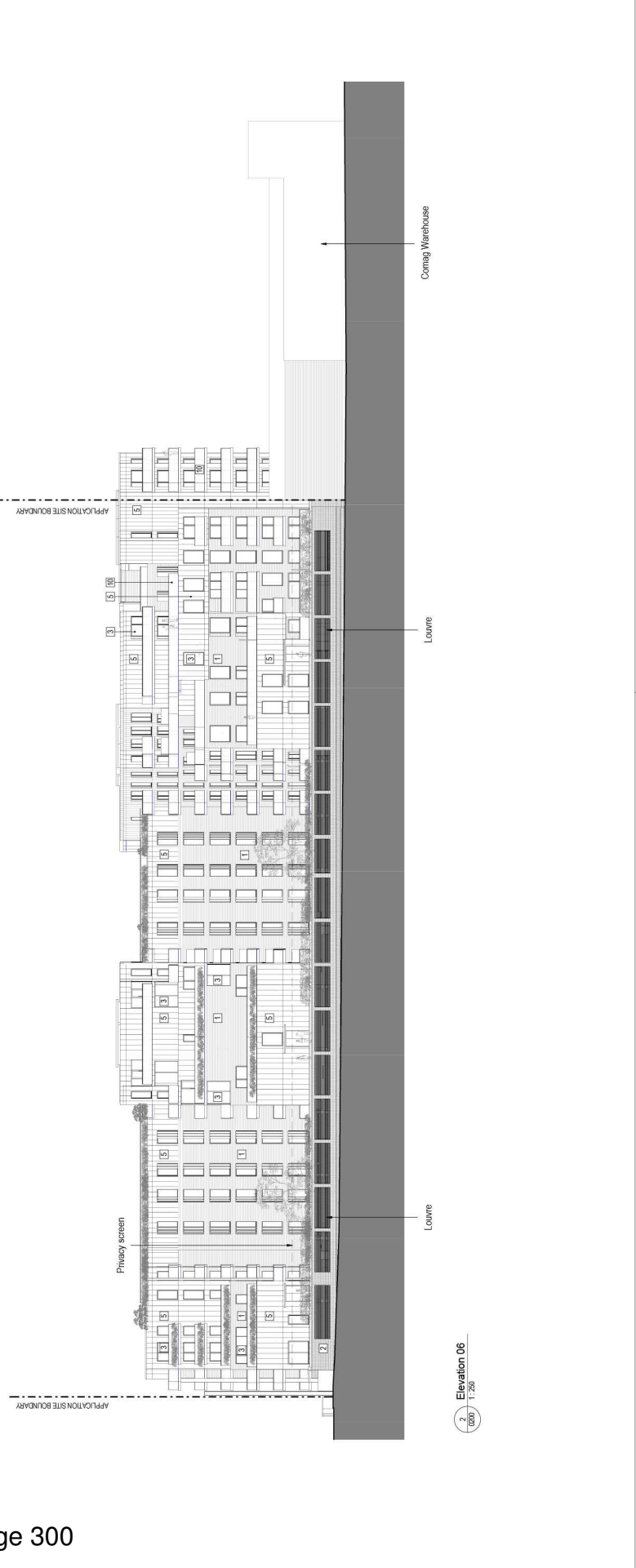
71552016 4.40:10 PM
Drawn: Initials DM

Key

- 1 Light brick
- 2 Dark brick
- 3 Clear Double Glazing
- 4 Metal Panel A - Bronze Cladding
- 5 Metal Panel C - Curved Metal Plank
- 6 Metal Panel D - Horizontal Metal Plank
- 7 Metal Trim E
- 8 Glass Balustrade
- 9 Metal Balustrade
- 10 Brise Soleil
- 11 Glazed Curtain Walling system installed with Back Painted Glass

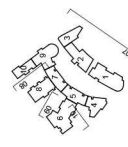


Elevation 05
 1:250



Elevation 06
 1:250

Region



Notes



The Client, the Architect and the Contractor shall be jointly and severally liable for the accuracy of the information provided in this document. The Client shall be responsible for ensuring that the information provided is accurate and complete. The Architect shall be responsible for ensuring that the design is in accordance with the relevant Building Regulations and other applicable laws. The Contractor shall be responsible for ensuring that the construction is in accordance with the design and specifications.

No.	Issued For Issue	Revision	Drawn	Checked	By
01	Issue for Issue	01	01/20	01/20	01/20

6/20/2016 9:34:46 PM

Key

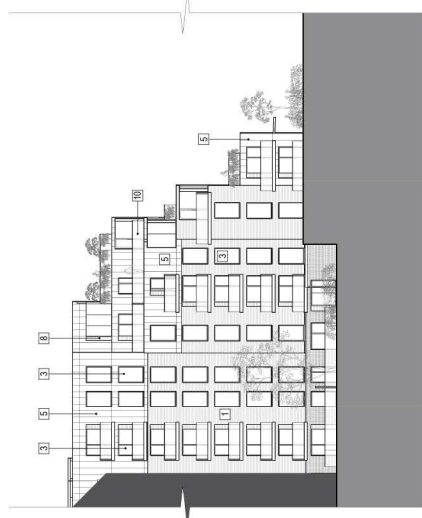
- 1 Light brick
- 2 Dark Brick
- 3 Clear Double Glazing
- 5 Metal Panel A - Bronze Cladding
- 7 Metal Panel C - Curved Metal Plank
- 8 Metal Panel D - Horizontal Metal Plank
- 9 Metal Trim E
- 10 Glass Balustrade
- 11 Metal Balustrade
- 12 Brise Soleil

Proposed scheme in background

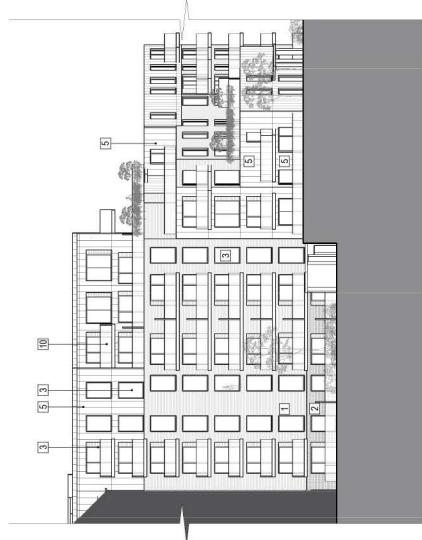
Adjacent consented scheme in fore ground



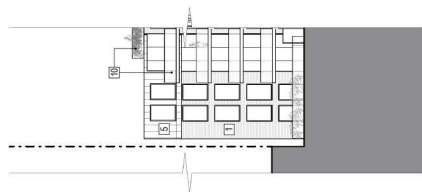
1 Elevation 07
1:250



2 Elevation 08
1:250



3 Elevation 09
1:250



4 Elevation 10
1:250

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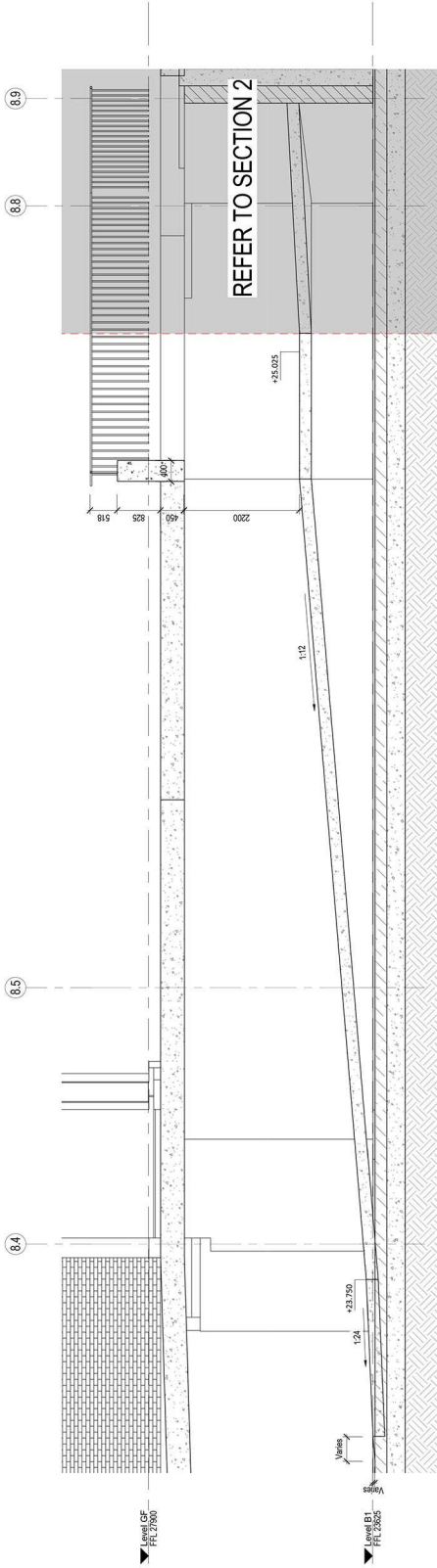
Tavestock Gardens
West Drayton
Elevations 07, 08, 09 and 10

Planning
1:250 @ A1
10348-EPR-ZA-EL-TP-A-0404_01

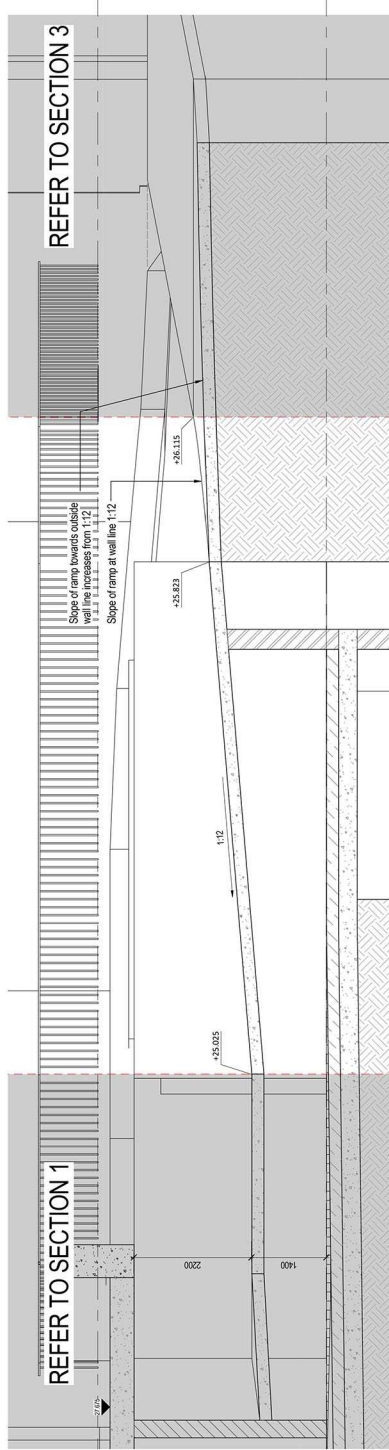


1. These drawings are for information only and are not to be used for construction. The client is responsible for ensuring that the drawings are used for the intended purpose. The client is responsible for ensuring that the drawings are used for the intended purpose. The client is responsible for ensuring that the drawings are used for the intended purpose.

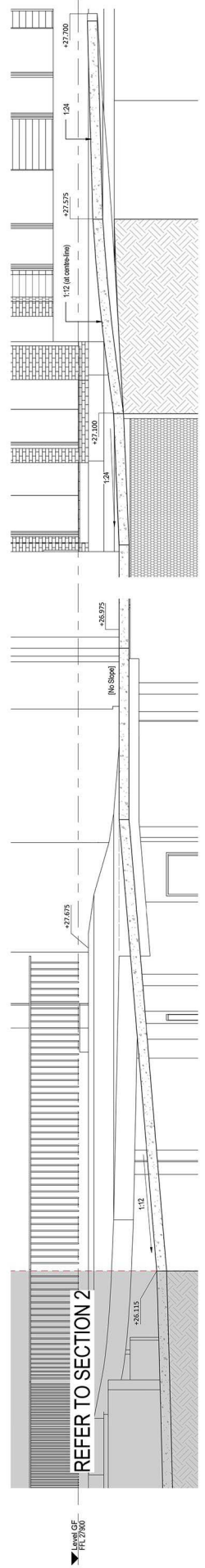
No.	Revision	Date Initials/CHK
		17-Aug-18 14:54:33 PM



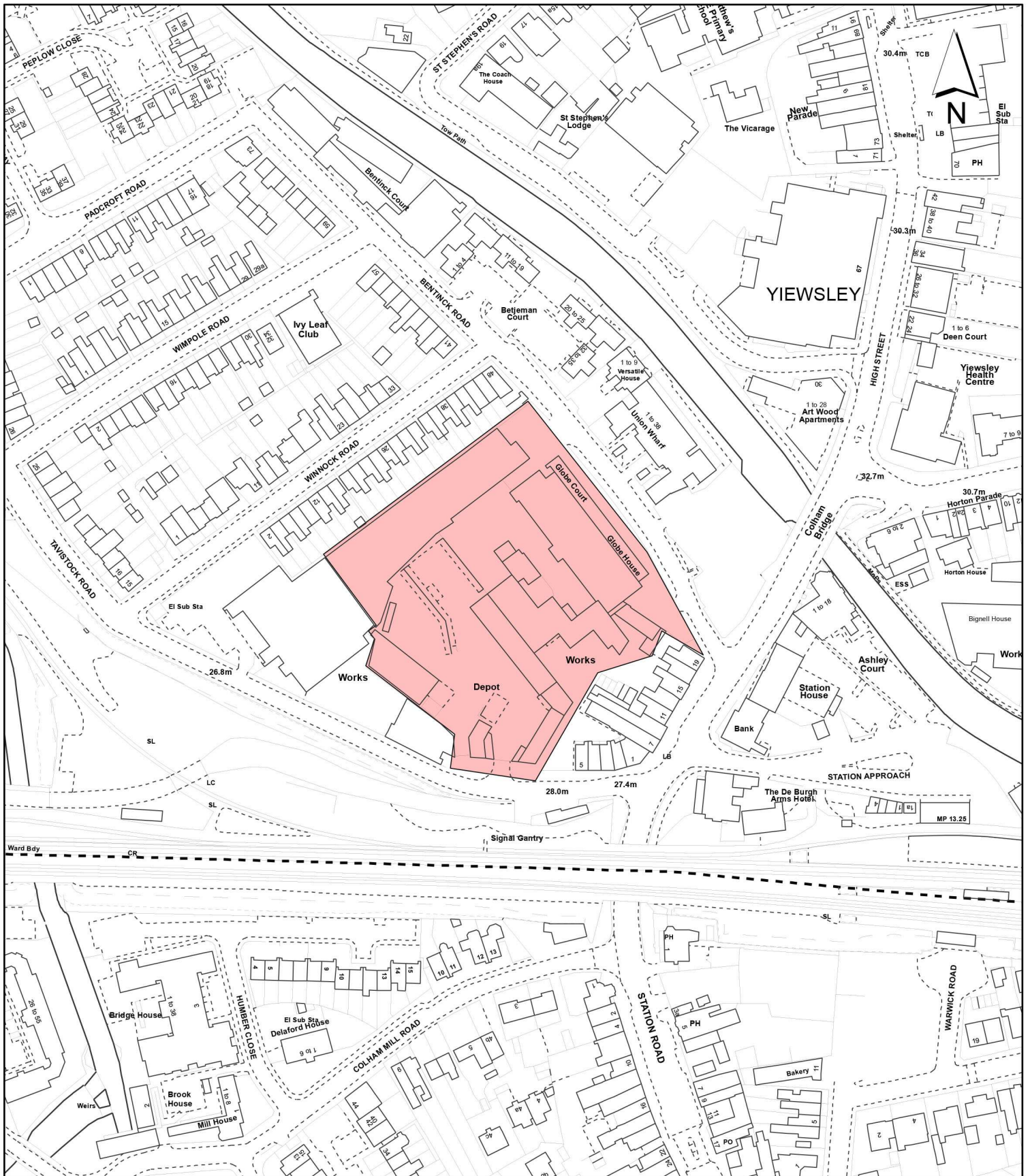
1 Ramp Section
1:50



2 Ramp Section
1:50



3 Ramp Section
1:50



Notes:

 Site boundary

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Planning Application Ref:
45200/APP/2016/3886

Scale:
1:2,000

Planning Committee:
Major Page 303

Date:
January 2017



HILLINGDON
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