



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 25 APRIL 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: Thursday 13 April 2017

Contact: Luke Taylor

Tel: 01895 250693

Email: Ltaylor3@hillington.gov.uk

This Agenda is available online at:

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

Putting our residents first

Lloyd White

Head of Democratic Services

London Borough of Hillingdon,

3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW

www.hillingdon.gov.uk

Useful information for residents and visitors

Watching & recording this meeting

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

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

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



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

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

Travel and parking

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

Accessibility

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

Emergency procedures

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



A useful guide for those attending Planning Committee meetings

Security and Safety information

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

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

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the meeting held on 14 March 2017 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	33-37 Belmont Road - 45222/APP/2015/4692	Uxbridge North	Erection of a six storey building on land facing Belmont Road comprising 335 sq. m of floor space for use in Classes A1 - A5 at ground floor level and 33 residential dwellings, associated works including disabled car parking areas, landscaping, bin storage areas and cycle parking. Recommendation: Approval + Sec 106	7 - 38 86 - 94

7	The Machine Store & Pressing Plant, TOVF - 59872/APP/2016/3454	Botwell	<p>Mixed use redevelopment of the Pressing Plant, at The Old Vinyl Factory site, including the partial demolition of the Pressing Plant (formerly Apollo House), retention of front facade and part of the western facade of the Pressing Plant and construction of a 3 screen cinema, with retail, bar, restaurant and exhibition spaces and construction of the Machine Store, comprising 81 residential units, a health centre, bars/cafes, associated parking, landscaping, and access works. (AMENDED PLANS - Increased scale of Health Centre provision plus 1 no. additional residential unit)</p> <p>Recommendation: Approval</p>	<p>39 - 84 95 - 104</p>
---	--	---------	--	-----------------------------

PART I - Plans for Major Applications Planning Committee 85 - 104

This page is intentionally left blank

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

14 March 2017

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), Peter Curling, Janet Duncan, Henry Higgins, John Morgan, John Oswell, Brian Stead and David Yarrow</p> <p>LBH Officers Present: James Rodger (Head of Planning and Enforcement), Neil McClellan (Major Applications Team Leader), Manmohan Ranger (Transportation DC Consultant), Nicole Cameron (Planning Lawyer) and Neil Fraser (Democratic Services Officer)</p>
137.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>
138.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
139.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting held on 22 February 2017 be approved as a correct record.</p>
140.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
141.	<p>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 (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part I and would be heard in public.</p>
142.	<p>36-40 RICKMANSWORTH ROAD, NORTHWOOD - 69978/APP/2016/2564 (<i>Agenda Item 6</i>)</p> <p>Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works)</p>

Officers introduced the report and highlighted the addendum. Members were reminded that the application had been deferred at the Major Applications Planning Committee held 4 October 2016, to allow the applicant the opportunity to submit a revised junction design for the entrance to the site, and a highways safety audit of the revised scheme.

In the interests of expediency, the Council's Highway Engineers had reviewed the existing design, traffic and speed data provided by the applicant and had produced alternative designs for the new access to the site, which had subsequently been adopted by the applicant's own highway consultant. A revised internal layout had been produced, that allowed for new pedestrian crossing facilities, revised siting for disabled parking spaces, and better access and egress for refuse lorries.

A stage 1 road safety audit had been completed for the revised scheme, which the application had passed. Officers confirmed that they believed that the actions taken had addressed the queries raised previously, and the application was therefore recommended for approval, subject to conditions and a Section 106 agreement, as set out in the report.

Members sought clarity regarding the proposed changes to the application. Officers confirmed that the area in front of the parking spaces had been widened to allow additional turning space and access for refuse vehicles. Right turns out of the site would be banned, communicated to road users via road markings and signs. It was confirmed that this was not unusual, with many developments having similar turning prohibitions.

Approaches on either side of the site access would have anti-skid surfaces, whilst pedestrian access to the east of the junction would have tactile pavings and a central island. On the west of the junction, there would be a smaller island with a keep-left sign. Visibility requirements had been met, with 70m of visibility to the west and 90m to the east. As confirmed previously, the stage 1 safety audit had been carried out on the initial plans and had passed, with a stage 2 audit to be carried out on the detailed designs, once submitted. Stage 3 would be carried out immediately after construction, and stage 4 carried out one year after construction.

Members expressed concerns over the safety of pedestrians using the crossing on what was a busy road, where vehicles often drove at speed. It was confirmed that the previous position of the pedestrian crossing was on the west of the site access. Following Member feedback, the crossing had been relocated to the east, and the new siting had been through the safety audit and had been deemed to be safe.

Members questioned whether vehicles would need to reverse into the access road in order to turn out of the allotted parking bays. Officers confirmed that there was sufficient room within the site to turn, to avoid having to move into the road itself.

Members were satisfied that the revised proposal addressed the concerns raised previously, and the officer's recommendation was moved. This was seconded, and when put to a vote, unanimously agreed.

As Councillor Higgins was not present for the item, he did not take part in the deliberation or vote on the application.

RESOLVED: That the application be approved, subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country

Planning Act 1990, as per the officer's report.

143. **FORMER ROYAL BRITISH LEGION, STATION ROAD - 11332/APP/2016/1595**
(Agenda Item 7)

Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building.

Officers introduced the report and highlighted the addendum. Officers confirmed that the existing building was in a poor state of repair, currently vacant, and not fit for use. The British Legion currently attended organised meetings and events at the Yiewsley and West Drayton Community Centre, located approximately 90m to the south of the site.

The Local London Plan and NPPF policy all supported additional family sized houses, and the proposed buildings were considered to be of good quality and design, that would make a positive contribution to the local area. They were not considered to adversely affect the West Drayton Conservation Area, or the nearby Grade II listed building, Drayton Hall.

The Council's Conservation and Urban Design Officer had reviewed the proposal and considered that it would be acceptable in design terms. The proposed development had been set aside from nearby properties and would therefore have no impact on those properties due to its size and bulk.

In terms of transport, the Council's Highway Engineer was satisfied with the parking and access arrangements. The development would provide 20 surface parking spaces, which included 2 disabled spaces and 2 motorcycle spaces.

The development would reflect the 12 core principles of sustainable development as set out in the NPPF, and the application scheme met the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy. It was therefore recommended that planning permission be granted, subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of the report.

Members expressed concern at the allocation of disabled parking spaces per residential block. Officers confirmed that the allocation of a parking space for Block 2, rather than having two spaces assigned to the main block, could be mandated via an additional condition, though this would result in the loss of a small amount of landscape verge.

Members raised concerns over the potential for overshadowing on Plot 8 due to its proximity to Plots 9 & 10. Officers confirmed that as this was a new development only the HDAS Residential Layout policy, which specified broader guidelines relating to daylight and sunlight, applied, rather than the HDAS Residential Extensions policy. Members conceded that, whilst concerns remained, on balance they would accept potential overshadowing on Plot 8 as the need for affordable housing was so great.

In addition, Members were mindful that the householder permitted development rights would allow further extensions to the rear of the properties that, together with the potential for future reorganisation of internal space to create more bedrooms, could result in the reduction of the minimum garden area required for a development on this size. For this reason, it was suggested that the permitted development rights be

removed.

Members welcomed the scheme, and were minded to approve the application, subject to the Head of Planning agreeing the addition of conditions relating to the reorganisation of the disabled parking bays and the removal of the householder permitted development rights. The officer's recommendation, together with the aforementioned additional conditions, was therefore moved, seconded, and when put to a vote, unanimously agreed.

As Councillor Higgins arrived partway through the presentation of the item, he did not take part in the deliberation or vote on the application.

RESOLVED: That the application be approved, subject to:

1. **conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 as per the officer's report;**
2. **the addition of a condition to remove the householder permitted development rights; and**
3. **the addition of a condition to reorganise the disabled parking layout.**

144. **FANUC HOUSE - 26134/APP/2016/1987** (*Agenda Item 8*)

Demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. Amended plans and supporting information received.

Officers introduced the report, and confirmed that the application site was located at the southern end of Ruislip town centre, adjacent to the Grade II Listed Ruislip Underground Station and to the south of the Ruislip Village Conservation Area. The site comprised a modest two storey office building, and there were no objections to the loss of the office use or the building, which had little architectural or historical merit. There were no objections in principle to the site's residential re-development.

Following a number of pre-application submissions and a number of revisions to the current application, it was considered that the proposed building achieved an appropriate scale, massing and design for this prominent and sensitive site. The Council's Conservation/ Urban Design Officer had raised no further concerns with the scheme, subject to detailed design considerations and use of materials, which would be controlled by condition.

Members were informed that the scheme would not harm the residential amenities of adjoining occupiers. Although the scheme was slightly deficient in terms of satisfying amenity space standards, the scheme would predominantly provide studio and one bedroom flat accommodation within a town centre location, and in such circumstances design guidance advised that amenity space standards could be applied more flexibly. Currently the scheme met approximately 90% of the amenity space requirements, which was high for a town centre development, though this did rely on balconies to achieve that figure.

Therefore it was considered that the scheme, with all units having good sized balconies together with the provision of a good sized communal space, would provide an

appropriate amount of amenity space and the standard of residential amenity afforded for its future occupiers would be satisfactory. It was highlighted that a park was located within easy walking distance of the application site.

The scheme would provide an appropriate level of off-street parking in the area, which had a high PTAL score, and the trip generation would not be detrimental to highway efficiency and/ or safety as compared to the existing trip generation of the office building. The scheme had also been carefully designed, with the building raised on its southern end to allow for flood waters to flow underneath, and provided appropriate mitigation so that the development would not result in flooding elsewhere. It was confirmed that the application had the support of the Council's Flood Advisor.

The scheme would safeguard the more important trees and ecological features on site and would provide additional trees and comprehensive landscaping, and included a green roof.

A total of 31 parking spaces were proposed, made up of 20 spaces, including 4 disabled spaces, in the basement (accessible via a car lift), together with 6 spaces located alongside the site entrance and 5 spaces retained from the previous office building. The proposal therefore achieved a parking ratio of 0.775 parking spaces per residential unit, which colleagues in Highways had confirmed was appropriate, given the high PTAL score.

Although the scheme did not provide any affordable housing, the scheme was supported by a Financial Viability Appraisal, which had been independently assessed and had confirmed that the inclusion of affordable homes would not be viable. It was confirmed that if the scheme was delayed, a review mechanism would be needed to review the finances of the scheme at that time, which formed part of the S106 Agreement. The scheme did make commensurate contributions to construction training, a travel plan bond, and public realm improvements in the area as part of the S106 agreement.

Considering the above, the application was accordingly recommended for approval subject to the S106 agreement, Heads of Terms, and conditions as set out in the report and as amended in the addendum.

Members sought further information regarding the absence of affordable housing from the scheme. Officers confirmed that the review mechanism referred to would become active if there was a significant delay in moving the scheme forward, intended to capture any uplift in value that could make a proportion of affordable housing viable, or to capture a payment in lieu of that affordable housing. The third party Financial Viability Appraisal conducted had confirmed that affordable housing was not viable on a scheme of this size, and therefore the applicant would need to increase the number of units in order to make such housing viable. The Committee was advised that the proposal could not be refused due to a lack of affordable housing.

Members were broadly supportive of the aesthetics of the proposed development, feeling that it was in keeping with the surrounding area. However, it was recognised that Station Approach was a busy road, with a high volume of buses. Concerns were raised at the proximity of the buses to the flats, which could render any balconies or windows unusable due to loss of privacy, noise and air pollution. Significant concerns were raised over the potential for harm to the occupants' health due to diesel fumes from the buses.

Additional concerns were raised regarding the suitability of disabled parking bays in a basement, serviced by a car lift. It was highlighted that should there be any problem with the lift, then disabled people could be left without access to their vehicle or even trapped within the basement. It was therefore felt that these bays should be relocated to the ground floor instead. Officers referred to comments received from the Council's Access officer, who had confirmed that such a concern could not form the basis of a refusal reason. It was explained that the decision to have the majority of parking underground was due to the compact nature of the site and the intention to limit any impact upon the adjoining development, whilst maximising the parking spaces available. It would therefore be difficult to change this aspect of the scheme.

Members referenced the officer's report, which stated that additional work was required relating to flooding issues. Officers confirmed that they were wholly satisfied that the concerns over flooding had been resolved, and drew the Committee's attention to the addendum which contained additional information relating to flood and water management issues. Members contended that such detail should be presented to them.

Officers confirmed that Unit 8 of the site had obscured glazing throughout, and requested that, if Members were minded to approve the application, that the Head of Planning be delegated authority to agree an additional condition relating to an area of defensive space for the occupants of that dwelling.

Officers went on to confirm that the delivery and service plan referred to within the report had been submitted with the original application. As this was a residential scheme, the only servicing requirement would relate to collection of refuse. A condition requesting a ramp for waste bins could be expanded upon to include management of the refuse collections. In addition, as this was a residential site in an area with a high PTAL score, the transport bond was of less impact.

Members moved that the application be deferred, until such time that officers could return to the Committee with a revised scheme that addressed the concerns listed above. This was seconded, and when put to a vote, unanimously agreed (Councillor Duncan abstained from voting).

RESOLVED: That the application be deferred.

The meeting, which commenced at 6.00 pm, closed at 6.54 pm.

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 33-37 BELMONT ROAD UXBRIDGE

Development: Erection of a six storey building on land facing Belmont Road comprising 335 sq. m of floorspace for use in Classes A1 - A5 at ground floor level and 33 residential dwellings, associated works including disabled car parking areas, landscaping, bin storage areas and cycle parking.

LBH Ref Nos: 45222/APP/2015/4692

Drawing Nos:

Existing Plans AND Elevations

Planning Statement, prepared by Savills

Design and Access Statement

Sustainability Appraisal, prepared by Enviro Solutions

Utilities Assessment, prepared by KGA Partnership

Drainage Statement, prepared by Enviro Solutions

Daylight and Sunlight Study, prepared by Right of Light Consulting

Noise Report, prepared by Enviro Solutions

Air Quality Assessment, prepared by Enviro Solutions

Transport Statement, prepared by Croft Transport Solutions

Archaeological Assessment, prepared by Thames Valley Archaeological Services

Energy Statement, prepared by KGA Partnership

8707 - P05D

8707 - P06D

8707 - P07E

8707 - P08D

8707 - P09D

Date Plans Received: 22/12/2015

Date(s) of Amendment(s): 24/12/2015

Date Application Valid: 24/12/2015

22/12/2015

1. SUMMARY

This application proposes the erection of a 6-storey building comprising of 33 no. apartments (Use class C3), 335 square metres of commercial floor space (Use Class A1-A5) and associated storage, cycle parking spaces and disabled parking spaces. The site is located within Uxbridge Town Centre and is in very close proximity to the Uxbridge Tube Station.

The site falls within a designated Archaeological Priority Area. The Old Uxbridge / Windsor Street Conservation Area is located 50 metres to the south west of the site.

The principle of a mixed-use redevelopment of the site has already been established - with the grant of an outline permission (still extant) for a four storey building comprising ground floor commercial use with 3 floors of residential accommodation above. The principle of a larger development now being proposed is considered acceptable given the site's highly accessible town centre location, just 160 metres from Uxbridge tube station. The site has

the highest PTAL rating of 6a. The high quality contemporary design is considered to improve the appearance of the existing site which currently comprises a rather tired and dated 2-storey commercial building constructed in the 1970s.

The height and bulk of this scheme can satisfactorily be accommodated in this urban location without appearing overbearing on the surrounding area and will not detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. Indeed, the height bulk and massing are consistent with other recent developments considered acceptable in the immediate vicinity of the site. Subject to conditions, the proposal would not cause unacceptable harm to neighbouring occupiers through increased noise, disturbance or fumes.

Given the sites high level of accessibility it is not proposed to provide any car parking other than two disabled spaces. This car free approach is supported by the Council's Highways Officer subject to a legal agreement preventing future residents of the scheme from applying for car parking permits in the North Uxbridge CPZ.

The application is therefore recommended for approval subject to conditions and the satisfactory completion of a section 106 Legal Agreement securing Affordable Housing, Highways Works, a Servicing Management Plan, a formal Travel Plan, Car free agreement, Construction Training and a Project Management & Monitoring Fee.

2. RECOMMENDATION

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

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

Non-monetary contributions:

i) Highways Works S278/S38.

ii) A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.

iii) A Travel Plan Statement.

iv) A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.

Monetary contributions:

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

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

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

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

D) If the Legal Agreements have not been finalised by 30th May 2017 (or such other time-frame as may be agreed by the Head of Planning Green Spaces and Culture), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (July 2011).'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

- 8707 - P05D
- 8707 - P06D
- 8707 - P07E
- 8707 - P08D
- 8707 - P09D

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

REASON

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

3 COM5 General compliance with supporting documentation

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

Planning Statement, prepared by Savills
Design and Access Statement, prepared by Savills
Sustainability Appraisal, prepared by Enviro Solutions
Utilities Assessment, prepared by KGA Partnership
Drainage Statement, prepared by Enviro Solutions
Daylight and Sunlight Study, prepared by Right of Light Consulting
Noise Report, prepared by Enviro Solutions
Air Quality, prepared by Enviro Solutions
Transport Statement, prepared by Croft Transport Solutions
Archaeological Assessment, prepared by Thames Valley Archaeological Services
Energy Statement, prepared by KGA Partnership

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

REASON

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

4 NONSC M4(3) Category 3 Compliant

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

REASON:

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

5 COM7 Materials (Submission)

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

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

REASON

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

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Disabled Car Parking Layouts and cycle storage for 60 cycles.
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of 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

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

REASON

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

7 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 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.

8 COM6 Levels

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

REASON

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

9 OTH2 Archaeology

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

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

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 COM15 Sustainable Water Management

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

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

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

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

12 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing North, South, East or West.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Non Standard Condition

Prior to the commencement of development, a detailed energy assessment shall be

submitted to and approved in writing by the Local Planning Authority. The assessment shall consolidate all the information provided in the Wallace Whittle Energy Strategy Issue 4 dated March 2016 and clearly set out the maintenance arrangements for the Combined Heat and Power (CHP) plant. The development will proceed in accordance with the approved scheme.

REASON

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

14 COM21 Sound insulation /mitigation

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

REASON: To 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 Non Standard Condition

The development shall not begin until a scheme for the control of noise transmission to the adjoining properties has been submitted to and approved in writing by the Local Planning Authority. 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 of the Hillingdon Unitary Development Plan.

16 COM20 Air extraction system noise and odour

No hot food will be prepared in or served from the ground floor commercial space until system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA and any extract duct shall be incorporated into the fabric of the building. 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).

17 NONSC Non Standard Condition

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).

18 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 A1, A2, A3, A4, or A5 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To secure an acceptable mix of uses and prevent inappropriate changes of use without proper consideration of the potential impacts on the highway network or on the amenity of future residents of the scheme in accordance with Policy policy OE1 and AM14 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
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
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.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
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
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
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	(2011) Delivering the strategic vision and objectives for London
LPP 2.1	(2011) London in its global, European and UK context
LPP 2.15	(2011) Town Centres
LPP 2.16	(2011) Strategic Outer London Development Centres
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities

LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2011) Sustainable design and construction
LPP 5.10	(2011) Urban Greening
LPP 5.13	(2011) Sustainable drainage
LPP 5.21	(2011) Contaminated land
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.14	(2011) Improving air quality
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) 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 (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

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

5 115 Control of Environmental Nuisance from Construction Work

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

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

Sundays, Bank or Public Holidays.

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

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

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

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

6

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of approximately 750m² and is located on the north-west side of Belmont Road on the corner of Redford Way. The site itself is square shaped and has a frontage to Belmont Road of approximately 27 metres and a depth of approximately 28 metres with a return frontage to Redford Way. A two storey flat roofed building is located at the front of the site comprising two vacant retail units on the ground floor with offices above. To the rear of the site is a single storey detached building used as a health and fitness studio.

Two parking spaces currently exist within the site.

The primary retail area of the town centre is opposite the site to the south east, on the south western side of Bakers Road and the south eastern side of Belmont Road whilst the secondary retail frontage is located adjacent to the site to the south west of Redford Way. The edge of the secondary area also corresponds to the eastern edge of the Old Uxbridge/Windsor Street Conservation Area. The site also forms part of an Archaeological Priority Area. To the north east of the site, opposite Belmont Road is a footpath, beyond which is the Grade II listed Society of Friends Meeting House and a small landscaped garden area.

The area immediately surrounding the site is mixed in character comprising commercial premises to the south-east and north-east in Belmont Road and residential properties to

the rear in Bennett's Yard. Also to the rear of the site is Christ Church located in Redford Way.

The site has a Public Transport Accessibility Level (PTAL) score of 6a on a scale of 1 to 6, where 6 represents the highest level of accessibility.

3.2 Proposed Scheme

The full planning application proposes the demolition of all buildings within the site and their replacement with a 6-storey building comprising a mixed-use car free development providing 33 apartments (Use class C3), three ground floor commercial units with a combined floor area of 335 square metres are proposed that would operate within the A1-A5 Use Classes. Associated storage and cycle parking is proposed. No affordable housing would be provided.

The commercial units will be laid out within the ground floor of the proposed building overlooking Belmont Road and Redford Way on the return frontage. The three stores will have a floor area of 124m², 119m² and 98m² respectively, a combined area of 335m². The commercial units will be served directly from Belmont Road. No car parking is provided for the the commercial element of the scheme however 14 cycle spaces are provided. The bin store will be located to the rear of the retail units and would be accessed off Redford Way. No details were provided of anticipated staff numbers.

2 residential units are proposed on the ground floor to the rear of the commercial units and fronting Redford Way. The remaining 31 residential units are located on upper (1st-5th) floors with their access from Redford Way. All but eight of the flats will be single aspect, orientated to either overlook Belmont Road, Redford Way or Orchard Place. Of the 33 flats proposed, 21 will be one-bed, 11 will be two-bed and 1 will be three-bed. The proposal is for a car free development save for 2 disabled parking spaces. Secure and covered cycle storage for each apartment will be provided with 48 no. cycle parking spaces available for future residents on the ground floor of the building together with 14 spaces for future employees of the retails units.

Refuse will be collected from the kerb-side on-street, as per the current refuse collection procedure for the existing building and local area.

In total 416m² of combined communal and private amenity space would be provided at roof terrace level or in the form of private balconies.

3.3 Relevant Planning History

Comment on Relevant Planning History

The most relevant planning permission for the application site is planning application ref: 45222/APP/2014/2740 for Outline planning application (matters of landscaping and appearance reserved) for the erection of a 7 storey building comprising of 36 apartments (Use class C3), 138 square metre commercial unit (Use Class A1-A5) and 284 square metre retail unit and associated storage and cycle parking spaces. The application was refused for the following reasons:

1. The proposed development would constitute an over-intensive use of the site and by reason of its scale, massing, height, design and orientation the building would appear overly dominant, visually intrusive and incongruous within the streetscene and would adversely affect the character of the area. As such, the development would adversely harm the character and appearance of the area and would thereby be contrary to the National

Planning Policy Framework, Policies 7.1 and 7.4 of the London Plan (March 2015), Policies BE13 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the Council's Supplementary Planning Document - Residential Layouts.

2. The development by virtue of its siting, bulk and design would result in an unacceptable loss of residential amenity to adjoining residents by reason of, actual and perceived, loss of privacy and loss of outlook. As such, the development would be contrary to Policies BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the design principles contained within the Council's adopted Supplementary Planning Document: "Residential Layouts".

3. The applicant has failed to demonstrate that a significant number of the proposed flats would be afforded an adequate level of privacy as to provide a good standard of residential accommodation for its occupiers and the layout are not acceptable against the standards set out in Supplementary Planning Document: "Residential Layouts". As such, the development results in a poor standard of accommodation to the detriment of its future occupiers and is contrary to Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the design principles contained within the Council's adopted Supplementary Planning Document: "Residential Layouts".

4. The proposal does not make adequate provision for external amenity space, or suitable convenient access to the amenity space for all residents, which would be prejudicial to the residential amenities of the future occupiers of the proposed development, contrary to Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the design principles contained within the Council's adopted Design Guide 'Residential Layouts and House Design'.

5. The development would result in inadequate provision of disabled car parking to deal with the demands of the proposed development, which are unlikely to be addressed by public transport capacity and would be likely to cause on-street parking, to the detriment of the highway. As such, the development would provide an inadequate living environment for future occupiers, contrary to Policies 3.8 and 6.13 of the London Plan (March 2015), the Accessible London Supplementary Planning Document 'Achieving an Inclusive Environment' (October 2014) and the Council's Supplementary Planning Document 'Accessible Hillingdon' (May 2013).

6. The application has failed to demonstrate that the development would include sufficient measures to minimise emissions of carbon dioxide, including provision of a 40% reduction in carbon dioxide emissions through on site renewable energy generation, in accordance with the Mayor's Energy Hierarchy. The proposal is therefore contrary to the National Planning Policy Framework, Policy 5.2 of the London Plan (March 2015) and Policy PT1.EM1 of Hillingdon Local Plan Part 1.

7. The proposed development fails to make appropriate provision of on site affordable housing. The proposal is therefore contrary to Saved Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and policies Policies 3.10 -3.13 of the London Plan (March 2015).

Outline Planning Permission (LBH Ref: 45222/APP/2009/379 for Additional two storeys to existing building to provide 9 residential units comprising of 5 x one-bedroom, 3 x two-bedroom and 1 x three-bedroom flats, three storey side stairwell extension and alterations

to existing detached outbuilding, involving demolition of part front entrance/gym (Outline application for approval of access, appearance, layout and scale.) Granted 29 March 2012), reserving matters of Landscaping.

A reserved matters application with Ref. 45222/APP/2015/1005 was submitted together with the current outline application in compliance with conditions 2 and 7 (Landscaping) of the above permission (45222/APP/2009/379). Granted permission on 14/05/2015.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.EM6 (2012) Flood Risk Management

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

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.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
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
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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	2011) Delivering the strategic vision and objectives for London
LPP 2.1	(2011) London in its global, European and UK context
LPP 2.15	(2011) Town Centres
LPP 2.16	(2011) Strategic Outer London Development Centres
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2011) Large residential developments

- LPP 3.8 (2011) Housing Choice
- LPP 3.9 (2011) Mixed and Balanced Communities
- LPP 4.7 (2011) Retail and town centre development
- LPP 4.8 (2011) Supporting a Successful and Diverse Retail Sector
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.10 (2011) Urban Greening
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.21 (2011) Contaminated land
- LPP 6.13 (2011) Parking
- LPP 6.9 (2011) Cycling
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.14 (2011) Improving air quality
- LPP 7.2 (2011) An inclusive environment
- LPP 7.21 (2011) Trees and woodland
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm
- LPP 7.6 (2011) Architecture
- LPP 7.8 (2011) Heritage assets and archaeology
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **29th January 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 34 neighbouring properties were consulted. In all 7 objections were received. Objections have been raised on the following grounds:

1. Detrimental impact in highways in the area owing to increased parking on street that will result form the development.
2. Difficulty for fire engines and refuse trucks to go down local road which will be congested from increased parking demand.
3. The proposal's would be too tall and imposing.

Internal Consultees

FLOOD WATER MANAGEMENT OFFICER

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

demonstrate how it manages water:

The scheme shall follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by XXXdated XXXRef or Revision XXXand 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 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

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

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.

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

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

SUSTAINABILITY OFFICER

The energy strategy for this application is particularly weak. There is limited supporting information beyond generic statements and no details required by the London Plan 5.2 (i.e. baseline CO2 and Kwhr data).

The energy strategy needs to be far more comprehensive and must clearly set out what renewable

technology will be used and where.

Officer Note: Please see Renewable Energy' section explaining that this matter can be dealt with by condition.

HIGHWAYS

a. The site has excellent public transport accessibility (PTAL = 6a).

b. The development is proposed to be car free except for the provision of two disabled car park spaces. A s106 legal agreement, to restrict eligibility of residents to parking permits within Uxbridge North Controlled Parking Zone, will be required.

c. The proposed provision for 60 cycle parking is acceptable.

d. It is recommended that the footway alongside the site on Redford Way be widened leading up to the Bennets Yard footpath. This would improve pedestrian and highway safety by allowing provision of pedestrian visibility splays to be included, at the three car park spaces. This will require some changes to the layout of the cycle storage facility.

e. Highways agreements (s278 / s38) will be required for adoption and highway construction works including reinstatement of existing vehicular crossovers / construction of new crossovers.

ACCESS OFFICER

The proposal is for a mixed use development of retail and 35 residential apartments that include the redevelopment of both the retail and office building.

The Design & Access Statement reports on the provision of free accessible parking bays. The documentation makes reference to London Plan policy 3.8, however other than a reference to a passenger lift serving all floors, no other details have been provided on how the policy requirements would be met.

10% of the proposed residential unit should meet the standards for M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015.

Acceptable, subject to the following planning condition attached to any approval.

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

REASON:

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

URBAN DESIGN & CONSERVATION

Following various previous correspondence, the amended scheme as proposed would be considered acceptable.

EPU

With reference to this planning application I have no objections subject to the following conditions/informative respectively:

1. Sound Insulation

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

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

2. Sound insulation /mitigation

The development shall not begin until a scheme for the control of noise transmission to the adjoining [dwellings] [premises] (commercial to residential) has been submitted to and approved in writing by the Local Planning Authority. 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.

Informative: Sound insulation higher than the Building Regulations Approved Document E will be required e.g in the region of 55 to 60 dB Dntw

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

3. Air extraction system noise and odour

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

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

4. Loading/unloading/deliveries

There shall be no loading or unloading of vehicles, including the collection [premises] [site]] shall not be used [for loading and unloading] [for loading and unloading in external areas] [delivery and the loading or unloading of goods] outside the hours of 8am and 6pm, Monday to Friday, and between the hours of 8am and 1pm on Saturdays. There shall be no deliveries on Sundays or Bank/Public Holidays.

REASON: To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

5. Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest

residential property. The measurements and assessment shall be made in accordance with British Standard 4142.

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

Control of environmental nuisance from construction work (Informative)

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

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is designated as a Developed Area within the Hillingdon Unitary Development Plan Saved Policies (September 2007) (UDP). The proposal site is located within the Uxbridge Metropolitan Centre.

The principle of flatted development on the application site has already been established by virtue of planning permissions granted for two additional floors to the existing building and a subsequent permission under the prior approval procedure for the conversion of the existing upper floors to residential use.

These are material considerations carrying considerable weight. Therefore, there is no objection in principle to the loss of the existing commercial and office units and their replacement with 33 apartments, subject to compliance with the various policies of the UDP.

Therefore, in land use terms, there is no objection in principle to the loss of the existing building and its replacement with 33 flats, provided the scheme complies with the various Saved Policies of the UDP.

7.02 Density of the proposed development

Density guidelines are provided by the London Plan. These guidelines take into account public transport accessibility, the character of the area and type of housing proposed. The site has a PTAL score of 6a. Taking this into account, the London Plan density guideline is 215 to 405 units per hectare (u/ha) or 650 - 1100 habitable rooms per hectare (hr/ha), within a central setting with the highest PTAL.

The 33 units proposed would provide a residential density for the development of approximately 411 units per hectare or 1008 habitable rooms per hectare. The proposed scheme would fall within the London Plan table 3.2 Density matrix guidelines for the number of units in a central location.

Notwithstanding, consideration should also be given to the nature of surrounding land uses and the scale and massing of other development within the area. In this regard, the development is located within the Uxbridge Metropolitan Centre, while the remainder of the surrounding area comprises a mix of retail, offices and residential uses of up to four/ five/ six storey scale.

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

The Site is not located in a Conservation Area or near to a listed building.

7.04 Airport safeguarding

No safeguarding issues arise from the proposed development.

7.05 Impact on the green belt

The site is not located within or near the green belt.

7.07 Impact on the character & appearance of the area

Although the site is within the Uxbridge Metropolitan Centre, the site does not lie within any other specific policy designated area. However, it lies on the fringes of the Old Uxbridge/Windsor Street Conservation Area and the North Uxbridge Area of Special Local Character, and close to The Friends Meeting House, which is Grade II Listed building.

The site which currently comprises a rather tired and dated 2-storey commercial building constructed in the 1970s. A previous planning permission considered it acceptable to increase the height of the existing front building from two to four storeys.

The high quality contemporary design is considered to improve the appearance of the existing site.

The height and bulk of this current scheme can satisfactorily be accommodated in this urban location without appearing overbearing on the surrounding area. Indeed, the height bulk and massing are consistent with other recent developments considered acceptable in the immediate vicinity of the site.

The proposal is therefore considered to be consistent with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the Council's Supplementary Planning Document - Residential Layouts.

7.08 Impact on neighbours

Policy BE24 states that development should be designed to protect the privacy of future occupiers and their neighbours. The Council's Supplementary Planning Document HDAS: 'Residential Layouts' also provides further guidance in respect of privacy, stating that adequate distance should be maintained to any area from which overlooking may occur. In particular, that the distance between habitable room windows should not be less than 21 metres distance.

Reason for refusal 2 relating to the previous planning application (ref: 4522/APP/2014/2740) stated:

The development by virtue of its siting, bulk and design would result in an unacceptable loss of residential amenity to adjoining residents by reason of, actual and perceived, loss of privacy and loss of outlook. As such, the development would be contrary to Policies BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the design principles contained within the Council's adopted Supplementary Planning Document: "Residential Layouts".

The current proposal has been reduced in scale and bulk. The rear most element of the

development has been reduced by 1 storey and set in from the boundary has been set in from the rear boundary by 1.35m. The overall height has also been reduced from 7 to 6 storeys. There is now a separation distance of approximately 16.5m, which is considered adequate to address this reason for refusal.

Therefore, with respect to privacy and overlooking it is considered that, on balance, the scheme would accord with Policy BE24 of the UDP Saved Policies and guidelines in the HDAS.

Sunlight

In relation to sunlight, Policy BE20 of the UDP seeks to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing neighbours. Due to the orientation of the site, and the size and siting of the proposed building, no significant loss of daylight and sunlight to adjoining properties would result from this development.

A sunlight/ daylight assessment was submitted in support of the scheme showing that all main habitable windows without overhanging balconies above pass the BRE Vertical Sky Component test. Likewise, all windows pass both the total annual sunlight hours BRE test and the winter sunlight hours BRE test as well all gardens meet the BRE recommendations as they either suffer no loss (ratio of 1.0) or achieve at least two hours sunlight on 21st March to at least 50% of their area.

The proposed development therefore satisfies the BRE daylight requirements and it is considered that the proposed block would be sited to avoid any undue loss of light or privacy of neighbouring properties on either side.

Outlook

In relation to outlook, 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 between buildings or gardens 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.

Given the height and layout of the proposed block, and its distance to adjacent properties and garden areas to the north west (Orchard Way), it is considered that this would present a particularly dominant structure when positioned so close to the site rear boundary. Although proposed with a staggered building line it is considered that the proximity of the rear elevation would unpleasantly confine the outlook from the adjacent dwelling whilst the massing proposed would form a bleak and oppressive prospect, particularly from the garden areas of those properties in Orchard Way.

It is considered that the intervening foliage would sufficiently ameliorate any harmful effects. Given the character of this area, it is considered that the proposal would noticeably impair the outlook that adjoining residents might reasonably expect to enjoy.

It is therefore considered that the proposal would have a negative impact on the amenities of these properties.

It is therefore considered that, on balance, the proposal would not have an unacceptable impact on the amenities of the occupiers in Orchard Way in terms of impact on privacy, undue overlooking and loss of outlook and over-dominance, in accordance with Policies BE21 and BE24 of the UDP and the SPD HDAS: 'Residential Layouts'.

7.09 Living conditions for future occupiers

Unit Sizes

The London Plan (March 2015) sets out minimum sizes for various sized residential units. The proposal is for 21 one bedroom flats, 11 two bedroom and 1 three bedroom flats. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above.

The application scheme proposes one-bedroom flats of between 50m² and 62m², two-bedroom flats of between 62m² and 67m², and the three-bedroom flats of 84m². Although, these unit sizes vary, all of the units proposed meet or exceed the London Plan space standards.

Amenity Space

Policy BE23 of the Unitary Development Plan requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings, and which is usable in terms of its shape and siting. In addition, the Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document) Residential Layouts seeks to ensure that an adequate amount of conveniently located amenity space is provided in new residential developments.

The minimum requirement for private amenity space, as set out in the SPD, is 20sq metres for a 1 bedroom flat, 25sq metres for a 2 bedroom flat and 30sq metres for a 3 bedroom unit of shared amenity space. Therefore the proposed development for 21 one bedroom, 11 two bedroom units and 1 three bedroom unit would require 725sq metres of amenity space. The proposal provides approximately 416sq metres of amenity space in the form of balconies and two roof terraces designed specifically to benefit future residents. Whilst this represents a quite significant shortfall in amenity space provision it should be noted that the Council's Residential Layouts SPD allows a reduction of amenity space standards for residential development in town centres made up of predominantly 1 and 2 bed units. Furthermore Fasnidge Park is within approximately 495m from the site. It is considered that this is close enough to be utilised by future occupiers of the site should they wish to do so.

Overall, it is considered that the amended proposals meet with the aims and objectives of the Council's HDAS SPD and would provide an acceptable quality living environment for all of the proposed units, in accordance with Policies BE20, BE23, BE24, OE1 and O5 of the UDP, HDAS 'Residential Layouts' and 'Accessible Hillingdon' and the provisions of the London Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal for the site comprises predominantly one, two and three bedroom flats within a metropolitan town centre location with a PTAL score of 6 (excellent). The scheme does not provide for any car parking within the site.

The Highways Officer reviewed this proposal and considered that as the site is for 1, 2 and 3 bedroom flats within a highly accessible location, no objection was raised to a car free development.

Notwithstanding this, Policy 6.13 'Parking' of the London Plan (March 2015) states in para 6.44 that this policy requires that developments should always include parking provision for disabled people. This is reinforced in London Policy 3.8 'Housing Choice' with references to the 'Wheelchair Housing Design Guide' (WHDG) which requires one parking bay for every wheelchair accessible or easily adaptable home (so 10% of the total number of residential

units) including in car free development. Likewise, in accordance with the Lifetime Home Requirements, the Accessible London SPG 'Achieving an Inclusive Environment' (October 2014) and the Accessible Hillingdon SPD (May 2013) at least 10% of the residential units proposed would need to provide for one disabled parking space per unit and therefore 3 disabled parking spaces would be required.

Furthermore, in accordance with Para 6A.2 of the London Plan (March 2015) the non-residential elements of a development should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided.

7.11 Urban design, access and security

Urban Design matters are discussed in detail under paragraph 7.07 of this report.

Security Issues have been incorporated into the design of the development and will be secured by a recommended condition.

The proposed layout and access are, on balance, considered acceptable.

7.12 Disabled access

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. It should be noted that to ensure the wheelchair units are located adjacent to the wheelchair accessible parking bays a condition be imposed requiring that the 2 ground floor units be 2 of the 3 units required to meet the M4(3) standard.

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.

A condition is proposed to secure this provision.

7.13 Provision of affordable & special needs housing

In order to establish the level of planning contributions and affordable housing that can be supported by the proposed development the Council will take into account the economic viability of a scheme and the most effective use of public subsidy, as well as any particular costs associated with the development of the site. In such cases, the Council will request that the developer provides a financial appraisal of the scheme so that a fair contribution can be agreed.

The applicant's Financial Viability Assessments concluded that the current proposal could not support any affordable dwellings. The Council's independent consultants, GL Hearn, have concurred with the applicant's findings and consider that the proposed scheme to be only marginally viable due to the abnormal costs associated with redeveloping the site.

Whilst the proposal provides no affordable housing this is considered acceptable given the findings in relation to the viability of the scheme.

It is considered that the viability evidence submitted by the applicant presents a persuasive argument that the scheme should be accepted on financial viability grounds.

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.

7.15 Sustainable waste management

The applicant has provided plans showing the provision of separate storage of waste and recycling for the residential use with sufficient space for up to 30 x 1,100 litres Eurobins (with a total capacity up to 36,300 litres). The standing advice from Waste Services required 100 litres of storage for a 1 bedroom flat, 170 for a two bedrooms flat and 240 litres for a 3 bedroom flat, equating to a site wide provision of 7,460 litres. The refuse bins would be managed by an instructed building management team on days of refuse collection. Therefore, an acceptable level of refuse and recycling storage is considered to have been provided and no objection is raised in this regard.

A further 5m² of storage of waste and recycling for the community use with a total capacity up to 4,400 litres would be provided at ground floor level. The community refuse will be manually hauled to High Road from the rear of the community hall via the rear garden areas of the Cedars buildings in order for the refuse service to pick up within the required distance.

In this instance, an acceptable level of refuse and recycling storage is considered to have been provided for both uses and no objection is raised in this regard.

7.16 Renewable energy / Sustainability

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

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

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Floodwater Management Officer has reviewed the provided Flood Risk assessment and raised no objections to the proposal on the grounds of increased flood risk.

The Sustainability Officer has requested that a condition be attached in relation to sustainable water management at the site. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

7.18 Noise or Air Quality Issues

Air Quality

The proposals comprise 33 residential units and associated infrastructure. The site is located within an area identified as experiencing elevated pollutant concentrations. As such, the development has the potential to expose future users to poor air quality and cause impacts at sensitive locations during the operational phase. An Air Quality

Assessment was therefore required in order to determine baseline conditions, consider site suitability for the proposed end-use and assess potential impacts as a result of the development.

The assessment identified that potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. An assessment was therefore undertaken to determine the potential for trips generated by the development to affect local air quality. This indicated that impacts are likely to be negligible throughout the operational phase.

The assessment concludes that the location is considered suitable for residential use without the inclusion of mitigation measures to protect future users from poor air quality. Based on the assessment results and the monetary contribution towards air quality monitoring, air quality is not considered a constraint to planning consent for the proposed development.

Noise

In terms of noise, the applicant has submitted a noise assessment to show the impact of this development proposal either in terms of the potential for impact on adjoining residential dwellings or to demonstrate that by introducing residential dwellings to the proposed locations it is possible to provide an acceptable level of residential amenity.

The noise report has been assessed by the Environmental Protection Officer and they have advised that, subject to the standard noise insulation and mitigation conditions set out in their consultation response, the development would be acceptable:

7.19 Comments on Public Consultations

7.20 Planning obligations

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

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

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

In this instance, on the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

. Highways Works S278/S38.

. A Servicing Management Plan is required to be submitted and approved in writing by the

LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.

. A full and formal Travel Plan with associated bond is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

. A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.

Monetary contributions:

. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + number of units/160 x£71,675) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 33 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

None.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

The application is in outline form and proposes the erection of a 6 no. storey building comprising of 33 no. apartments (Use class C3), 335 square metres of retail units (Use Class A1-A5) and associated storage, cycle parking spaces and disabled parking spaces. The site is located within Uxbridge Town Centre and an Archaeological Priority Area as designated on the Proposals Map of the Hillingdon Unitary Development Plan Saved Policies with the Old Uxbridge / Windsor Street Conservation Area located 50 metres to the south west of the site and in close proximity of Uxbridge Underground Station.

The building would be of an appropriate design and scale that would not be out of character with the appearance of the area due to careful design and use of compatible materials that will ensure it is visually integrated in its surroundings. Furthermore it would

effectively address its location through the use of stepped taller elements and distinct stepped design which adds rhythm to the new urban edge whilst successfully and contextually distributing the scale and mass within the site.

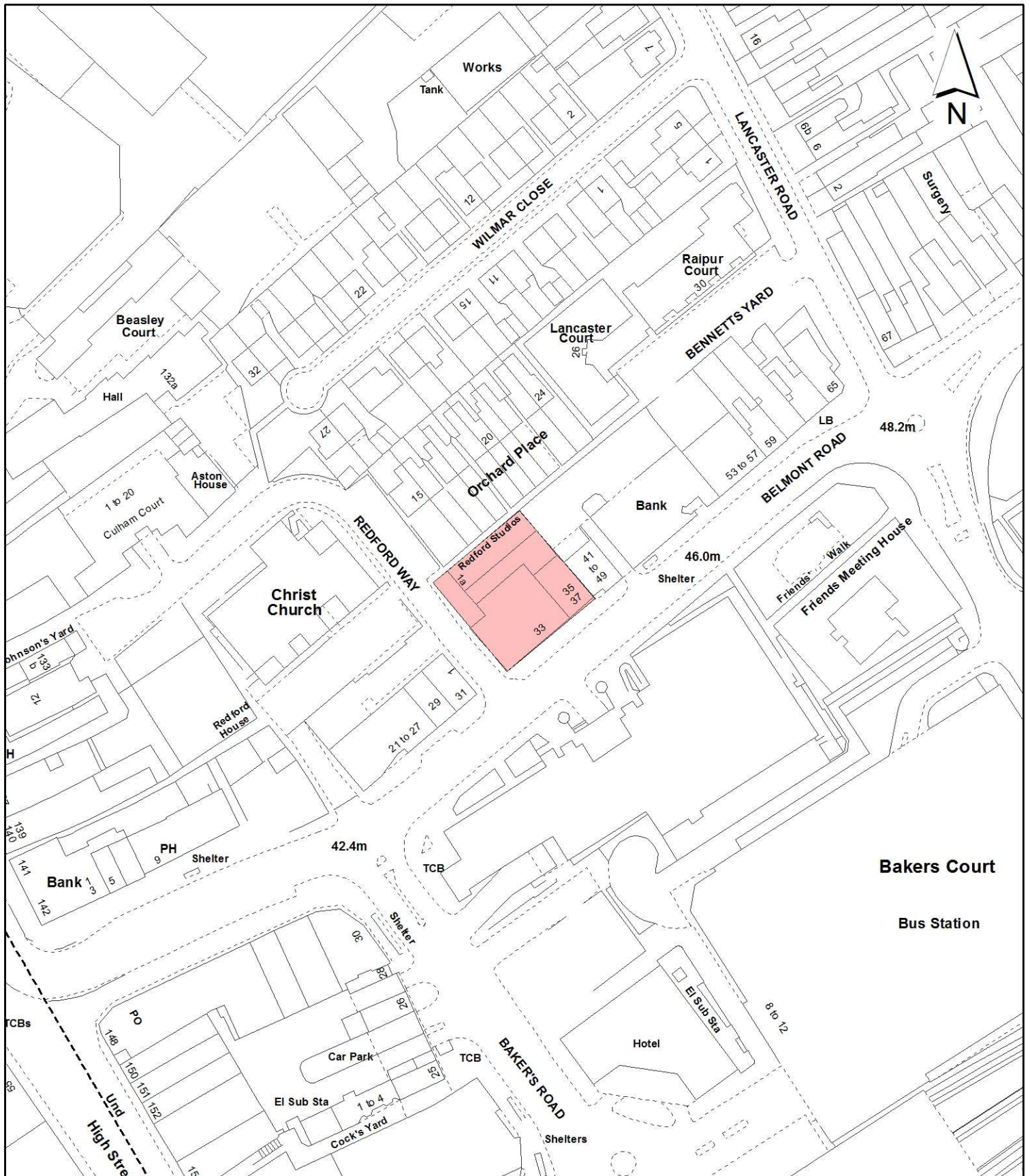
It is therefore recommended that planning permission be granted subject to conditions and the completion of a planning obligations under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of the report.

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

Site Address:

33-37 Belmont Road

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

45222/APP/2015/4692

Scale:

1:1,250

Planning Committee:

Major Page 37

Date:

April 2017



HILLINGDON
 LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

- Address** THE MACHINE STORE & PRESSING PLANT, THE OLD VINYL FACTORY
BLYTH ROAD HAYES
- Development:** Mixed use redevelopment of the Pressing Plant, at The Old Vinyl Factory site, including the partial demolition of the Pressing Plant (formerly Apollo House), retention of front facade and part of the western facade of the Pressing Plant and construction of a 3 screen cinema, with retail, bar, restaurant and exhibition spaces and construction of the Machine Store, comprising 81 residential units, a health centre, bars/cafes, associated parking, landscaping, and access works. (AMENDED PLANS - Increased scale of Health Centre provision plus 1 no. additional residential unit)
- LBH Ref Nos:** 59872/APP/2016/3454
- Drawing Nos:** 1601 MP SKM (00) 103 P8
Environmental Noise Survey and Noise Impact Assessment
1601 REA SKM (00) 108
Planning Statement
Heritage Impact Assessment
Geo-Environmental Assessment
Machine store + pressing plant DAS
1601 REB SKM (00) 107 P2
1601 REA SKM (00) 200 P2
1601 REA SKM (00) 201 P2
Drainage Strategy
1601 CI SKM (00) 200 P2
1601 CI SKM (00) 201 P2
1601 CI SKM (00) 202 P2
1601 CI SKM (00) 203 P2
1601 CI SKM (00) 100 P1
1601 CI SKM (00) 101 P1
1601 CI SKM (00) 102
1601 CI SKM (00) 103 P1
1601 CI SKM (00) 300 0C
1601 MP SKM (00) 100 P9
1601 MP SKM (00) 101 P9
1601 MP SKM (00) 102 P8
0275-SEW-ZZ-ZZ-DR-L-00321
0275-SEW-ZZ-ZZ-DR-L-00322
0275-SEW-ZZ-ZZ-DR-L-307100
0275-SEW-ZZ-ZZ-DR-L-307101
0275-SEW-ZZ-ZZ-DR-L-307102
0275-SEW-ZZ-ZZ-DR-L-307104
0275-SEW-ZZ-ZZ-DR-L-307105
0275-SEW-ZZ-ZZ-DR-L-307106
0275-SEW-ZZ-ZZ-DR-L-307107
0275-SEW-ZZ-ZZ-DR-L-307108
0275-SEW-ZZ-ZZ-DR-L-307109
0275-SEW-ZZ-ZZ-DR-L-307110
0275-SEW-ZZ-ZZ-DR-L-307111

0275-SEW-ZZ-ZZ-DR-L-307112
1601 MP SKM (EX) 001 0C
1601 MP SKM (EX) 002 0C
1601 MP SKM (00) 104 P8
1601 MP SKM (00) 105 P8
1601 MP SKM (00) 106 P8
1601 MP SKM (00) 107 P8
1601 MP SKM (00) 108 P8
1601 MP SKM (00) 109 P1
1601 MP SKM (00) B01 P9
1601 REA SKM (00) 203 P2
1601 REA SKM (00) 300 P1
1601 REA SKM (00) 100 P2
1601 REB SKM (00) 104 106
1601 REA SKM (00) 101 102 0C
1601 REA SKM (00) 103 105 0C
1601 REA SKM (00) 106 P2
1601 REA SKM (00) 107
1601 REA SKM (00) B01 P2
1601 REB SKM (00) 100 P3
1601 REB SKM (00) 101 P3
1601 REB SKM (00) 102
1601 REB SKM (00) 103
1601 REB SKM (00) 108 P2
1601 REB SKM (00) B01 P2
1601 REB SKM (00) 200 P2
1601 REB SKM (00) 201 P2
1601 REB SKM (00) 202 P3
1601 REB SKM (00) 203 P2
1601 REB SKM (00) 300 P1
1601 MP SKM (EX) 200 P1
1601 MP SKM (EX) 201 P1
1601 MP SKM (EX) 202 P1
1601 MP SKM (EX) 203 P1
1601 MP SKM (EX) 300 P1
1601 MP SKM (EX) 301 P1
1601 MP SKM (EX) 302 P1
1601 MP SKM (EX) 303 P1
1601 MP SKM (EX) 304 P1
1601 MP SKM (00) 300 P4
1601 MP SKM (00) 301 P5
1601 MP SKM (00) 302 P4
Daylight and Sunlight Report
1601 MP SKM (00) 303 P4
1601 MP SKM (00) 304 P4
1601 MP SKM (00) 200 P5
1601 MP SKM (00) 201 P5
1601 MP SKM (00) 202 P5
1601 MP SKM (00) 203 P5
1601 MP SKM (00) 001 0C

1601 MP SKM (00) 002 0C
1601 MP SKM (DEM) 001 0C
0275-SEW-ZZ-ZZ-SP-L-450001
0275-SEW-ZZ-ZZ-SP-L-45000C
0275-SEW-ZZ-ZZ-SH-L-45100C
1601 REA SKM (00) 202 P2
CCTV Plan
Construction Management Plan
Landscaping drawings and detailed landscaping scheme
Remediation Method Statement
Piling Works Risk Assessment
Structural Engineering Notes
Sustainability and Energy Report
Transport Statement (including car park allocation)
External Building Fabric for Residential Report

Date Plans Received: 16/09/2016 **Date(s) of Amendment(s):**
Date Application Valid: 03/10/2016

1. SUMMARY

The application proposes the mixed use redevelopment of the Pressing Plant, at The Old Vinyl Factory site in Hayes, including the partial demolition of the Pressing Plant building, with the retention of the front facade and part of the western facade of the Pressing Plant and construction of a 3 screen cinema, plus retail, bar, restaurant and exhibition spaces. Also proposed to the south of the Pressing Plant is the construction of the Machine Store, comprising 81 residential units, a 926 sqm health centre, bars/cafes, associated parking, landscaping, and access works.

The proposed development is considered an appropriate mix of uses, scale and built form that will enhance the locality. The provision of the health facility would provide an important community service to the local area which is supported by local policy and the London Plan (2016). The application is therefore recommended for approval.

2. RECOMMENDATION

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

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

- 1. Timescale for the agreed transfer of the Health Facility for NHS use and associated parking: within 5 years from date of permission or within 3 years from date of commencement (whichever occurs first)**
- 2. Employment Training Initiatives**
- 3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided.**

4. **Community Facility:** Either the delivery of a music (EMI) museum on the site or a financial contribution in the sum of £100,000 to be secured.
5. **Highway Works:** S278/S38 for required Highways Works
6. **Travel Plan:** to include £20,000 Bond
7. **Project Management & Monitoring Fee:** A financial contribution equal to 5% of the total cash contributions.

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

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

D) If the Legal Agreements have not been finalised by 25th October 2017 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of health facility, employment and construction training, community facility, off site highways works and travel plan). The proposal therefore conflicts with Policy AM2, AM7 and R17 of the adopted Hillingdon Local Plan Saved Policies (November 2012).'

E. 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:

- 1601MP SKM (EX)001 00
- 1601MP SKM (EX)002 00
- 1601MP SKM (EX)200 P1
- 1601MP SKM (EX)201 P1
- 1601MP SKM (EX)202 P1
- 1601MP SKM (EX)203 P1
- 1601MP SKM (EX)300 P1
- 1601MP SKM (EX)301 P1
- 1601MP SKM (EX)302 P1
- 1601MP SKM (EX)303 P1
- 1601MP SKM (EX)304 P1
- 1601MP SKM (DEM)001 00

1601MP SKM (00)001 00
1601MP SKM (00)002 00
1601MP SKM (00)100 P9
1601MP SKM (00)101 P9
1601MP SKM (00)102 P8
1601MP SKM (00)103 P8
1601MP SKM (00)104 P8
1601MP SKM (00)105 P8
1601MP SKM (00)106 P8
1601MP SKM (00)107 P8
1601MP SKM (00)108 P8
1601MP SKM (00)109 P1
1601MP SKM (00)B01 P9
1601MP SKM (00)200 P5
1601MP SKM (00)201 P5
1601MP SKM (00)202 P5
1601MP SKM (00)203 P5
1601MP SKM (00)300 P4
1601MP SKM (00)301 P5
1601MP SKM (00)302 P4
1601MP SKM (00)303 P4
1601MP SKM (00)304 P4
1601REA SKM (00)100 P2
1601REA SKM (00)101 102 00
1601REA SKM (00)103 105 00
1601REA SKM (00)106 P2
1601REA SKM (00)107 00
1601REA SKM (00)108 00
1601REA SKM (00)B01 P2
1601REA SKM (00)200 P2
1601REA SKM (00)201 P2
1601REA SKM (00)202 P2
1601REA SKM (00)203 P2
1601REA SKM (00)300 P1
1601REB SKM (00)100 P3
1601REB SKM (00)101 P3
1601REB SKM (00)102 00
1601REB SKM (00)103 00
1601REB SKM (00)104 106 00
1601REB SKM (00)107 P2
1601REB SKM (00)108 P2
1601REB SKM (00)B01 P2
1601REB SKM (00)200 P2
1601REB SKM (00)201 P2
1601REB SKM (00)202 P3
1601REB SKM (00)203 P2
1601REB SKM (00)300 P1
1601CI SKM (00)100 P1
1601CI SKM (00)101 P1
1601CI SKM (00)102 00
1601CI SKM (00)103 P1
1601CI SKM (00)200 P2
1601CI SKM (00)201 P2

1601CI SKM (00)202 P2
1601CI SKM (00)203 P2
1601CI SKM (00)300 00
0275-SEW-ZZ-ZZ-DR-L-307100
0275-SEW-ZZ-ZZ-DR-L-307101
0275-SEW-ZZ-ZZ-DR-L-307102
0275-SEW-ZZ-ZZ-DR-L-307104
0275-SEW-ZZ-ZZ-DR-L-307105
0275-SEW-ZZ-ZZ-DR-L-307106 Rev 01
0275-SEW-ZZ-ZZ-DR-L-307107 Rev 01
0275-SEW-ZZ-ZZ-DR-L-307108
0275-SEW-ZZ-ZZ-DR-L-307109
0275-SEW-ZZ-ZZ-DR-L-307110
0275-SEW-ZZ-ZZ-DR-L-307111 Rev 01
0275-SEW-ZZ-ZZ-DR-L-307112
0275-SEW-ZZ-ZZ-DR-L-00321
0275-SEW-ZZ-ZZ-DR-L-00322
0275-SEW-ZZ-ZZ-SH-L-451000
0275-SEW-ZZ-ZZ-SP-L-450000
0275-SEW-ZZ-ZZ-SP-L-450001

1615-240-103; 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:

Outline Construction Management Plan
CCTV Plan
Daylight and Sunlight Report
Design and Access Statement
Drainage Strategy
Drainage Notes 09/01/17
Stage 2 Fire Safety Strategy Residential
Geo-Environmental Assessment
Heritage Impact Assessment
Landscaping drawings and detailed landscaping scheme
Environmental Noise Survey and Noise Impact Assessment
Planning Statement
Remediation Method Statement
Piling Works Risk Assessment
Structural Engineering Notes
Sustainability and Energy Report
Transport Statement (including car park allocation)
External Building Fabric for Residential Report

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)

4 COM7 Materials (Submission)

No development (with the exception of demolition) shall take place in connection with the relevant building until:

- a. details of all materials and external surfaces, including details of doors, windows and balconies (including privacy screening) for The Pressing Plant building have been submitted to and approved in writing by the Local Planning Authority. Thereafter The Pressing Plant building shall be constructed in accordance with the approved details and be retained as such: or
- b. details of all materials and external surfaces, including details of doors, windows and balconies (including privacy screening) for The Machine Store building have been submitted to and approved in writing by the Local Planning Authority. Thereafter The Machine Store building shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

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

No development shall take place [excluding demolition] until a landscape scheme for the relevant building and its associated space 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 (130 spaces)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
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 and phasing
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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and 5.17 (refuse storage) of the London Plan (2016).

6 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). The building shall not be occupied until accreditation has been achieved for that building.

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.

7 NONSC Sound Insulation and Ventilation Scheme

Development of the relevant building [excluding demolition] shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential units and health facility from road traffic, rail traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal and external noise design criteria to be agreed with the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, rail traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 NONSC Noise Level

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5dB 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).

9 NONSC Air Extraction System

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

REASON: To safeguard the amenity of the occupants of surrounding properties in

accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Noise Transmission

The development of the relevant building shall not begin [excluding demolition] until a sound insulation scheme for the control of noise transmission to the adjoining dwellings has been submitted to and approved in writing by the Local Planning Authority. 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Amplified Music

The ground floor commercial units in the Machine Store building shall not be occupied until a scheme for the control of amplified music emanating from the commercial units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures and noise limits 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Delivery and Loading/Unloading of Goods

The delivery and the loading or unloading of goods associated with the approved bars, restaurants and cinemas shall not take place outside the hours of 08:00 and 18:00, Monday to Friday, or outside the hours of 08:00 and 13:00 on Saturdays. There should be no deliveries on Sundays and Bank and Public Holidays.

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

13 COM23 Hours of Use (Restaurant etc.)

The commercial premises shall not be open for customers outside the following hours: -
0800 to 2300, Mondays - Fridays
0800 to 2300 Saturdays
1000 to 1800 Sundays, Public or 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)

14 COM27 Traffic Arrangements - submission of details

Development of the relevant building shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing for the relevant building) have

been submitted to and approved in writing by the Local Planning Authority. Car Parking Layouts shall demonstrate that 15 spaces shall be equipped with active Electric Vehicle Charging (EVC) points and an additional 15 spaces with passive EVC points. Detailed design drawings, based on the use of swept paths with a 300mm error margin, to ensure sufficient manoeuvrability and adequate road safety, shall also be submitted.

Each individual building shall not be occupied until all such approved works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

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

15 NONSC Construction Environmental Management Plan

Before the development of the relevant building hereby approved commences, a Construction Environmental Management Plan (CEMP) for that building shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan (November 2012) and London Plan (2016).

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

17 A23 Design to Wheelchair Standards on Residential Developments

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

REASON:

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

18 NONSC Non Standard Condition

The development hereby approved shall ensure that spectator seating within the cinema will allow people with a physical and/or sensory impairment to sit amongst the audience without being separated from friends or family. Seating within the auditorium shall provide a choice of position for a non-transferring wheelchair user and provide clear, comfortable sightlines without obstructing the view of others. The auditorium should be fully accessible and otherwise designed to conform to BS 8300.

REASON:

To ensure an appropriate standard of development in accordance with London Plan (2016) Policy 7.2, is achieved and maintained.

19 SUS1 Energy Efficiency Major Applications (full)

Prior to commencement of development of the relevant building an energy assessment for that building shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall:

1 - set out the annualised baseline energy demand (kWhr) and CO2 levels (KgCO2) of the development built to 2013 Building Regulations.

2 - set out the design measures and features that reduce the baseline emissions relative to the London Plan Hierarchy (be lean, be clean, be green)

3 - provide the impacts of the measures and features from [2] on the baseline energy demand and emissions [1]

4 - provide full details, including (but not limited to), of types of lighting, boiler specifications, Combined Heat and Power networks and plant technology, zero carbon technology including roof plans and PV specifications.

5 - methods to monitor and maintain the development to ensure the targets are achieved and met consistently

The development must proceed in accordance with the approved assessment.

Reason

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2.

20 NONSC Piling

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 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

To prevent any detrimental impact on local underground sewerage utility infrastructure and/or contamination of controlled waters from existing land mobilised by the building work and new development in accordance with policy OE11 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.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management

	schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 4.1	(2016) Developing London's economy
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction

LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.19	(2016) Biodiversity and access to nature
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 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4

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

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

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.

5

The red-line plan submitted with the application documents indicates that part of the development site boundary is within Crossrail safeguarded limits and also encroaches onto Network Rail (NR) freehold land. Network Rail are undertaking 'cable pulling' works in connection with the construction of Crossrail at this location. Information relating to the works and the timescales involved for the works are available through the following contact email address 'CRCrossrail@networkrail.co.uk'

The applicant is advised to confirm with Network Rail the land title boundaries and also the current works programme before commencing of any of their proposed works in order to avoid any conflicts of interest for either the land ownership or the disruption to the Crossrail/NR construction programme.

6

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance without encroachment upon Network Rail land. Network Rail's existing fencing/wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land within Network Rail's boundary must also not be disturbed.

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. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.

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.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Site Layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

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.

Party Wall

Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with Network Rail at an early stage of the preparation of details of their development on Party Wall matters.

The applicant is reminded that any works close to the Network Rail boundary, and any excavation works are also covered by the Party Wall Act of 1996. Should any foundations, any excavations or any part of the building encroach onto Network Rail land then the applicant would need to serve notice on Network Rail and they would be liable for the costs. An applicant cannot access Network Rail without permission (via the Asset Protection Team) and in addition to any costs under the Party Wall Act, the applicant would also be liable to all Network Rail site supervision costs whilst works are undertaken.

No works in these circumstances are to commence without the approval of the Network Rail Asset Protection Engineer.

Method Statements/Fail Safe/Possessions

Method statements may be required to be submitted to Network Rail's Asset Protection Engineer for prior approval of works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period of booking of 20 weeks. The applicant will be liable for all costs incurred by Network Rail (including all possession costs, site safety supervision, asset protection presence). The applicant is reminded that Network Rail can refuse any third party works that would impact adversely on its infrastructure.

Signalling

The proposal must not interfere with or obscure any signals that may be in the area.

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.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

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.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Security of Mutual Boundary

Security of the railway boundary will require to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Engineer.

7

The Council's Waste Strategy Officer has provided the following guidance regarding waste management:

1) Flats

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

Size of household - Studio / one bedroom

Number in development - 42

Projected Weekly Waste & Recycling per household - 140 litres

Waste & Recycling produced from all households - 5880 litres

Size of household - Two bedroom

Number in development - 34

Projected Weekly Waste & Recycling per household - 170 litres

Waste & Recycling produced from all households - 5780 litres

Size of household - Three bedroom

Number in development - 4

Projected Weekly Waste & Recycling per household - 240 litres

Waste & Recycling produced from all households - 720 litres

Total Weekly Waste Arising

12380 litres

Minimum number of 1,100 litre bins required = 12.

I would suggest that all bins are for refuse initially owing to contamination issues. Additional recycling bins can then be added.

The storage space for the waste and recycling bins should take into account the following list described below

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

Bin Size 1,100 litre Eurobin

Height 1,370 mm

Depth 990 mm
Width 1,260 mm

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

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

4) Commercial Units

4a) The occupiers would have to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

4b) The producers of waste from commercial premises have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection. Larger waste producers could use a 12 cubic yard 'front end loader type bin or if there was shared usage of waste containers a 40 cubic yard bin could be used fed by a compactor system.

4c) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres or sack 15 metres from the point of storage to the collection vehicle (BS 5906 standard).

4d) 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.

4e) The access roads must be made strong enough to withstand the load of a 32 tonne refuse collection vehicle (if using 40 cubic yard roll on roll off bins).

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.

8

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

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

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

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

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

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

9

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 prosecutions 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.

10

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within the eastern section of a broader redevelopment site titled The Old Vinyl Factory (TOVF). The broader site is situated on Blyth Road, approximately 260 metres to the southwest of Hayes Town Centre. The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The Machine Store and Pressing Plant form Phase 6 of the TOVF side wide masterplan as amended by the a Section 73 amendment (ref: 59872/APP/2013/3775). The application site has an area extending to approximately 0.6 hectares. The Pressing Plant (formerly Apollo House) is situated at the eastern end of The Old Vinyl Factory's masterplan site. It has been partially demolished (in conjunction with the demolition of Jubilee House, in accordance with planning permission APP/2012/3153 (dated 30 April 2013). The site of the former Jubilee House is currently being developed as part of phase 2 of the masterplan to create the Material Store. The Pressing Plant is locally listed, predominantly for its front/northern facade. The Machine Store and Pressing Plant site is located to the east of the consented Boiler House and Material Store, which consist of 54 and 189 residential units respectively. The south of the site abuts the embankment to the main railway line. To the east of the site is the Gatefold Building, which is currently being developed for a 4-7 storey height building comprising 132 residential units, a cafe, community room and workshop units with associated car parking pursuant to planning permission APP/2011/2253 dated 27 March 2012 (as amended).

Approved building heights within the TOVF typically range from 16m to 32m (excluding lower level podiums) as shown on approved parameter plan. Vehicular access to the site is via Blyth Road and pedestrian access is provided throughout the site. To the north and beyond the boundary of TOVF masterplan site is Enterprise House, which is a Grade II listed industrial building for which planning permission and listed building consent was granted in October 2014 for the restoration, refurbishment and conversion of the building as part of a mixed use development comprising approximately 4,500sqm GIA of employment space (Use Class B1 and B8 with ancillary cafe) and 96 residential units (Use Class C3), ref. 11623/APP/2013/3606.

Much of the TOVF application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) and a Strategic Industrial Location (SIL) as designated within the London Plan (2016).

3.2 Proposed Scheme

Planning permission is sought for the partial demolition of the Pressing Plant, retaining the existing northern facade and part of the western facade and the construction of a mixed use development forming the Pressing Plant and Machine Store buildings. The detailed planning application comprises:

Machine Store

Erection of two connected buildings (Block A and Block B) of 7 storeys in height (above a 1.5 storey podium) comprising 81 residential units, 228sq.m (GEA) of A1/A3/A4 floorspace, 926sq.m (GEA) of D1 floorspace, a 1.5 storey height car park (below podium level) and associated public realm, landscaping and access works. Amenity space is to be provided at podium level between blocks A and B. The podium will provide soft landscaping and amenity space.

Block A

Comprises a 7 storey building (above a 1.5 storey podium) including residential units and 228sq.m (GEA) of A1/A3/A4 floor space. The entrance to Block A is at the northwest corner of the building and includes the resident concierge space. Step-free access to all dwellings and the podium level is provided by the use of lifts.

Block B

Comprises a 7 storey building (above a 1.5 storey podium) including residential units and 926sq.m (GEA) of D1 floor space (Health Centre), located to the south of the site at the semi basement, ground and first floor levels. Block B is accessible to residents by a stairwell from Pressing Plant Lane as well as by two lift cores. Block B will provide a local health centre (the proposed D1 floorspace).

Pressing Plant

The proposals comprise partial demolition of the Pressing Plant, retaining the existing north facade and part of the western facade and construction of a 1,450sq.m (GEA) three screen boutique cinema (Use Class D2), including retail A1/A3/A4/A5 floorspace (262sq.m GEA). Following a detailed design and structural review of the current Pressing Plant, it was concluded that the building is neither structurally safe nor viable to maintain/repair as part of the redevelopment works. These proposals therefore seek to partially retain the facade and incorporate it into the development of a new building that will house the cinema and associated uses. The outline consent for the wider TOVF site detailed below included the provision of a Museum. It is proposed to create an exhibition space within the Cafe/Bar/Retail area of the Pressing Plant, where the aim is to house some of the EMI archive as a rolling exhibition.

The proposed 1.5 storey car park is located at sub-basement level below the podium and Blocks A and B; will be served by three pedestrian accesses, one from each of the resident accesses to Blocks A and B, which will also both give access to the podium, and one from the Groove. The enclosed car park will contain 67 car parking spaces, of which 7 will be accessible spaces. Further, 11 car parking spaces will be provided at street level. Four motorcycle spaces will be provided. With respect to cycle parking, 130 spaces are proposed; 102 double stack spaces in the Machine Store basement car park, 14 single stack spaces on the upper car park level and further 14 spaces being provided in the public realm for short-stay visitors.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838. Unlike previous phases of TOVF development, the Machine Store and Pressing Plant application is an application for full planning permission and not a reserved matters application. This is because the proposed uses and scale of development materially departs from the outline planning permission, requiring a fresh full planning application. The outline planning permission is however a material consideration as it establishes the principle of a residential led mixed

use development (including a cinema) at the site.

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

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

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

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.EM11 (2012) Sustainable Waste Management
PT1.HE1 (2012) Heritage
PT1.T1 (2012) Accessible Local Destinations
PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.

AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 4.1	(2016) Developing London's economy
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.11	(2016) Green roofs and development site environs

- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.15 (2016) Water use and supplies
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 6.12 (2016) Road Network Capacity
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- LPP 7.13 (2016) Safety, security and resilience to emergency
- LPP 7.14 (2016) Improving air quality
- LPP 7.19 (2016) Biodiversity and access to nature
- 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 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

Consultation letters were sent to circa 120 local owner/occupiers on 07.10.16. The application was also advertised by way of site and press notices. Following amendments to the scheme in which the Health Facility was increased in scale and an additional residential unit added to the development the applicant was subject to reconsultation that expired on 10.04.17.

One comment was received from a local resident in support of the application stating that the addition of a cinema and associated bar and restaurants will help further develop the area.

CLINICAL COMMISSIONING GROUP (CCG)

Further to our recent discussions I can confirm that the CCG supports the inclusion of 926 m2 GEA for health use in the planning application for the former Vinyl Factory machine store.

The requirement of this space for health use derives from the significant increase in demand that the proposed residential development will place on local health services.

HAYES CONSERVATION AREA ADVISORY PANEL

We are deeply disappointed in the design for the cinema complex as it is not sympathetic to and does not complement the retained brick structure. We would have been happier if the new part of the Blyth Road frontage was a continuation of the brick structure with the same regular divisions in the facade. In the same vein we feel the mono-pitch roof should be replaced by a roof with a central ridge, similar to that on the retained part of the structure; the direction of projection shown in the plans does not require the extra height the proposed roof would provide. In the light of these comments, we hope that permission will not be granted for the current proposals. As the colour palette of the retained structures on the site are mainly white render or red brick we find the black and grey colour chosen for this building and the two residential block to the south most unsympathetic. We hope that a look and feel that fits better with their surroundings will be chosen and that the current schemes will not be approved.

As far as the residential element of the application goes, we see the current proposal as an intensification of the usage approved under the masterplan with a 33% increase in the number of units, from 60 to 80 and, with every iteration of the design, an increase in the height of the tower blocks. While acknowledging that the proposed height is similar to that of the surrounding buildings on this and adjacent sites, we had looked to the large area of the Old Vinyl Factory site to provide more variation to the streetscape, which would allow the early 20th-century buildings that are being retained to stand out, rather than be submerged in the morass of poorly-designed 21st century structures which are producing deep canyons between high monolithic rectangular blocks. The pastiche 'industrial' forms suggested for the roofs of the residential units do not read as such, as at the height proposed the detail cannot be appreciated from ground level. It would therefore be better to provide a more conventional roof form which would have the additional benefit of somewhat reducing the overall height. We are unhappy with the residential accommodation and hope the application will be refused until a less unsatisfactory proposal is submitted.

HAYES CONSERVATION AREA ADVISORY PANEL 2nd comments

We welcome the provision of a larger space for the proposed health centre as the large number of residential units on the site will create an equally large demand for health services. However, we are dismayed that this improved provision is presented as part of a package that sees an increase in the number of stories in Residential Block A, which will have a negative impact on what is already an over-tall development that is dwarfing the retained industrial buildings in the Conservation Area. It also increases the overall residential floor area and the proposed number of residential units, with the mix of housing units being further weighted to the lower end with more studios and 1-bed flats but fewer 2-bed flats. If there is a need for a larger health centre, space for it must be provided by the developer. However using this provision as a lever for increasing the size of the development is not acceptable; we therefore hope the current proposals will be amended to avoid adding an extra floor to Block A.

Case Officer's comments:

The proposed development has been reviewed at length by the Council's Design and Conservation Officer who has been involved throughout the pre-application discussions, minor amendments have been requested and provided. No objections have been made to the design of the proposals or the impact on the Conservation Area or Listed Building.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. This site has been subject to archaeological field evaluation which did not identify any remains of interest.

No further assessment or conditions are therefore necessary.

CROSSRAIL

The implications of the Crossrail proposals for the application have been considered and the proposed development needs to take account of the construction of Crossrail and the following Informative:

Crossrail concurrent working

The red-line plan submitted with the application documents indicates that part of the development site boundary is within Crossrail safeguarded limits and also encroaches onto Network Rail (NR) freehold land. Network Rail are undertaking 'cable pulling' works in connection with the construction of Crossrail at this location. Information relating to the works and the timescales involved for the works are available through the following contact email address 'CRCrossrail@networkrail.co.uk'

The applicant is advised to confirm with Network Rail the land title boundaries and also the current works programme before commencing of any of their proposed works in order to avoid any conflicts of interest for either the land ownership or the disruption to the Crossrail/NR construction programme.

NETWORK RAIL

After studying the details submitted and consultation with our maintenance Protection co-ordinator, Engineer, Network Rail has safety concerns and requests further information.

Can the applicant confirm that this will not affect any access points or compounds currently used by Network Rail.

We also require confirmation as to how close proposed works will be to the retaining wall. Would the applicant/developer agree to a site visit with Network Rail to discuss how close the proposal will be to our boundary, as we require 24/7 access to inspect our assets?

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for it's future maintenance without encroachment upon Network Rail land. Network Rail's existing fencing/wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land within Network Rail's boundary must also not be disturbed.

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. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.

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.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Site Layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

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.

Party Wall

Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with Network Rail at an early stage of the preparation of details of their development on Party Wall matters.

The applicant is reminded that any works close to the Network Rail boundary, and any excavation works are also covered by the Party Wall Act of 1996. Should any foundations, any excavations or any part of the building encroach onto Network Rail land then the applicant would need to serve notice on Network Rail and they would be liable for the costs. An applicant cannot access Network Rail without permission (via the Asset Protection Team) and in addition to any costs under the Party Wall Act, the applicant would also be liable to all Network Rail site supervision costs whilst works are undertaken. No works in these circumstances are to commence without the approval of the Network Rail Asset Protection Engineer.

Method Statements/Fail Safe/Possessions

Method statements may be required to be submitted to Network Rail's Asset Protection Engineer for prior approval of works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period of booking of 20 weeks. The applicant will be liable for all costs incurred by Network Rail (including all possession costs, site safety supervision, asset protection presence). The applicant is reminded that Network Rail can refuse any third party works that would impact adversely on its infrastructure.

Signalling

The proposal must not interfere with or obscure any signals that may be in the area.

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.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

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.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Security of Mutual Boundary

Security of the railway boundary will require to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Engineer.

Case Officer's comments:

Network Rail's comments were relayed to the applicant who then produced an in depth response, including confirmation that the scheme will not affect any access points or compounds currently used by Network Rail and detailing how close the proposed works will be to the retaining wall. The applicant has also agreed to a site visit with Network Rail to discuss how close the proposal will be to the boundary and confirmed that Network Rail require 24/7 access to inspect their assets. The response has been provided to Network Rail who have raised no objections to the scheme or applicant's response.

The information provided by Network Rail is also recommended to be included within an informative should the application be approved.

THAMES WATER

Waste Comments

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewerage flooding and pollution to the local watercourses.

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.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.

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 prosecutions 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:

Informative

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 prosecutions under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

Condition

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 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.

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

Case Officer's comments:

The condition and informative requested by Thames Water are recommended to be attached to any planning consent for the proposals.

METROPOLITAN POLICE

No objections. I met with the architect back in July 2016 and discussed this in detail.

I would ask for a SBD condition to be imposed.

Case Officer's comments:

The condition requested by The Metropolitan Police Designing Out Crime Officer is recommended to be attached to any planning consent for the proposals.

HEATHROW AIRPORT LIMITED

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition/s detailed below:

Submission of a Bird Hazard Management Plan

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

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

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

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

Informatives:

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

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

We would also make the following observation:

Cranes

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

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

Case Officer's comments:

The comments from Heathrow Airport Ltd were provided to the applicant who subsequently submitted a Bird Hazard Management Plan (BHMP) as part of the application's supporting documents. The BHMP was forwarded to Heathrow Airport Ltd who provided the following further comments:

HEATHROW AIRPORT LIMITED 2nd comments

I have now assessed the proposed Bird Hazard Management Plan for the above application against safeguarding criteria, and I can now recommend that this condition is discharged from a Heathrow Airport Ltd point of view.

HISTORIC ENGLAND

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Internal Consultees

CONSERVATION AND URBAN DESIGN OFFICER

The site falls within the Botwell Thorn EMI Conservation Area and the building is included on the Council's Local List. The demolition of the rear part of the structure was agreed in 2012, although the current proposal includes slightly more extensive demolition than was previously agreed (application ref 59872/APP/2012/1840). The building has been recorded under the discharge of conditions applications 59872/APP/2013/2825 and 2826.

The scheme has been subject to pre application discussions with the Conservation and Design Team and there are no objections in principle to the proposed new structures or the design approach to these buildings. In terms of detailed design and layout these proposals are considered to be an improvement on those previously agreed and would fit more comfortably into the emerging context of the site, creating a better flow along the Groove and forming a new public space. There are still some concerns over the narrowness of the gap between block A and the cinema building, however, if this does not create any amenity or over looking issues, the nearest elements of the residential building are cloaked balcony spaces, then given the very dense urban character of the wider site, this could be considered acceptable. The brick detailing on the upper east and west elevations of blocks A and B also needs to be given consideration as these include large areas of potentially unrelieved brickwork.

External materials will need to be conditioned and also details re glazed screens, balconies, balustrades, external windows, doors and stairs.

With regards to the demolition of the Pressing Plant, as the extent of demolition is slighter greater than approved previously, the detailed design and structural review reports referred to in section 12.01 of the D&A statement should be appended as supporting documents.

The integration of part of the existing structure into the new cinema building is welcomed, as is the creation space for the EMI archive. However, it is requested that the existing windows, or appropriate Crittal type modern replacements with a solid backing, are included on the frontage and also on the retained side elevation; rather than the proposed silver corrugated metal cladding, which would give the building the appearance of being boarded up as a temporary measure. Similarly, the rear elevation should be finished in a more permanent way, ideally in brickwork to create the appearance of a complete building.

No objection in principle, some additional information and minor revisions required.

Case Officer's comments:

In response to comments received from the Conservation and Design Officer the applicant has

amended the scheme to retain the critical windows on the north and west elevations (with solid infill backing). In response to concerns raised regarding the materiality they have amended the south elevation of the pitched gable end to brick with a new brick pier to provide a sense of material permanence. The west/east brick facades are broken down to be read as two/three storey panels via an expressed joint in the brick facade.

WASTE STRATEGY OFFICER

Information has been provided regarding waste requirements. This has been included within an informative that is recommended to be attached to a decision notice.

ACCESS

In assessing this application, reference has been made to the London Plan 2016, Policy 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2010 (ADM 2016).

The Design & Access Statement refers to the technical Housing standards and compliance of the residential units in accordance with sections M4 (2) and M4 (3) of Approved Document M to the Building Regulations.

In addition, the 1.5 storey car park will contain 62 car parking spaces, of which 10 would be accessible. A further 11 car parking spaces are to be provided at street level. Of the 73 car parking spaces, 58 are proposed for residential and 15 non-residential.

Retail/Cinema Element

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.

1. Spectator seating within a cinema should allow people with a physical and/or sensory impairment to sit amongst the audience without being separated from friends or family. Seating within the auditorium should provide a choice of position for a non-transferring wheelchair user and provide clear, comfortable sightlines without obstructing the view of others. The auditorium should be fully accessible and otherwise designed to conform to BS 8300.

Conclusion:

- a) further details should be submitted in respect of point 1 above.
- b) any planning permission notice should include the conditions set out below

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

REASON:

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

Recommended Informatives:

1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
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.

FLOOD AND WATER MANAGEMENT

The proposals appear to indicate that there is control of the surface water within attenuation tanks as agreed at the outline design. However further areas to reduce run off further were agreed would be explored within the detailed design or each parcel such non infiltration permeable paving. These do not appear to feature within this plan or any alternative options to reduce surface water run off combined with and integrated within the landscaping plans particularly where there are planting areas planned.

Case Officer's comments:

The Flood and Water Management Officer's comments have been reviewed by the applicant and additional information submitted (plan reference 1615-240-103) as part of the application. The Council's Flood and Water Management Officer has reviewed this additional information and provided the following response:

FLOOD AND WATER MANAGEMENT 2nd comments:

If it is built in accordance with the plans submitted I have no objections.

TREES AND LANDSCAPING

The site forms Phase 6 of TOVF and is situated to the east of the Boiler House and west of the Gatefold building. The Pressing Plant on the edge of Blyth Road will become a cinema. This is separated from the Machine Store, to the south, by the start of the ground level pedestrian route, The Groove, which threads its way through the whole Vinyl Factory site. The Machine Store is a residential development comprising two blocks, north and south, attached by podium level communal amenity space.

The D&AS explains the design concept for the public realm (and private / communal external areas) in section 10.0. The objectives for the main components of the scheme are set out and illustrative images and palettes of materials are specified. The design rationale addresses:

The Groove (planting and design), the podium level communal garden (hard and soft details), the play strategy and the rooftop terrace (amenity planting design). Drawings by Studio Egret West include planting plans for The Groove (105), podium garden (108, 109 and 110) and roof (111). These are supported by a Specification of Soft works and a Landscape Management and Maintenance Plan.

Dwg OO522 Rev 00 provides details of typical planting details for trees in hard and soft landscape conditions - but there is no detail of the podium level tree planting? Dwg No 00321 indicates Typical Paving details - as previously approved for other areas of The Groove.

This is a fairly comprehensive scheme. However, there is some additional technical information required, such as the podium level tree pit and shrub planted areas (construction) and irrigation detail.

Recommendation

No objection subject to landscaping condition.

HIGHWAYS

The Council's Highways Engineer raised a number of queries with regards to the original submission. The developer responded to these queries through the provision of an additional highways note on the 24/03/17. This additional information has been reviewed by the Council's Highways Engineer with the following comments provided:

Visibility

The Council's comments have been accepted and incorporated into the design. The proposed

layout now provides an acceptable level of forward visibility

Ramps

As the ramp in question has a rise of 1.65m, the proposed gradient 1:8.5 is acceptable and in line with national guidance.

Tracking

The suggested 300mm error margin has not been added to the proposed swept paths. This is contrary to the Council design guidelines and might result in horizontal alignment insufficient for the required vehicular manoeuvres. It is recommended that a condition be imposed to the planning consent to the effect that detailed design drawings, based on the use of swept paths with a 300mm error margin, should be submitted to and approved in writing by the council prior to commencement of works. This is to ensure sufficient manoeuvrability and adequate road safety.

Vehicle Parking - Residential

81 residential units are now proposed. As the approved parking ratio for the wider site is 0.75, this equates to 61 parking spaces for residents. The response states that 61 parking spaces would be allocated to residents plus 2 parking spaces for visitors.

Vehicle Parking - Non Residential

The Council's initial highways comments issued on 21 December 2016 require the use of 20 parking spaces for the combined non residential uses, of which 10 allocated to the Health Centre and the remaining 10 to other non residential uses. 15 parking spaces are proposed and as a result, there is a shortfall of 5 parking spaces for non residential uses.

Bicycle Parking

116 spaces are proposed. No further comments or objections.

Servicing

A condition should be imposed to the planning consent for the development of a Servicing Plan for the site. Road markings should be added to ensure servicing takes place away from the car park entrance. The supplied swept paths are satisfactory.

Refuse

The clarification is noted. The supplied swept paths are satisfactory.

Case Officer's comments:

Whilst the shortfall of 5 car parking spaces for the non-residential uses is noted, the location of the site adjacent to the new Crossrail Station and the inclusion of a requirement for a Travel Plan within the accompanying S106 legal Agreement is considered sufficient to mitigate against the detrimental impact of a slight shortfall in parking provision.

ENVIRONMENTAL PROTECTION UNIT (CONTAMINATION)

The site investigation covers the above area of the Old Vinyl Factory, 'OVF' using eleven fairly shallow trial pits (up to 1.6 metres, with three deep 30 metre boreholes. Some previous work is referenced has been undertaken across the OVF generally particularly by RPS consultants prior to Meerbrook's work. The testing involved 10 soil samples and analysis of the groundwater. There appears to be a basement and mostly hard standing which will help remove the pathway to any non mobile contamination. The soil testing results although limited for the area of the site showed only four elevated lead levels , one elevated arsenic level and a raised alkaline pH. Remediation is required in the case of limited soft landscaping for the development. 300 mm of soil is proposed. The site has made ground and this is where the contamination is likely , the natural ground (including gravels) was found to be clean and no pollution hot spots are recorded. No visual or olfactory evidence of contamination was noted. In addition to asbestos and hydrocarbons in any service ducts

if on this part of the OVF site (see below) would need to be remediated or rendered innocuous. As regards the ducts this is rather complicated on the wider OVF site and Gatefold Building Site and considerable works were carried out by Soil Fix to investigate the asbestos and hydrocarbon contamination. It appears on this part of the OVF (machine shop / pressing plant) there is not much work on the ducts. It is not within the geo environmental investigations, and remediation summary. As regards gas protection it does not appear as though this is an issue as at the adjacent Gatefold Building. No gas protection measures are proposed. This is based on two rounds at two boreholes (MBH 02/16 and 03/16). I think the conclusions may also be based on results from the wider OVF area. Some further gas monitoring is advised. We must await the remediation strategy. I would advise our contaminated land condition.

ENVIRONMENTAL PROTECTION UNIT (NOISE)

With reference to the above planning application I reviewed the Environmental Noise Survey and Noise Impact Assessment report by Hann Tucker Associates (report ref: 22178/NIA-Rev1 dated 7 September 2016), I have the following comments:

1. The proposed internal noise levels criteria (section 8.3, page 8 of the report) are acceptable, however, a criteria for LAMax,F of 45dB for bedrooms at night facing the railway should also be set.
2. The report does not address the noise levels in external amenity areas i.e. balconies etc. which should be as low as practicable and less than 50dB LAeq,T.
3. Section 10 of the report recommends a minimum Rw of 41dB to achieve the levels recommended in the table in section 8.3 of the report. There is a recommendation for secondary glazing to achieve the Rw but then goes on to recommend thermal double glazing which will only achieve around 36dB reduction.
4. There is no proposal for ventilation strategy to the residential elements of the development.
5. With regards to the cinema and other commercial elements of the development, details of the proposed sound insulation should be provided.
6. The report does not address other potential noise issues including but not limited to noise from patrons visiting the commercial premises, cars parking and loud music breakout.
7. The background noise levels is likely to be lower over the weekend, however, the noise survey was only carried out over weekdays.
8. The construction management plan is acceptable to us. However, I understand my colleague, will provide comments regarding contaminated waste materials.

In addition to the above I also recommend the following as conditions/informative respectively:

Sound insulation scheme

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic, rail traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal and external noise design criteria to be agreed with the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road and rail traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan (November 2012).

Noise affecting residential property

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

Air extraction system noise and odour

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

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

Sound insulation of commercial/entertainment premises

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings has been submitted to and approved in writing by the Local Planning Authority. 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 of the Hillingdon Local Plan (November 2012).

Control of amplified music

The development shall not begin until a scheme for the control of amplified music 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 and noise limits 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 of the Hillingdon Local Plan (November 2012).

Loading/unloading/deliveries

The commercial premises including bars, restaurants and cinemas shall not be used for delivery and the loading or unloading of goods outside the hours of 08:00 and 18:00, Monday to Friday, and between the hours of 08:00 and 13:00 on Saturdays. there should be no deliveries on Sundays and Bank and Public Holidays.

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

I would also recommend that proposed opening hours for the commercial premises are agreed with the EPU.

Control of environmental nuisance from construction work (Informative)

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

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

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838. Unlike previous phases of TOVF development, the Machine Store and Pressing Plant application is an application for full planning permission and not a reserved matters application. This is because the proposed uses and scale of development materially departs from the outline planning permission, requiring a fresh full planning application. The outline planning permission is however a material consideration as it establishes the principle of a residential led mixed use development (including a cinema) at the site.

Policy R10 of the Hillingdon Local Plan (November 2012) states that the Local Planning Authority will regard proposals for new community and health services as acceptable in principle, subject to the other policies within the Plan. The proposed development is considered to accord with other policies contained within the Hillingdon Local Plan (November 2012). In addition Policy 3.17 of the London Plan (2016) states 'Development proposals which provide high quality health and social care facilities will be supported in areas of identified need, particularly in places easily accessible by public transport, cycling and walking'. This approach is also supported by London Plan (2016) Policies 2.2 and 3.2. As such the principle of the health facility is deemed acceptable.

The principle of a residential led mixed use development, including a cinema and health facility is therefore considered acceptable in this location.

7.02 Density of the proposed development

Density was considered as part of the originally approved outline application for the wider TOVF site and was deemed acceptable. The site wide density of the development is not proposed to change significantly as a result of this full planning application.

The application proposes the erection of 81 units, which is an increase of 29 flats in the Machine Store building compared to the original masterplan that proposed 52. This follows design development, including a more efficient layout, for the Machine Store. These

changes have been subject to various lengthy pre-application discussions with officers at the Council.

The site has a PTAL score of 3/4 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, with smaller sized units of 2.7 to 3 habitable rooms that a density of 70-170 could be achieved. For a PTAL of 4, with smaller sized units of 2.7 to 3 habitable rooms a density of 70-260 is appropriate. The proposed scheme has a density of 135 units per hectare which sits within the density range recommended by the London Plan (March 2016).

Unit Mix

In ensuring a range of housing choice is provided to residents, London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres and given the location of the site in close proximity to Hayes town centre the mix proposed is deemed acceptable and appropriate.

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

Listed Building/Conservation Area

The proposals comprise partial demolition of the Pressing Plant, retaining the existing north facade and part of the western facade, plus construction of a 1,450sq.m (GEA) three screen boutique cinema (Use Class D2), including retail A1/A3/A4/A5 floorspace (262sq.m GEA). Following a detailed design and structural review of the current Pressing Plant, it was concluded that the building is neither structurally safe nor viable to maintain/repair as part of the redevelopment works. These proposals therefore seek to partially retain the facade and incorporate it into the development of a new building that will house the cinema and associated uses. The retention of the northern section of the building will ensure that the section of the building which has the greater historic interest is retained, whilst removing the southern sections of the building which are of less architectural quality and in a very poor state of repair.

The Council's Conservation Officer has been involved throughout the pre-application discussions and has requested some minor amendments. These have been incorporated into the scheme and no objections have been made to the proposals. As such the impact of the proposals on the Listed Building and the Conservation Area are considered acceptable.

Archaeology

The Greater London Archaeological Advisory Service were consulted on the proposals and concluded that the development is unlikely to have a significant effect on heritage assets of archaeological interest. This site has been subject to archaeological field evaluation which did not identify any remains of interest.

7.04 Airport safeguarding

Heathrow Airport Limited were consulted on the proposed development and they have confirmed that they have no objections to the proposal subject to an appropriate condition regarding the implementation of a Bird Hazard Management Plan (BHMP) and supporting informative relative to cranes. The applicant was informed of the request for a BHMP condition and duly submitted one as part of the proposals. Heathrow Airport have reviewed the submitted BHMP and confirmed that it is acceptable. As such, subject to the Bird Hazard Management Plan being listed as an approved document, the scheme is

considered to have an acceptable impact on airport safeguarding.

7.05 Impact on the green belt

The site is not located within or close to the Green Belt, as such there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

The objectives for the wider site included in the master plan, include amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of which are Locally Listed.

The proposed building height of the Pressing Plant is in accordance with the approved parameter plan and the podium has a height of 36.9m AOD, whilst the Machine Store Block A is 61.7m AOD and Block B is 61.2m AOD. The Machine Store therefore slightly exceeds the approved parameter plans.

However, in comparison, the neighbouring sites range between 2-7 storeys (Gatefold Building) and 7-10 storeys (Material Store). The roof level of Block C of the Material Store has a height of 65.950m AOD, the enclosed roof garden above Block C extends the total height to 67.575m AOD. The neighbouring Enterprise House also has a height of 66.52m AOD. The Cabinet Building has height of 58.16m AOD, with an outline approval for extensions that rise to 62.45m AOD. The proposed heights are therefore considered appropriate given the surrounding context.

The Council's Design Officer has reviewed the submitted details and they have raised no objections to the amended proposals.

The proposed new buildings have been subject to pre-application discussion with the Council's Conservation and Design Team. They have also reviewed the submitted details and raised no objections to the proposals. The overall development is considered to be a well designed and 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

The proposed development accords with the layout approved as part of the wider site's outline planning consent (application reference 59872/APP/2012/1838), as such the location of the buildings are already considered acceptable in principle. The element of the scheme that would be located closest to existing buildings is also the retained element of The Pressing Plant listed building, so no new development will be encroaching on existing separation distances.

The Council's Environmental Protection Unit have reviewed the submitted details and requested that a number of conditions be attached to any planning consent. These conditions relate to noise pollution, air extraction and delivery/servicing times in order to protect the amenity of adjacent occupiers. Subject to the attachment of these conditions it is considered that the impact of the proposal on neighbouring properties is deemed acceptable.

7.09 Living conditions for future occupiers

Internal Floor Area

The proposed development is for the creation of 81 flats within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (2016). Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms and inhabitants being proposed.

External Amenity Space

The overall amenity requirements of the proposal are as follows:

1B - 20sqm per dwelling x 46 units - 920sqm

2B - 25sqm per dwelling x 31 units - 775sqm

3B - 30sqm per dwelling x 4 units - 120sqm

Total amenity requirement- 1815sqm

The majority of the amenity space for the Machine Store is proposed within the public podium on level 1 (860sqm), the roof of block A (390sqm) and within private balconies that are provided to individual flats (Block A 275sqm and Block B 290sqm). The total amenity provision is 1815sqm and therefore the proposed development is considered to be provided with sufficient outdoor amenity space for the occupiers of the development, in accordance with Policy BE23 of the Hillingdon Local Plan.

Light and Outlook

All of the habitable rooms within the dwellings would be provided with an acceptable source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan and the London Plan (2016).

Overlooking

In terms of outlook for future residents, Policy BE21 of the Local Plan seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the site layout would provide a high standard of amenity for future occupiers. The layout provides sufficient space to ensure that there is adequate separation between the units. This will result in a satisfactory outlook from the proposed units in the blocks and reduces the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Vehicle Parking - Residential

81 residential units are now proposed and as the approved parking ratio for the wider site is 0.75, this equates to 61 parking spaces for residents. The application proposes that 61 parking spaces would be allocated to residents plus 2 parking spaces for visitors. As such the level of parking proposed for residential units is considered acceptable.

Vehicle Parking - Non Residential

The Council's initial highways comments issued on 21 December 2016 require the use of 20 parking spaces for the combined non residential uses, of which 10 allocated to the Health Centre and the remaining 10 to other non residential uses. 15 parking spaces are proposed and as a result, there is a shortfall of 5 parking spaces for non residential uses.

Whilst the shortfall of 5 car parking spaces for the non-residential uses is noted, the location of the site adjacent to the new Crossrail Station and the inclusion of a requirement for a Travel Plan within the accompanying S106 legal Agreement is considered sufficient to mitigate against the detrimental impact of a slight shortfall in parking provision.

Bicycle and Motorcycle Parking

116 cycle spaces are proposed and 4 motorcycle spaces. The Council's Highways Engineer has raised no objections to this level of parking provision and as such it is deemed acceptable.

7.11 Urban design, access and security

Security

The Metropolitan Police Designing Out Crime Officer was consulted as part of the application process and has reviewed the submitted details, notably section 5.16 of the Design and Access Statement which refers to the Secure By Design requirements. They have raised no objections to the submitted details and as such the proposals are considered acceptable.

7.12 Disabled access

The Council's Access Officer has reviewed the application and requested further information be submitted regarding the spectator seating arrangements within the cinema element of the proposal. The applicant has confirmed that the internal layout has not been designed to this level of detail at present. Therefore it is recommended that a condition is attached to any consent that requires additional details to be submitted and approved in writing by the Council that demonstrates that the auditorium shall be fully accessible and designed to conform to BS 8300.

The Design & Access Statement refers to the Technical Housing Standards and compliance of the residential units in accordance with sections M4(2) and M4(3) of Approved Document M to the Building Regulations. However the Council's Access Officer has requested that a condition is also attached to any consent to ensure the development will provide an appropriately level of 10% M4(3) units to accord with Policy 3.8 of the London Plan 2016. Informative relating to Induction loops and flashing/strobe lighting are also recommended.

7.13 Provision of affordable & special needs housing

The Applicant has provided a Financial Viability Appraisal which demonstrates that the proposed development would be unable to financially support the inclusion of the any affordable housing in addition to the provision of the health facility and the retention and partial refurbishment of the locally listed building. Given the increase in population in the immediate locality and the pressures placed on the health services it is considered that the inclusion of the health facility, which is strongly supported by local policy and the London Plan (2016), mitigates against the loss of affordable housing provision within the development.

7.14 Trees, landscaping and Ecology

There are no existing trees within the site that require protection. The Council's Landscape Architect has reviewed the submitted details and requested a condition be attached to any consent that requires further landscaping details to be submitted and approved in writing by the Council. Subject to such a condition being attached there are no objections to the

proposal from a landscaping prospective.

7.15 Sustainable waste management

The Council's Waste Management Officer has reviewed the submitted details and subject to the attachment of a suitable informative raises no objection to the proposals.

7.16 Renewable energy / Sustainability

The Applicant has submitted a Sustainability & Energy Report in support of the proposals, however the report concludes that the scheme as proposed would achieve only a 33.2% CO2 reduction against Building Regulations 2013 Part L baseline. This is below the 35% reduction required by Policy 5.2 of the London Plan (2016).

The Council's Sustainability Officer has reviewed the submitted details and requested a condition that requires the applicant to provide a further energy assessment and details of how the required reductions will be achieved. Subject to the attachment of such a condition the application is considered to accord with Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the application and following the request for further information on sustainable drainage arrangements, which has been provided by the applicant, raises no objection to the development.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have reviewed the submitted details and raised no objection to the development subject to the attachment of a number of conditions that require further details of noise attenuation measures to protect the amenity of adjacent and future occupiers.

An additional condition has been added to control hours of use of the commercial units. Officers are not recommending hours of use controls for the health facility of cinema. The cinema would be subject to robust sound insulation measures and officers do not wish to restrict usage of the health facility given it's wider community benefits.

7.19 Comments on Public Consultations

One comment was received in support of the application.

7.20 Planning obligations

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

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

The obligations sought are as follows:

1. Timescale for the agreed transfer of the Health Facility for NHS use and associated parking: within 5 years from date of permission or within 3 years from date of commencement (whichever occurs first)
2. Employment Training Initiatives
3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided.

4. Community Facility: Either the delivery of a music (EMI) museum on the site or a financial contribution in the sum of £100,000 to be secured.
5. Highway Works: S278/S38 for required Highways Works
6. Travel Plan: to include £20,000 Bond
7. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is CIL liable with respect to new residential floorspace being created, and the sum calculated for this application based on the floor area proposed is £754,304.81.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £479,184.22.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application proposes the mixed use redevelopment of the Pressing Plant, at The Old Vinyl Factory site in Hayes, including the partial demolition of the Pressing Plant building, with the retention of the front facade and part of the western facade of the Pressing Plant and construction of a 3 screen cinema, plus retail, bar, restaurant and exhibition spaces. Also proposed to the south of the Pressing Plant is the construction of the Machine Store, comprising 81 residential units, a health centre, bars/cafes, associated parking, landscaping, and access works.

The proposed development is considered an appropriate mix of uses, scale and built form that will enhance the locality. The provision of the health facility would provide an important community service to the local area which is supported by local policy and the London Plan (2016). The application is therefore recommended for approval.

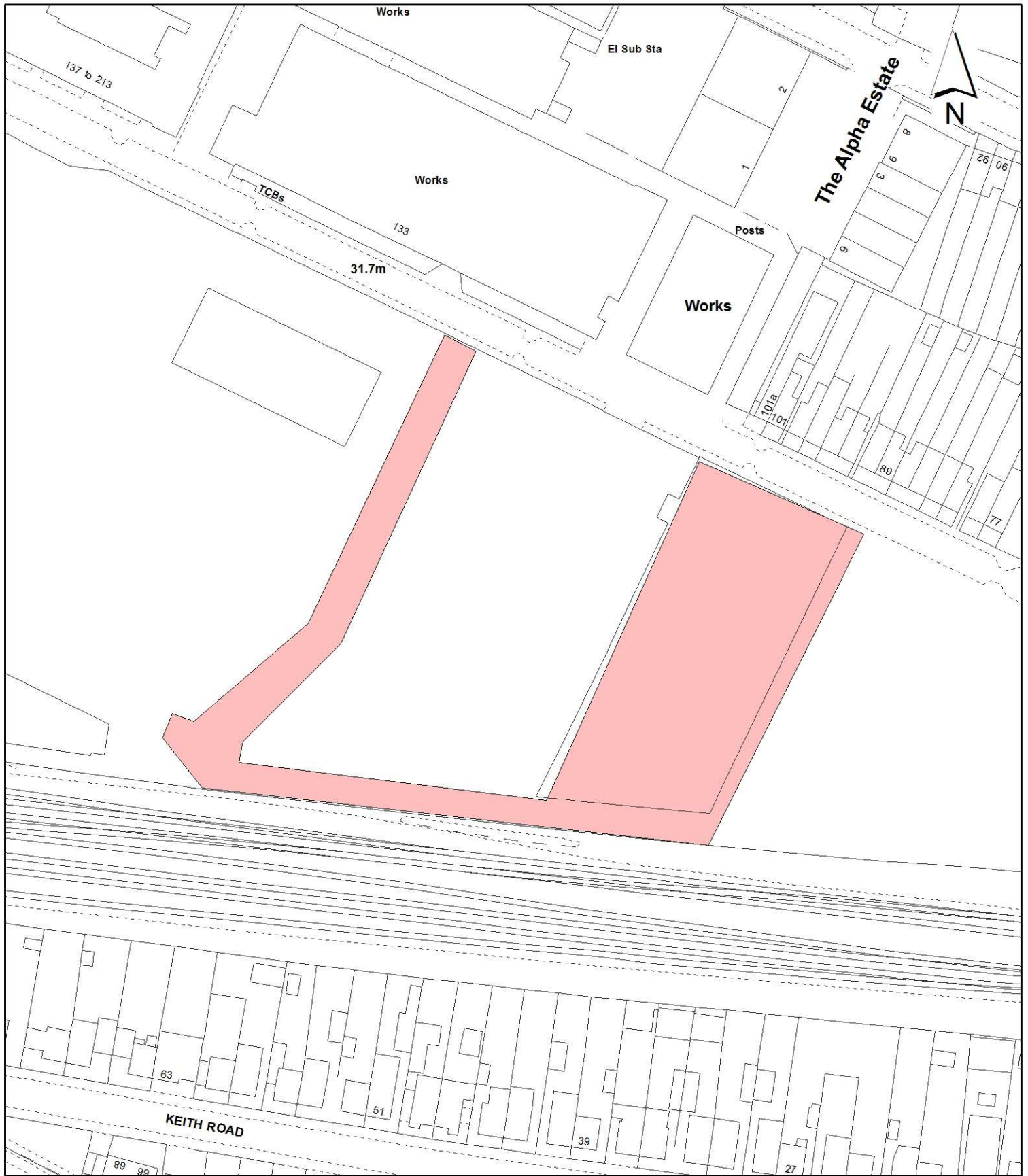
11. Reference Documents

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

Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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

Site Address:

**The Machine Store & Pressing Plant
 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/2016/3454

Scale:
1:1,250

Planning Committee:
Major Page 84

Date:
April 2017



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Tuesday 25th April
2017



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Page 85

Report of the Head of Planning, Sport and Green Spaces

Address 33-37 BELMONT ROAD UXBRIDGE

Development: Erection of a six storey building on land facing Belmont Road comprising 335 sq. m of floorspace for use in Classes A1 - A5 at ground floor level and 33 residential dwellings, associated works including disabled car parking areas, landscaping, bin storage areas and cycle parking.

LBH Ref Nos: 45222/APP/2015/4692

Date Plans Received: 22/12/2015

Date(s) of Amendment(s):

24/12/2015

Date Application Valid: 24/12/2015

22/12/2015



BELMONT ROAD - UXBRIDGE SITE LOCATION PLAN

8707 - L01
SCALE - 1:1250 @ A4

Cassidy+
Ashton



www.cassidyashton.co.uk

ARCHITECTURE

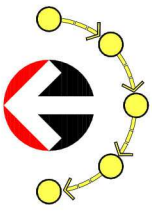
BUILDING SURVEYING

TOWN PLANNING

Preston Office: 7 East Cliff, Preston, Lancashire, PR1 3SE
Chester Office: Cassidy House, Station Road, Chester, CH1 3DW

T: 01772 258356
T: 01244 402900

This drawing is subject to copyright and is not to be reproduced in part or whole without approval.



**BELMONT ROAD - UXBRIDGE
EXISTING SITE PLAN**

8707 - L02
SCALE - 1:500 @ A3

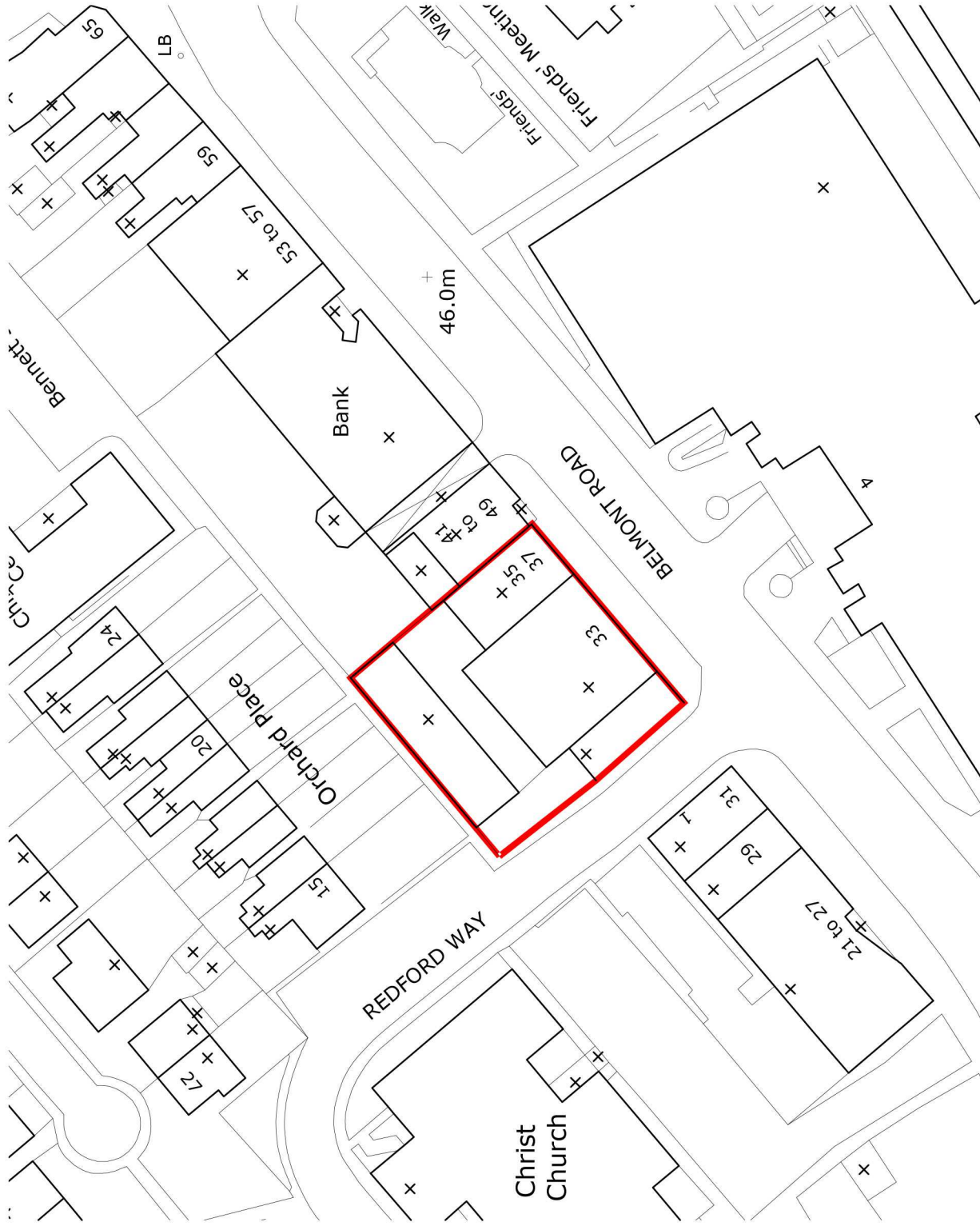
Cassidy+Ashton

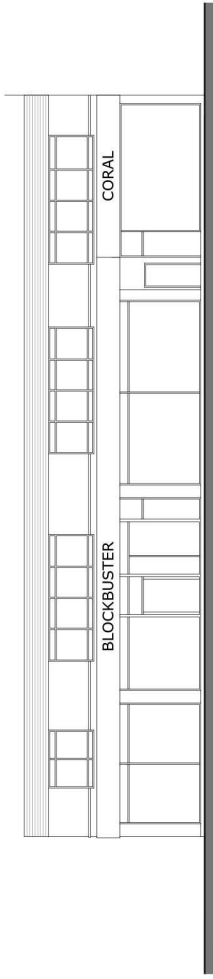
TOWN PLANNING

BUILDING SURVEYING

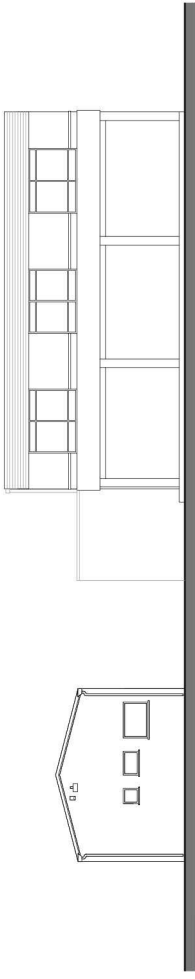
ARCHITECTURE

Preston Office: 7 East Cliff, Preston, Lancashire, PR1 3JE
Chesler Office: Cassidy House, Station Road, Chesler, CH1 3DW
This drawing is subject to copyright and is not to be reproduced in part or whole without approval.

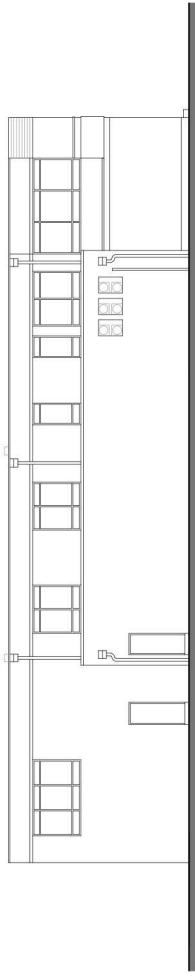




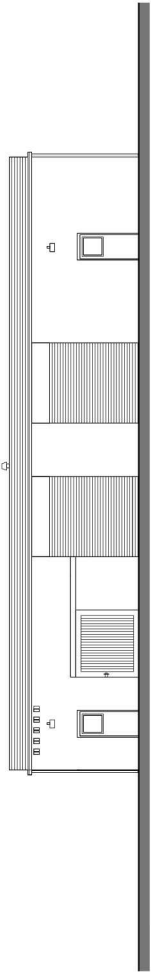
BELMONT ROAD ELEVATION



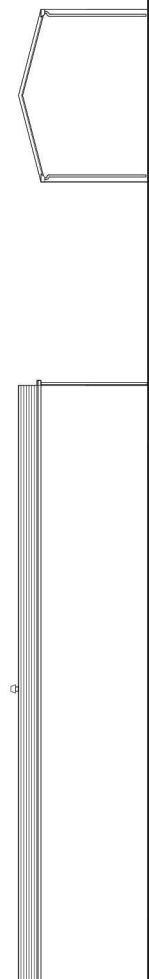
REDFORD WAY ELEVATION



REAR ELEVATION



ELEVATION A



ELEVATION B

ELEVATION C

**BELMONT ROAD - UXBRIDGE
EXISTING PLANS & ELEVATIONS**

8707 - L03a
SCALE - 1:200 @ A3

Cassidy+Ashton



www.cassidyashton.co.uk

ARCHITECTURE BUILDING SURVEYING TOWN PLANNING

Preston Office: 7 East Cliff, Preston, Lancashire, PR1 3JE

Chester Office: Cassidy House, Station Road, Chester, CH1 3DW

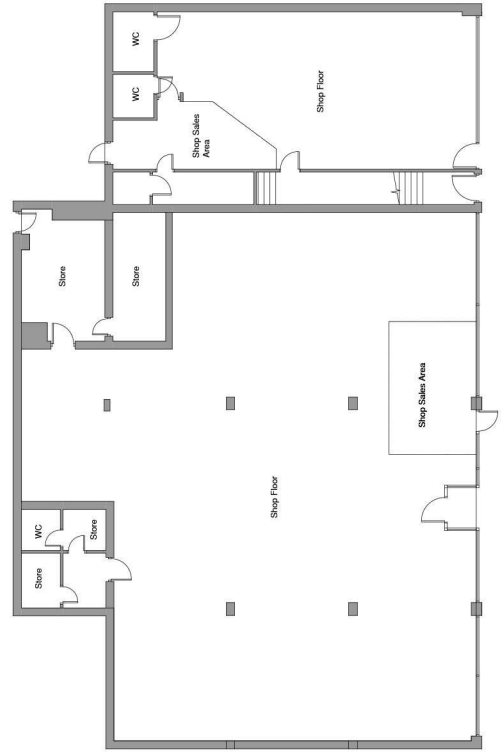
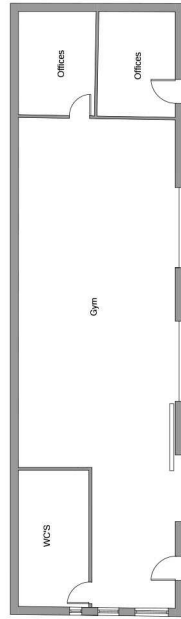
T: 01772 268356

T: 01244 402900

This drawing is subject to copyright and is not to be reproduced in part or whole without approval.



FIRST FLOOR PLAN

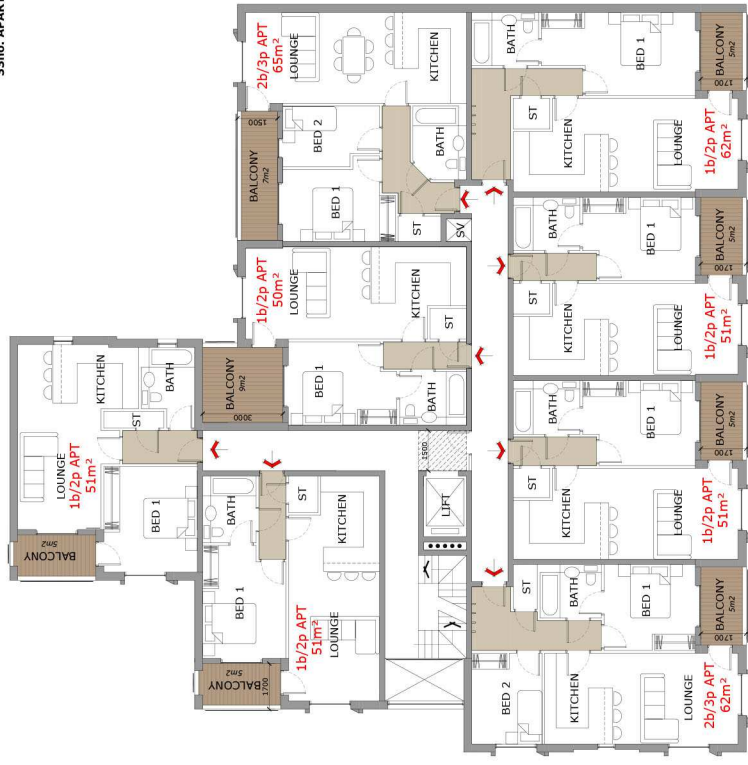


GROUND FLOOR PLAN

SCHEDULE OF ACCOMMODATION

GF	3no. RETAIL UNITS
	2no. 1BED APARTMENT
1F	2no. 2BED APARTMENTS
	6no. 1BED APARTMENTS
2F	2no. 2BED APARTMENTS
	5no. 1BED APARTMENTS
3F	3no. 2BED APARTMENTS
	4no. 1BED APARTMENTS
4F	3no. 2BED APARTMENTS
	4no. 1BED APARTMENTS
5F	1no. 2BED APARTMENTS
	1no. 3BED APARTMENT
TOTAL	3no. RETAIL UNITS
	11no. 2BED APARTMENTS
	1no. 3BED APARTMENT

33no. APARTMENTS



1ST FLOOR PLAN



SECTION A

BELMONT ROAD

GROUND FLOOR PLAN

REDFORD WAY

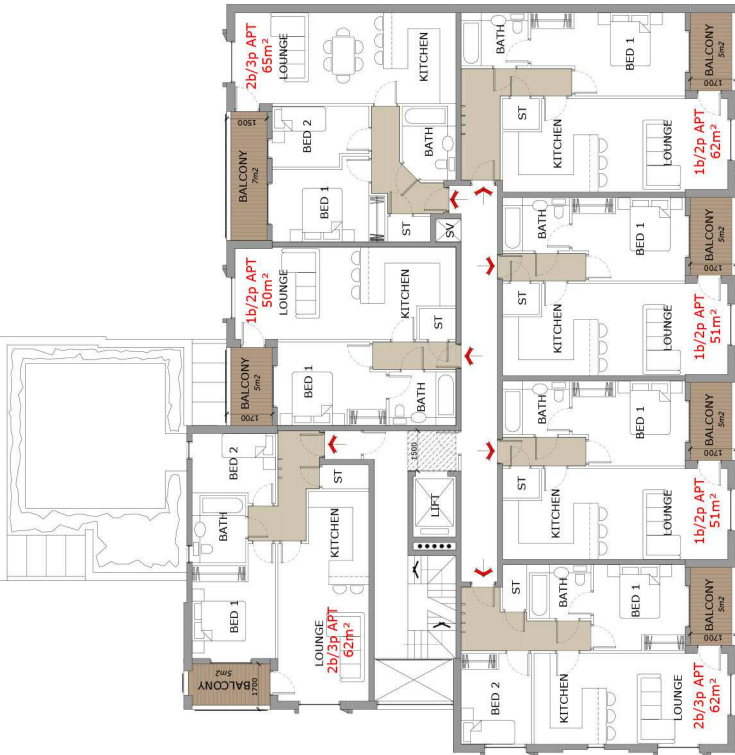


SCHEDULE OF ACCOMMODATION

GF	3no. RETAIL UNITS 2no. 1BED APARTMENT
1F	7no. 2BED APARTMENTS 6no. 1BED APARTMENTS
2F	2no. 2BED APARTMENTS 5no. 1BED APARTMENTS
3F	3no. 2BED APARTMENTS 4no. 1BED APARTMENTS
4F	3no. 2BED APARTMENTS 4no. 1BED APARTMENTS
5F	1no. 2BED APARTMENTS 1no. 3BED APARTMENT
TOTAL	3no. RETAIL UNITS 11no. 2BED APARTMENTS 21no. 1BED APARTMENTS 1no. 3BED APARTMENT 33no. APARTMENTS



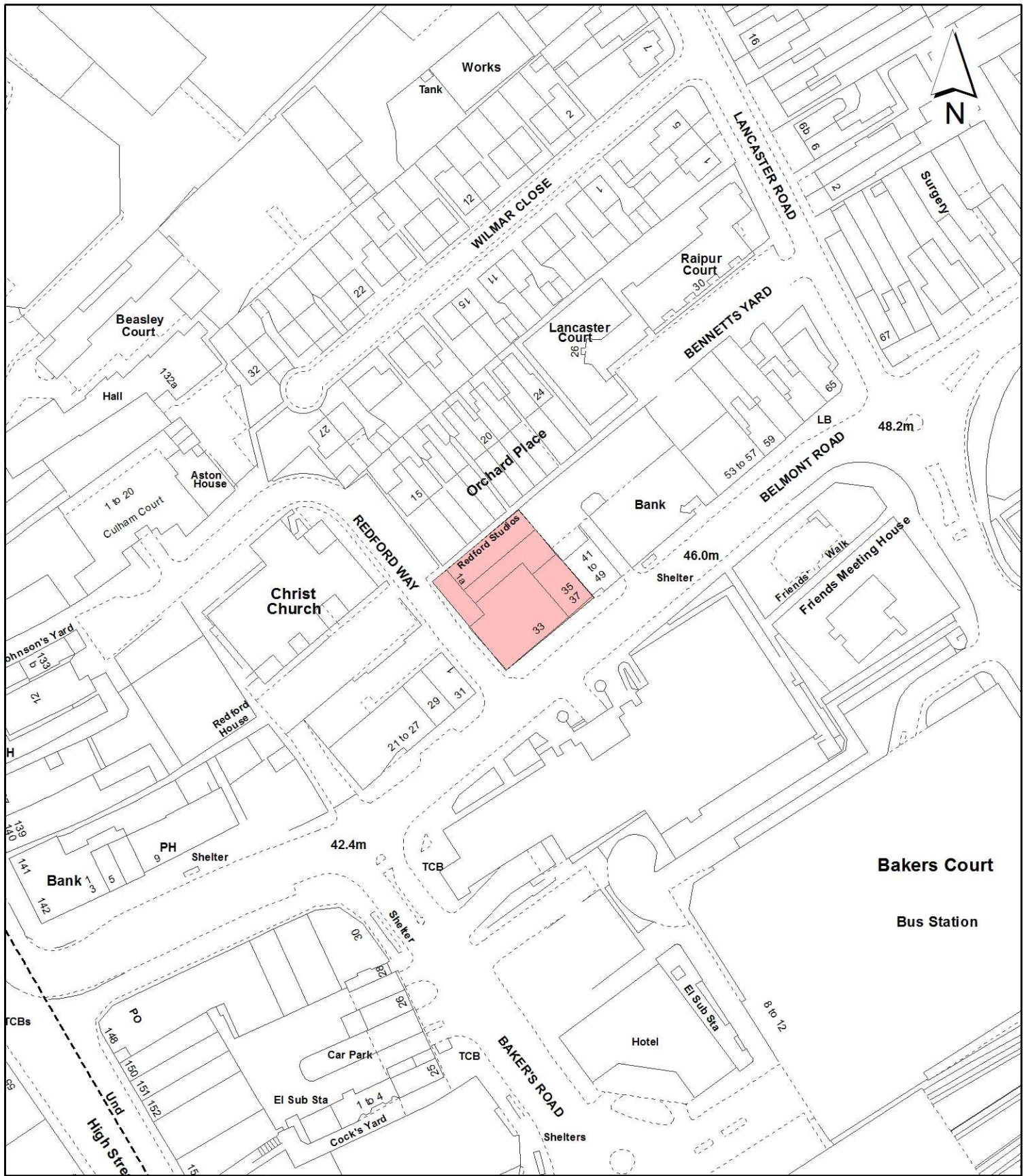
FIFTH FLOOR PLAN



THIRD / FOURTH FLOOR PLAN



SECOND FLOOR PLAN



Notes:

 Site boundary

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

Site Address:

33-37 Belmont Road

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

45222/APP/2015/4692

Scale:

1:1,250

Planning Committee:

Major Page 94

Date:

April 2017



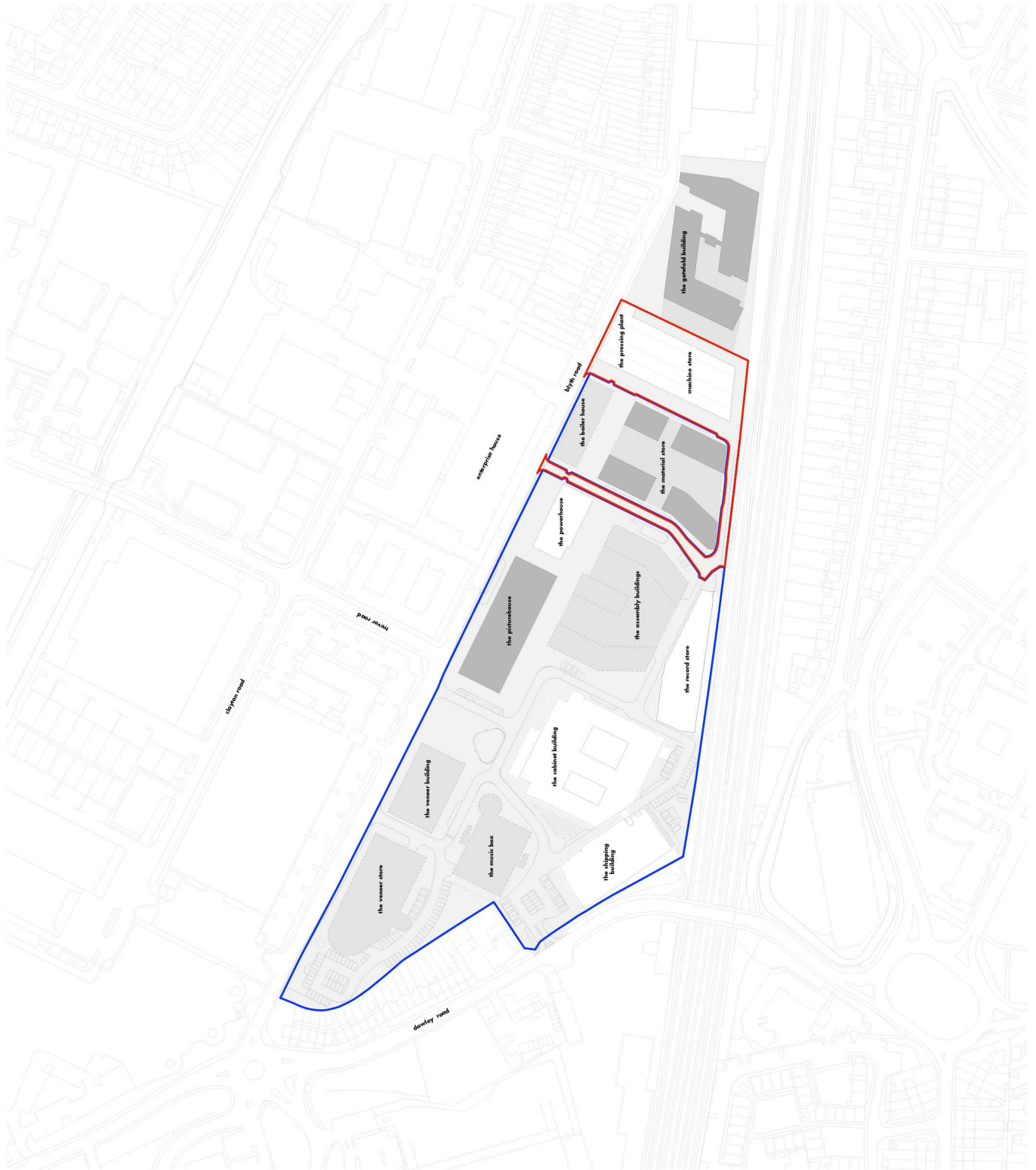
HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

- Address** THE MACHINE STORE & PRESSING PLANT, THE OLD VINYL FACTORY
BLYTH ROAD HAYES
- Development:** Mixed use redevelopment of the Pressing Plant, at The Old Vinyl Factory site, including the partial demolition of the Pressing Plant (formerly Apollo House), retention of front facade and part of the western facade of the Pressing Plant and construction of a 3 screen cinema, with retail, bar, restaurant and exhibition spaces and construction of the Machine Store, comprising 81 residential units, a health centre, bars/cafes, associated parking, landscaping and access works. (AMENDED PLANS - Increased scale of Health Centre provision plus 1 no. additional residential unit)
- LBH Ref Nos:** 59872/APP/2016/3454



- key
- application site boundary - 9958m²
 - site ownership
 - existing buildings
 - completed buildings under construction
 - completed buildings not yet under construction
 - 1-2 storey podiums



00 • planning issue based • drawn • checked

26.08.14 • lin • km

12.5m

status *planning*

shedkm

project +44 (0)151 709 8311
+44 (0)1507 253 8881

client 1601 TOYF
Purples LLP

drawing number 1601MP-SKM-EP001-00

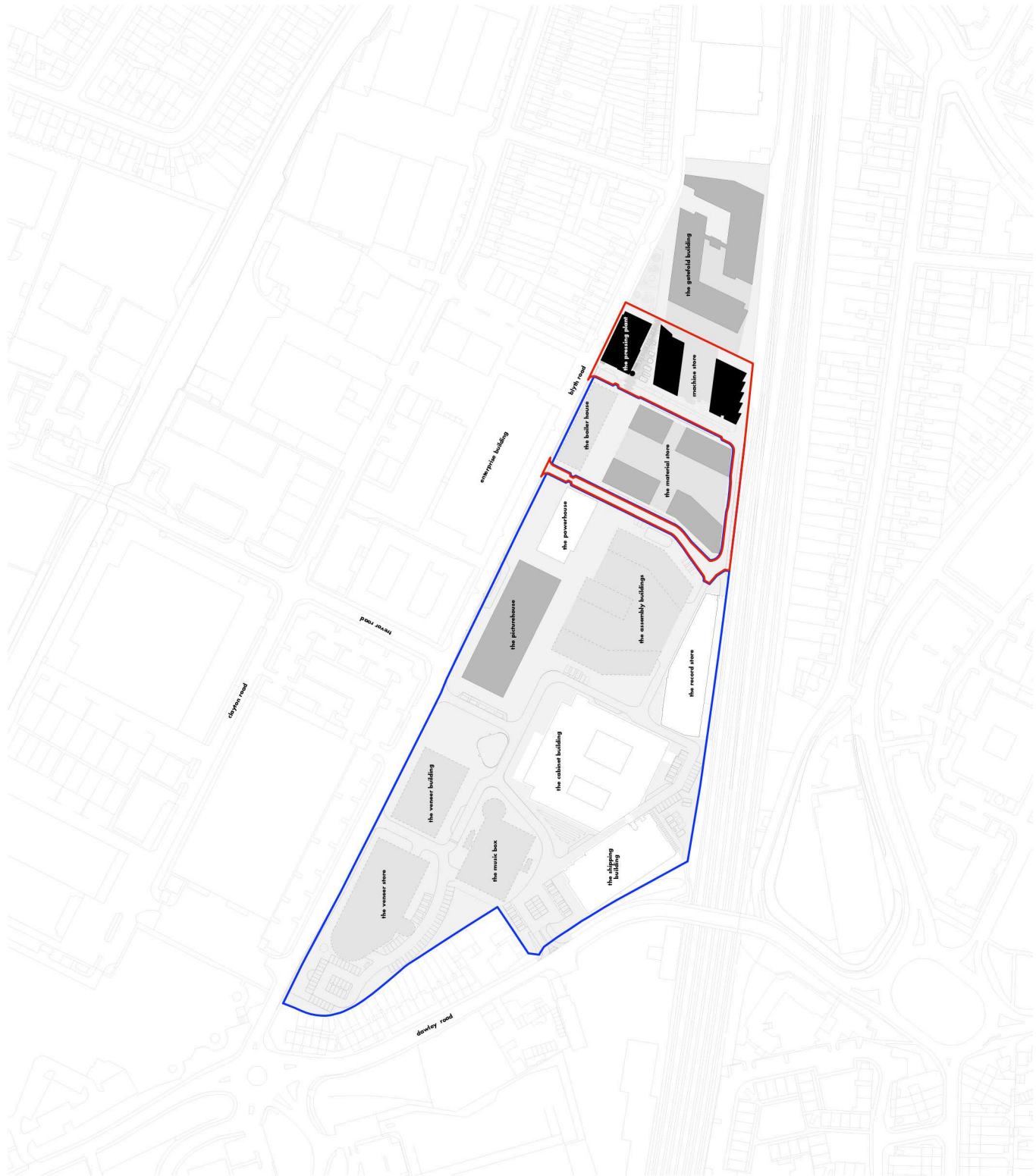
scale 1:12500A/1:25000A3

site plan existing

do not scale this drawing. all dimensions are to be taken from the plan to corresponding work on the ground. the plan is for information only. the plan is not to be used for any other purpose without the prior written consent of the planning department.



- key
- application site boundary - 5958m²
 - site ownership
 - existing buildings
 - proposed machine store + pre-wiring plant buildings
 - completed buildings under construction
 - completed buildings not yet under construction
 - 1-2 store podiums



00 • planning issue
 based • drawn • checked

26.08 | 14 • lin • lin
 12.5m

status *planning*

shedkm
 +44 (0)151 709 8311
 +44 (0)207 233 8881

project 1601 TOYF
 client Purplesed LLP
 drawing number 1601MP SKM (01)001 00
 scale 1:12500A/1:25000A3

site plan proposed

do not scale the drawings. all dimensions are based on the plan to accompany each drawing. the drawings are not to be used for construction purposes. the drawings are not to be used for any other purpose. the drawings are not to be used for any other purpose. the drawings are not to be used for any other purpose.



General Notes
 No printed copies exist. This drawing should not be used to duplicate needs for the purpose of replication. Do not scale this drawing. All dimensions to be checked on site by the contractor and each dimension is the best responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the landscape architect.
 This drawing is for planning purposes only.
 Internal layout for illustrative purposes only.

Notes
Legend
 — Planting Application Boundary

Rev	Date	Description

Keyplan

Scale Bar

sew Studio
 Eignet West
 13 Brookhouse Yard
 London
 EC1V 4JZ
 0207 544 1790
 info@sewest.com
 0207 544 1790
 ©2015 SEW Ltd

Client
 U + I

Project
 The Machine Store Landscape

Drawing Title	
Detail Location Plan	
Level 00	
Project Number	0275
Scale as A1	1:200
Client	U + I
Project	The Machine Store Landscape
Drawn by	TC
Checked by	SEW
Drawing Number	0275-SEW-22-ZZ-DR-L-307102
Revision	00



key

- Beef / Basement / Bar / Cafe
 - AT / A3 / A4 /
 - Residential / Private residential amenity
 - C3
 - Boutique cinema
 - D2
 - Health centre
 - D1
 - Circulation / Floor / Refuse
 - Parking
 - Double car spaces (10m on basement level, 20 spaces)
 - Cycle store
 - Entrance
 - Vehicular entrance
 - Fire exit
 - Refuse / Ramp access
 - Car Port, Vehicular Security Gate with FE Access Door
- key
- application site boundary
 - TGVF metropolitan boundary
 - proposed site levels

For landscaping details see DWG drawings

10.03.17 • Rev 1
 10.03.17 • Rev 2
 10.03.17 • Rev 3
 23.08.18 • Rev 4
 29.07.19 • Rev 5
 01.07.19 • Rev 6
 15.04.19 • Rev 7
 15.04.19 • Rev 8
 15.04.19 • Rev 9
 15.04.19 • Rev 10
 15.04.19 • Rev 11
 15.04.19 • Rev 12
 15.04.19 • Rev 13
 15.04.19 • Rev 14
 15.04.19 • Rev 15
 15.04.19 • Rev 16
 15.04.19 • Rev 17
 15.04.19 • Rev 18
 15.04.19 • Rev 19
 15.04.19 • Rev 20
 15.04.19 • Rev 21
 15.04.19 • Rev 22
 15.04.19 • Rev 23
 15.04.19 • Rev 24
 15.04.19 • Rev 25
 15.04.19 • Rev 26
 15.04.19 • Rev 27
 15.04.19 • Rev 28
 15.04.19 • Rev 29
 15.04.19 • Rev 30
 15.04.19 • Rev 31
 15.04.19 • Rev 32
 15.04.19 • Rev 33
 15.04.19 • Rev 34
 15.04.19 • Rev 35
 15.04.19 • Rev 36
 15.04.19 • Rev 37
 15.04.19 • Rev 38
 15.04.19 • Rev 39
 15.04.19 • Rev 40
 15.04.19 • Rev 41
 15.04.19 • Rev 42
 15.04.19 • Rev 43
 15.04.19 • Rev 44
 15.04.19 • Rev 45
 15.04.19 • Rev 46
 15.04.19 • Rev 47
 15.04.19 • Rev 48
 15.04.19 • Rev 49
 15.04.19 • Rev 50
 15.04.19 • Rev 51
 15.04.19 • Rev 52
 15.04.19 • Rev 53
 15.04.19 • Rev 54
 15.04.19 • Rev 55
 15.04.19 • Rev 56
 15.04.19 • Rev 57
 15.04.19 • Rev 58
 15.04.19 • Rev 59
 15.04.19 • Rev 60
 15.04.19 • Rev 61
 15.04.19 • Rev 62
 15.04.19 • Rev 63
 15.04.19 • Rev 64
 15.04.19 • Rev 65
 15.04.19 • Rev 66
 15.04.19 • Rev 67
 15.04.19 • Rev 68
 15.04.19 • Rev 69
 15.04.19 • Rev 70
 15.04.19 • Rev 71
 15.04.19 • Rev 72
 15.04.19 • Rev 73
 15.04.19 • Rev 74
 15.04.19 • Rev 75
 15.04.19 • Rev 76
 15.04.19 • Rev 77
 15.04.19 • Rev 78
 15.04.19 • Rev 79
 15.04.19 • Rev 80
 15.04.19 • Rev 81
 15.04.19 • Rev 82
 15.04.19 • Rev 83
 15.04.19 • Rev 84
 15.04.19 • Rev 85
 15.04.19 • Rev 86
 15.04.19 • Rev 87
 15.04.19 • Rev 88
 15.04.19 • Rev 89
 15.04.19 • Rev 90
 15.04.19 • Rev 91
 15.04.19 • Rev 92
 15.04.19 • Rev 93
 15.04.19 • Rev 94
 15.04.19 • Rev 95
 15.04.19 • Rev 96
 15.04.19 • Rev 97
 15.04.19 • Rev 98
 15.04.19 • Rev 99
 15.04.19 • Rev 100

0m 20m 40m

status
planning

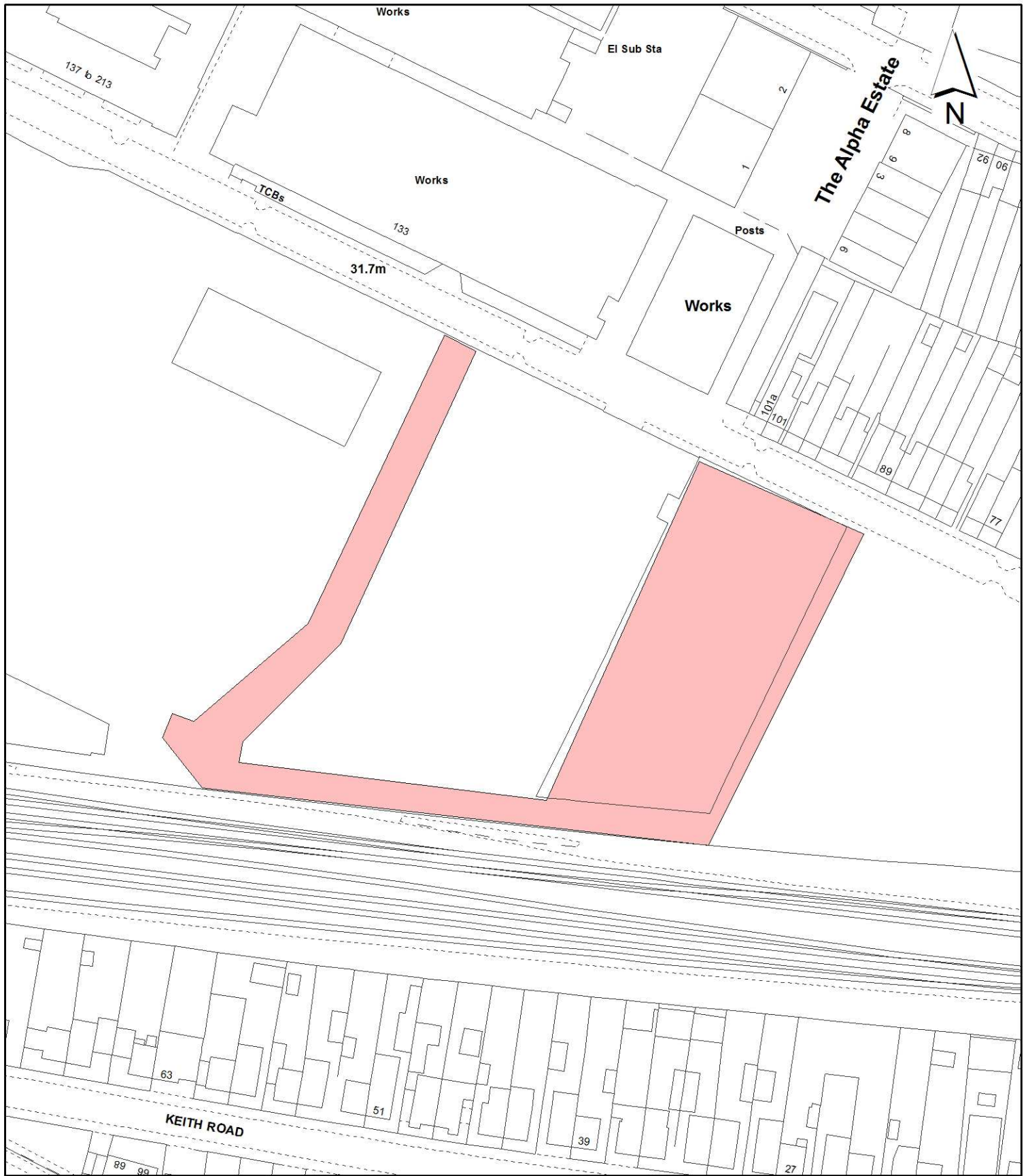
shedkm
 +44 (0)151 709 6011
 +44 (0)207 253 8881

Project: 1601 TOVF
 Client: Purplwood LLP
 Drawing number: 1601MP SKM (001)01 P8
 Scale: 1:250 (A1) / 1:500 (A3)

Proposed GA plan level 01

do not scale the drawing as dimensions are indicated on the plan to ensure accuracy
 or otherwise as noted. If you are unable to read the drawing, please contact the author.





Notes:

 Site boundary

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

Site Address:

**The Machine Store & Pressing Plant
 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/2016/3454

Scale:
1:1,250

Planning Committee:
Major Page 103

Date:
April 2017



HILLINGDON
 LONDON

This page is intentionally left blank