



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 30 MAY 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 Jazz Dhillon

Councillor Janet Duncan

Councillor Henry Higgins

Councillor John Morgan

Councillor John Oswell

Councillor Brian Stead

Councillor David Yarrow

Published: Friday, 19 May 2017

Contact: Liz Penny

Tel: 01895 250185

Email: epenny@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,
Phase II, 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 previous meeting
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Former Royal British Legion Club, Sipson Road 829/APP/2016/3167	Heathrow Villages	Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting. Recommendation: Approval	1 - 42 80-95

7	<p>Padcroft Works</p> <p>45200/APP/2017/327</p>	Yiewsley	<p>Variation of condition 2 (Accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25-01-2017: Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles, to allow the addition of 7 residential units within the approved floorspace.</p> <p>Recommendation: Approval</p>	<p>43 - 78</p> <p>96-110</p>
---	---	----------	--	------------------------------

PART I - Plans for Major Applications Planning Committee

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

- Address:** FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST
DRAYTON
- Development:** Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.
- LBH Ref Nos:** 829/APP/2016/3167
- Drawing Nos:** 408-A3-1000 (Location Plan)
408-101-A1 Rev H (Proposed Ground Floor Plan)
408-100-A1 Rev G (Proposed Basement Plan)
408-107-A1 Rev F (West Elevation)
408-108-A1 Rev F (East Elevation)
408-109-A1 Rev A (Proposed Section 1-1)
408-102-A1 Rev D (Proposed First Floor Plan)
408-103-A1 Rev C (Proposed Typical Floor Plan 2nd-5th)
408-104-A1 Rev E (Proposed Sixth Floor Plan)
408-105-A1 Rev F (North Elevation)
408-106-A1 Rev F (South Elevation)
408-109-A1 Rev A Proposed Section
408-110-A1 Proposed Roof Plan
408-114-A1 Rev F Proposed 3D view
408-115-A1 Axo View North Side
408-116-A1 Axo View West Side
408-117-A1 Axo Rendered View North Side
408-118-A1 Axo Rendered View West Side

Date Plans Received: 19/08/2016 **Date(s) of Amendment(s):**

Date Application Valid: 01/09/2016

1. SUMMARY

Planning permission is sought for the erection of a 7 storey (including basement), 108 room hotel building on the vacant Royal British Legion Club site. Car parking would be provided at basement level.

The principle of a hotel use on this site has been established by virtue of the two previously approved schemes for this site for a 4 storey 54 bed-room hotel (Ref:829/APP/2013/1618) and a 6 storey 90 bed-room hotel (Ref: 829/APP/2016/2751). There are no objection in planning policy terms to the change of use that would involve the loss of a vacant private members club (D1 Use Class) to use as a hotel (C1 Use Class). This application would be for a further increase of 18 bed-rooms in an additional storey. However this achieved by reducing the floor to ceiling heights and therefore the overall height of the hotel would remain the same.

The proposed design is similar to the consented scheme. Given that there is an extant consent for a development of a similar height, massing and design the proposed revisions to the previously approved scheme would not detrimentally impact the openness of the

greenbelt or adversely affect the setting of the nearby listed building.

The scheme raises no adverse amenity issues to neighbouring occupiers or the neighbouring hotel.

The car parking provision and highway access arrangements are considered consistent with planning policy, including the arrangements for service delivery and guest drop off / collection.

The scheme is considered to comply with relevant London Plan and Hillingdon Local Plan: Part 1 (November 2012) and Local Plan: Part 2 (November 2012) policies, and accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

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

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

1. To secure all necessary highway works

2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery Plan.

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

4. Hospitality Training contributions or an in-kind scheme

5. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.

6. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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

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

c) If the Legal Agreement have not been finalised by the 30/07/2017 or any other date that may be agreed by the Head of Planning and Enforcement, that delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to agree to provide a Travel Plan, or undertake all necessary highway works, or to provide contributions towards the improvement of air quality and construction and employment training. The proposal therefore conflicts with Policy EM8 of the Local Plan Part 1 and Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

- 408-A3-1000 (Location Plan)
- 408-101-A1 Rev H (Proposed Ground Floor Plan)
- 408-100-A1 Rev G (Proposed Basement Plan)
- 408-107-A1 Rev F (West Elevation)
- 408-108-A1 Rev F (East Elevation)
- 408-109-A1 Rev A (Proposed Section 1-1)
- 408-102-A1 Rev D (Proposed First Floor Plan)
- 408-103-A1 Rev C (Proposed Typical Floor Plan 2nd-5th)
- 408-104-A1 Rev E (Proposed Sixth Floor Plan)
- 408-105-A1 Rev F (North Elevation)
- 408-106-A1 Rev F (South Elevation)
- 408-109-A1 Rev A (Proposed Section)
- 408-110-A1 (Proposed Roof Plan)
- 408-114-A1 Rev F (Proposed 3D view)
- 408-115-A1 (Axo View North Side)
- 408-116-A1 (Axo View West Side)
- 408-117-A1 (Axo Rendered View North Side)
- 408-118-A1 (Axo Rendered View West Side)

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 Local Plan: Part Two (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 have been completed in accordance with the specified supporting plans and/or documents:

Delta Green Energy Report dated April 2017;
TR123D1 Caneparo Associates Swept Path Analysis dated August 2016;
A3-TR124 - Swept Path Analysis dated January 2017;
A3-TR1240 - Swept Path Analysis dated January 2017;
GHW Drainage Plan - 16-2951 100 P1;
Simon Quarrell - Ground Investigation Report dated September 2016; and
CGMS WSI - dated November 2016.

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

REASON

To ensure that the development complies with the objectives of the Local Plan: Part Two (November 2012).

4 COM15 Sustainable Water Management

Prior to commencement of the development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in the SUDS Statement, produced by RDP Architects dated June 2013, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. 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.
- iii. Provide details of the body legally responsible for the implementation of the management and maintenance plan.
The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
 - iii incorporate water saving measures and equipment.
 - iv. provide details of water collection facilities to capture excess rainwater;
 - v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance

with these details for as long as the development remains in existence.

REASON

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

5 COM9 Landscaping

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

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

2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts (including demonstration that 10 of the parking spaces are served by electrical charging points - 5 active and 5 passive).
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Provision of CCTV and secure entrance arrangements to the hotel, secure cycle parking spaces and basement car parking.

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

4. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and 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 ensure the development provides a safe and secure environment in accordance and with Policies BE13, BE38 and AM14 of the Local Plan: Part Two (November 2012) and policies 5.11 (living walls and roofs), 5.17 (refuse storage), 7.1 (lifetime neighbourhoods), and 7.3 (designing out crime) of the London Plan (2016).

6 NONSC Air Quality

Prior to commencement of the development, a low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address;

1) The fleet composition serving the Hotel to be Euro 5/VI or above or have implemented retrofitting devices that will enable compliance with such Euro standards.

2) The supply of energy to the Hotel. Any CHP or gas boiler will have to conform with the London Low NOx requirements;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority.

3) A clear and effective strategy to encourage staff to a) use public transport; b) cycle / walk to work where practicable; c) enter car share schemes; d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

The Low emissions strategy shall make reference to The Mayor's 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on measures to encourage the uptake of low emission vehicles (February 2009); and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies (June 2008).

REASON

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012) and paragraph 124 of the National Planning Policy Framework (2012).

7 NONSC Noise Mitigation

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria.

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 or air traffic noise in accordance with Policy OE5 of the Local Plan: Part Two (November 2012).

8 NONSC Ingress of polluted air

Prior to commencement of the development, a scheme detailing mechanical ventilation to be installed at the premises with the systems / filters required to extract NOx/NO2 from outdoor ambient air and secure indoor NO2 levels below 40ug/m3 shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out before the use/operation commences, and be thereafter maintained in perpetuity.

REASON

To safeguard the amenity of future users of the development in accordance with Policy OE1 of the Unitary Development Plan (2012) and paragraph 124 of the National Planning Policy Framework (2012).

9 NONSC Contaminated land

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

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

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Unitary Development Plan (2012).

10 COM29 No floodlighting

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

REASON

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

11 COM31 Secured by Design

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

REASON

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

12 COM7 Materials & Fenestration Detailing

No development shall take place until details of all materials (including physical samples where appropriate) are provided of external surfaces and 1:20 drawings of the angled window bays above ground floor, the external fins and louvres 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 thereafter.

REASON

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

13 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until further detail are submitted to and approved in writing by Local Planning Authority of:

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;
- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.
- (iv) Details of blue badge car parking spaces (clearly marked).

Thereafter, the development shall be implemented in accordance with the approved details and the accessibility features shall thereafter be retained in perpetuity.

REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with Policy R16 of the Local Plan: Part Two (November 2012) and policies 3.1, 3.8, and 7.2 of the London Plan (2016).

14 NONSC People with Disabilities

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with

enclosing walls capable of supporting adaptations, e.g. handrails);
iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

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

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

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

REASON

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

16 COM20 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 Local Plan: Part Two (November 2012).

17 NONSC Archaeology

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

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

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

REASON

Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Policy BE3 of the Local Plan: Part Two (November 2012) and policies 7.8 and 7.9 of the London Plan (2016).

INFORMATIVES

1 I28 Food Hygiene

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

2 I3 Building Regulations - Demolition and Building Works

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

3 I23 Works affecting the Public Highway - Vehicle Crossover

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

4 I23B Heavy Duty Vehicle Crossover

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

5 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

6 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

7

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

8 I60 **Cranes**

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

9 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).

10 I53 **Compulsory Informative (2)**

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

- | | |
|------|--|
| A2 | Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact |
| A4 | New development directly related to Heathrow Airport |
| A5 | New development at airports - incorporation of ancillary retail and leisure facilities and other services |
| A6 | Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports |
| A7 | Developments likely to increase helicopter activity |
| AM1 | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations |
| AM10 | Incorporation in new developments of additions to the proposed cycle network |
| AM12 | Promotion of traffic management measures which give priority to buses |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes |

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM6	Measures to discourage the use of Local Distributor and Access Roads by through traffic
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE6	New development within Gate Hill Farm and Copsewood Estates areas of special local character
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.16	(2016) Protection and enhancement of social infrastructure

LPP 4.1	(2016) Developing London's economy
LPP 4.10	(2016) New and Emerging Economic Sectors
LPP 4.12	(2016) Improving opportunities for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.16	(2016) Waste net self-sufficiency
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
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 7.8	(2016) Heritage assets and archaeology
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land

OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
R16	Accessibility for elderly people, people with disabilities, women and children
R8	Loss of facilities which support arts, cultural and entertainment activities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

11

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

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

k. The accessible bedrooms should be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms,

l. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.

m. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010. As the majority of wheelchair users prefer showers, a larger proportion of the 10 accessible rooms should feature shower rooms. The Design and Access Statement should confirm the proportion of accessible shower and bath rooms with the detailed specification shown on plan.

n. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

o. Lifts should accord with BS 8300:2009+A1:2010.

p. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

q. Details of where Hearing Enhancement Systems (e.g. induction loops) should form part of the scheme. Consideration should also be given to the type of system(s) that will be suitable for different areas of the hotel.

r. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

s. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

12

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

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

www.hillingdon.gov.uk/index.jsp?articleid=24738

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

13

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the north of Heathrow Airport on the western side of Sipson Road, a classified A road (A408). The site is located to the east of the M4 and north of the A4 (Bath Road), the latter forming the northern boundary to Heathrow Airport.

The site forms part of a larger 'island' block that is ringed by heavily trafficked transport infrastructure. Within the 'island' there is a large hotel complex, with associated health and fitness and restaurant facilities with significant levels of surface car parking. These buildings are generally between 4 - 6 storeys high.

To the north east of the site and Sipson Road is Sipson Farm, designated Green Belt land, which has consent for sand and gravel extraction, whilst to the east of the site, located over 100 metres away, on the opposite side of Sipson Road is a children's nursery accommodated within two buildings known as Sipson Court and Sipson House. Sipson House is Grade II listed.

The nearest residential dwellings to the site are located over 110 metres to the south of the site and on the opposite side of Sipson Road.

The site itself comprises a 1-2 storey building, formerly used as a club house for the Royal British Legion. It has a steeply pitched roof to the two storey element, with a flat roof to the single storey side and rear 'wings'. It is not considered to be of particular architectural merit, having been substantially altered over the years and appears in a poor state of repair.

The existing building is set well back from the road, but is close in part to the southern and eastern site boundaries. The eastern boundary comprises a timber boarded fence, with dense trees and shrub planting within the neighbouring site, hard up to the site's boundary. Beyond this boundary lies an expanse of surface parking. The boundary to western edge is also timber boarded fencing and at its northern most part lies within close proximity of the eastern flank of the adjacent hotel complex.

Existing vehicle access is off Sipson Road, with an expanse of hard surface that previously accommodated the parking and servicing space for the Club, although there is no

indication of the number of such parking spaces.

The site has a PTAL rating of 3. The land is potentially contaminated. The site is currently vacant and has been so for approximately three years.

3.2 Proposed Scheme

The proposed scheme involves the redevelopment of the site to accommodate a 7 storey (including basement) 108 room hotel incorporating breakfast area and a working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.

The building would be in total 7 storeys above ground, with the 7th storey set back from the front elevation. The building has a loosely triangular form on plan, with a narrow rear elevation, that mirrors the narrowing of the plot towards its southern boundary. The ground and first floor would be set in at the front to allow for adequate manoeuvring space for coaches and service vehicles, with the upper floors cantilevered forward above. The building would be centred around a triangular atrium located in the core of the building.

The ground floor would have a reception area, a hotel lobby, a luggage room, toilets, 2 lifts, a stair core, a breakfast area and bar, a kitchen, IT/Staff/Work Rooms, and a bin store.

The basement would be accessed via two car lifts rather than a vehicular ramp as approved in the previous planning permission ref. 829/APP/2015/4725. The basement would provide 24 car parking spaces (an increase of 2 spaces from the last permission) including 4 blue badge bays (an increase of 1 space), and secure bike stands for 24 cycle spaces (an increase of 12).

The second, third, fourth and fifth floors would typically accommodate 20 rooms each, whilst the first and sixth floors would accommodate 15 and 13 rooms respectively.

The building would rise to a maximum height of 19.95 metres, finished with a flat roof. The treatment of the elevations and general massing is of a functional contemporary design. The detailed materials have been conditioned.

3.3 Relevant Planning History

829/APP/2014/4252 Former Royal British Legion Club Sipson Road West Drayton

The redevelopment of the site to accommodate a 7 storey 91 room hotel, including a basement level and associated parking and landscaping.

Decision: 18-11-2015 Refused

829/APP/2015/4725 Former Royal British Legion Club Sipson Road West Drayton

The redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping.

Decision: 07-03-2016 Approved

829/APP/2016/2751 Former Royal British Legion Club Sipson Road West Drayton

Demolition of vacant club building (Application for prior notification of proposed demolition)

Decision: 05-08-2016 Approved

Comment on Relevant Planning History

Planning permission ref. 829/APP/2015/4725 was approved subject to a Section 106 legal agreement on 7 March 2016 for the redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping.

The current proposal seeks 108 rooms, though the height of the proposed building remains the same. The proposal has achieved the additional storey by reducing the floor to ceiling heights at each level from 3.6m to 2.8m. There are also a number of other internal changes namely:

- 18no additional guest rooms;
- gym at 7th floor level;
- Replacing the vehicular ramp to the basement with 2no car lifts;
- The bins storage is now relocated to ground floor level; and
- 12no additional cycle storage space.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- | | |
|---------|--|
| PT1.BE1 | (2012) Built Environment |
| PT1.CI1 | (2012) Community Infrastructure Provision |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM2 | (2012) Green Belt, Metropolitan Open Land and Green Chains |
| PT1.EM6 | (2012) Flood Risk Management |
| PT1.EM8 | (2012) Land, Water, Air and Noise |
| PT1.HE1 | (2012) Heritage |

Part 2 Policies:

- | | |
|----|---|
| A2 | Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact |
| A4 | New development directly related to Heathrow Airport |
| A5 | New development at airports - incorporation of ancillary retail and leisure facilities and other services |
| A6 | Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports |

A7	Developments likely to increase helicopter activity
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10	Incorporation in new developments of additions to the proposed cycle network
AM12	Promotion of traffic management measures which give priority to buses
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM6	Measures to discourage the use of Local Distributor and Access Roads by through traffic
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE6	New development within Gate Hill Farm and Copsewood Estates areas of special local character
EC2	Nature conservation considerations and ecological assessments

EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 4.1	(2016) Developing London's economy
LPP 4.10	(2016) New and Emerging Economic Sectors
LPP 4.12	(2016) Improving opportunities for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.16	(2016) Waste net self-sufficiency
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking

LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
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 7.8	(2016) Heritage assets and archaeology
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
R16	Accessibility for elderly people, people with disabilities, women and children
R8	Loss of facilities which support arts, cultural and entertainment activities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th October 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Transport for London

Proposed Development: Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level and basement level with associated parking and external landscaping works including provision of parking, servicing areas, and planting.

- It is understood that this proposed development is to provide 25 car parking spaces. This is significantly below the London Plan standard and is in line with the Mayor's sustainable transport vision, therefore this is acceptable for TfL.

- The submitted swept path analysis within the Transport Assessment shows that the footprint of a large car entering car lift 1 will overspill into the bay for car lift 2. This arrangement should be revised to ensure that no risk of collision with other vehicles or car lift apparatus when vehicles are entering the car lift bay.

- TfL welcome the provision of Electric Vehicle Charging Points. The applicant should ensure a provision of 20% active EVCPs which should be secured by condition. A further 10% of the total number of car parking spaces should be passive EVCPs for future provision.

- TfL welcome the provision of 3 blue badge parking spaces. However, the submitted documents did not make clear where the blue badge spaces in the basement would be. TfL request that a revised basement plan is submitted which illustrates this. Please note that these spaces should adhere to the space standards for blue badge parking bays as outlined in the London Plan and Accessible London SPG, as well as be as close to building entrances and lifts as feasibly possible.

- The applicant should provide 2 coach parking bays in accordance with the London Plan which states that hotel developments should provide 1 coach parking space per 50 rooms.

- The proposed level of cycle parking provision exceed requirements as outlined in the London Plan, this welcomed by TfL as it is encouraging the uptake of cycling as a sustainable mode of transport. At least 5 of these spaces should be long-stay spaces and at least 2 should be short-stay. The applicant should ensure that the design of the cycle parking should be in line with the London Plan and the London Cycle Design Standards (LCDS), which state that at least 5% of spaces should be able to accommodate larger cycles and also those which may be adapted. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands, preferably including the Sheffield style of stands. For more information, please see LCDS guidance at: <https://tfl.gov.uk/corporate/publications-and-reports/streetstoolkit#on-this-page-1>.

-TfL request that a Travel Plan is secured by s106 agreement.

- More information regarding refuse collection and deliveries should be detailed within a Delivery & Servicing Plan (DSP), which should be secured by condition. It should include information on how refuse collections for the proposed development will operate, especially where the bin store is located on the basement level of the development. Swept path analysis should be included of refuse vehicles safely and legally servicing the site without impacting other vehicles or structures. The DSP should also include arrangements for delivery vehicles, detailing where they can also safely and legally stop with swept path analysis of these vehicles provided also.

- A Construction Logistics Plan (CLP) should be secured by condition prior to construction commencing on site. It should include information regarding the construction of the proposed

development, including how construction materials and plant will be delivered to the site. It should also detail what measures will be put in place to mitigate the impact of the proposed development's construction on the local road network.

PARK INN

Given the proximity of the proposed building works to the our Hotel's bedrooms I am concerned about the likely noise and impact on our guests. As an airport hotel our guests are occupying bedrooms both day and night and therefore require quiet at all times. Equally there are meeting rooms nearby that are likely to be effected in the same way I also note that the proposed hotel will have an underground car park. Again I am concerned about the noise created from the excavation works as well as any adverse effect to the water table an underground drainage that might be connected to the Park Inn Hotel.

I look forward to your comments on these matters

HEATHROW AIRPORT LIMITED

- No safeguarding objections to the proposed development.

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

THAMES WATER

- Request that a fat trap in installed on all catering establishments;
- Trade and effluent consent will be required;
- No piling should take place until a piling method is agreed with Thames Water;
- Require developer to demonstrate what measures are in place to minimise groundwater discharge into the public sewer Request a groundwater risk management permit;
- recommend the installation of a non return valve to avoid the risk of backflow during stormy conditions; and
- existing sewer has sufficient capacity.

GLAAS

Requested a written scheme of investigation (WSI) for land that is included within the WSI. Requested that a condition is attached so that no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI and made the evidence publicly available.

Informative:

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:

- No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI. The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Neighbouring Resident

This proposal is wholly out of scale to the size of what is a very small site and just 26 parking spaces for a 108 room hotel with a gymnasium is not remotely adequate. Additional traffic during construction and subsequently when in operation is too much to put upon an area that is already over done with hotels. This is nothing more than a money making exercise trying to add additional value to a site. I object in the strongest terms.

Internal Consultees

Sustainability

The most recent application, 829/APP/2016/3167 for 108 rooms has been assessed and there are no objections to the energy strategy.

TREES AND LANDSCAPE

This application follows a number of previous applications, including 2013/1618, 2015/4725 and 2016/2751. There are no TPO's or Conservation Area designation affecting the site and no trees, or landscape features of merit, on the site.

The arable land to the north-east of the site is designated Green Belt. The submission includes an Arboricultural Report, dated 2014, which is now out of date. However, the most relevant clauses relate to the management of off-site trees and shrubs which oversail the site - the details of which remain valid.

A Bird Hazard Management Plan has been submitted. The bin and bike stores are crudely located to the side of the building which create a poor impression to visitors on arrival. Furthermore, the bicycle storage is unlikely to be secure enough to encourage use. Both facilities should be discretely

sited, preferably integral to the building.

Minimal strips of planting in raised beds have been indicated. The beds along the southern boundary is likely to be shaded out by the taller existing planting to the south. If the application is recommended for approval, landscape conditions should be imposed.

CONTAMINATED LAND

I refer to your consultation of 11 February 2015. The site appears to have been orchards in the past before the current building for the British legion was built. The site does not have a specific contaminative use however it does look in poor condition from the site photographs. Mention of a nearby tank is made and the planning application mentions suspected contamination for part of the site. Land science recommend an intrusive investigation indicating there are potential pollutant pathways on the site. I think made ground is probably the main concern and any old heating equipment with tanks and such like.

The desk study is fine for the planning application. I would add our standard condition, COM30 should the site be given a permission. (i) (a) has been completed.

DRAINAGE

There remains an issue with the most sustainable drainage design, when the drop off areas are not used for sustainable drainage at ground level and this made permeable, and or the creation of living walls.

However it is noted the drainage plan does appear to show the separation of the foul and surface water flows. Justification of the level of climate change allowance chosen in accordance with the EA new guidance should be provided by way of a condition.

EPU

EPU recommended a number of conditions which are attached.

ACCESSIBILITY

The proposal is for the redevelopment of the vacant Royal British Legion club into a 108 room hotel over 7 stories with 25 car parking bays, of which one space would be accessible.

In assessing this application, reference has been made to London Plan policy 4.5 and BS 8300:2009. The developer is obliged to consider at this stage their duties as a service provider under the terms of the Equality Act 2010. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features should be fully considered and specified as part of the design brief to ensure that disabled people receive the same level of service.

The Design & Access Statement refers to a whole host of accessibility observations made as part of previous planning submissions, however there are significant differences between what is stated and what is shown on plan.

1. In accordance with the Council's Parking Standard's, a minimum of two accessible parking bays would be required.
2. Only two accessible bedrooms have been shown on plan, and these appear not to have been

designed to a recognised standard.

The quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en suite bathrooms within the required accessible bedrooms to have a level access shower.

Officer comment: This has been relayed to the applicant who has requested that this is conditioned in the interest of time. Officers are of the view that this can be dealt with by way of a condition.

HIGHWAYS

General

The current application proposes the redevelopment of 560 Sipson Road to accommodate a 108 room hotel over 7 storeys, with associated public amenity and parking.

The site is bounded to the north by Sipson Road and is located to the east of the access to the Radisson Park Inn and west of Doghurst Drive, approximately 300m north of the A4 and the northern entrance of Heathrow Airport. A short walk to the south of the site gives access to Bath Road and a number of amenities. The current PTAL for the site is 3, which is considered to be moderate.

A number of planning applications have been submitted for the redevelopment of the site. The latest is planning application No. 2015 829/APP/2015/4725 for the 'The redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping'. The proposals included the provision of 17 car parking spaces. Therefore ratio of 1 parking space every 5.3 rooms was therefore deemed acceptable.

Road Safety

Access to the site is granted through two routes:

- Access only in the northwest corner of the site;
- Exist only in the northeast corner of the site.

It is considered that the proposed layout provides sufficient visibility for vehicles exiting the site and for vehicles wishing to enter the site from Sipson Road.

Internal Layout - Ground Level

The supplied swept paths show that there is sufficient internal manoeuvrability for vehicles to access the site from Sipson Road and either use the pick up / drop off area or access the car lifts to the basement parking.

A concern is raised with regards to the proposed coach bay along the northern boundary of the site. The swept paths shown on drawing no. CA2108 TR120 supplied by Caneparo Associates shows that a coach type Mistral 70 -15 would not be able to access the bay in full but would need to be partially parked on the main carriageway along Sipson Road, which is considered unacceptable. The design of the bay should be revised to allow for the coach to be fully parked within the bay and clear of the main carriageway.

A delivery bay is also shown immediately after the entrance point to the site. It is considered that this bay is too narrow and would be difficult to access, especially if the nearby disabled bay were occupied. This is considered unsafe, especially because the bay is very close to the entrance point to the site. As a result, the design of the proposed delivery bay should be revised in order to ensure that it can be easily accessed.

Internal Layout - Basement Level

The proposed layout at basement level appears to be in line with current guidance. The isles around the parking bays have a width equal to or in excess of 6m, which should allow safe manoeuvring.

Parking

The basement level will provide 24 car parking spaces and at ground floor forecourt there is 1x designated disabled bay, bringing the total car parking spaces to 25. The new ratio between bedrooms and parking spaces would be 4.32 bedrooms per parking space, which is between the ratio pertaining to the previous approved application and the maximum allowed by current standards (1 parking space per bedroom). The overall car parking provision is therefore considered acceptable.

In order to comply with current standards:

- A total of three parking bays should be designated for disabled;
- A total of 5 parking bays should be equipped with Electric Charging Vehicle points, of which three should be active and two passive.

A car park management plan should be set up and maintained during hotel operations, to be secured through a S106 agreement.

Drawing no. 408-100-A1, Rev. D shows the provision of 24 cycle parking spaces; while the number of spaces is adequate to the size of the development, the proposed cycle racks are located in the basement and it is not clear how cyclists could access these spaces, since no ramp is provided for these users. It is not acceptable for cyclists to use lifts or stairs to access the allocated parking spaces.

Cycle parking should therefore either moved at ground floor level near the entrance, with CCTV provisions to ensure secure parking, or a ramp or other suitable means of access provided for cyclists.

Traffic Generation and Highway Impact

The traffic generation and impact assessment submitted for the previous application relating to the provision of a 90 bedroom hotel concluded that the impact on the surrounding highway network would not be severe. The maximum flow generation was during the AM Peak with predicted 21 arrivals and 28 departures.

If we factor up these values to take into account of the increase number of bedrooms (90 to 108,

representing a 20% increase) then the new trip generation would be, during the AM Peak, 25 arrivals and 34 departures. It is considered that these flows would not cause severe adverse changes in traffic operations within the surrounding highway network.

The revised proposals also incorporate a gym at the sixth floor of the new building. As the proposed hotel is away from residential areas, it is presumed that the gym would be mostly used by hotel customers and, as such, its presence is unlikely to generate additional trips.

Conclusions

Concerns are raised in relation to aspects of the supplied ground floor layout:

- The design of the coach bay should be revised to allow a coach to be parked entirely within the site boundary and not obstructs the public carriageway along Sipson Road northbound;
- The proposed delivery bay next to the site entrance appears substandard and difficult to access, causing safety concerns. Its layout should be revised in order to improve accessibility.

A condition should be imposed on the planning consent to the effect that revised plans be submitted showing parking allocation in line with current standards (provisions for disabled bays and ECV points). Alternatively, a revised layout drawing to this effect should be resubmitted prior to consent being granted.

The cycle parking locations should be revisited as, at present, it can be accessed only by means of stairs or lifts. The cycle parking should be moved at ground floor level or a ramp for cyclists should be provided.

A transport plan should be provided and maintained through S106 agreement.

A car park management plan should be set up and maintained during hotel operations, to be secured through a S106 agreement.

Revised layout drawings have been submitted in response to previous highway comments raised for the scheme. The revised layouts are shown on drawings nos:

- 408-100-A1 Rev G - Proposed Basement Plan
- 408-101-A1 Rev H - Proposed Ground Floor Plan

The comments being addressed are as follows:

- Coach bay design to accommodate coaches in full;
- Revised design of delivery bay;
- Provision of disabled bays and EVCP according to current standards;
- Revision of cycle parking provision to provide more accessible facilities.

The coach bay has now been widened and the supplied drawings show that a coach can be fully contained within the bay. Swept paths with a 300mm margin should be supplied to demonstrate that coaches can access the bay and park as shown on the submitted drawing.

The design of the delivery bay close to the entrance has been revised. Swept paths of typical delivery vehicles with a 300mm error margin should be submitted to demonstrate that there is sufficient space to manoeuvre in and out of the bay.

The supplied drawing now shows, in the basement car park, disabled bays and ECGV points in sufficient number to comply with current standards. A comment is raised with reference to the

accessibility of parking space no. 21 as shown on drawing no. 408-100-A1 Rev G. A swept path with a 300mm error margin should be supplied to demonstrate that vehicles can manoeuvre in and out of the space.

The accessibility of the revised bicycle parking provisions is deemed acceptable.

In summary:

- Swept paths with a 300mm error margin should be supplied as described above in order to demonstrate that key design features provide sufficient manoeuvrability.

Conditions already suggested in the previous comments are:

- A transport plan should be provided and maintained through S106 agreement.

- A car park management plan should be set up and maintained during hotel operations, to be secured through a S106 agreement.

CDU

No objections are raised to this proposal as its impact on the openness of the Green Belt is considered to be no worse than that of the previously approved scheme. Please ensure that the Archaeological condition as requested by GLAASS for the previously application is included with on decision notice if this application is agreed.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of a hotel use on this site has been established by virtue of the previously approved schemes for a 4 storey 54 room hotel (application ref:829/APP/2013/1618) a 6 storey 90 room hotel (application ref: 829/APP/2016/2751). This application seeks to accommodate an addition of 18 rooms by reducing the floor to ceiling heights.

Policy 3.6 of the London Plan deals with the protection and enhancement of social infrastructure and states that proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered.

The existing premises on site has been vacant for more than three years, with evidence provided in support of earlier applications that the site has been actively marketed for over 12 months. The details provided of marketing show there had been significant interest in the site but with very limited expressions of interest in retaining the existing building or any D1 Use on the site.

The extant planning consents for a 4 storey 54 room hotel (application ref:829/APP/2013/1618) and a 6 storey 90 room hotel (application ref: 829/APP/2016/2751) have established the principle of a hotel and as such the proposal is acceptable in principle. Accordingly, there is no objection to the principle of change of use from Class D1 to Class C1 use, and the proposal is considered to be in accordance with policy 3.6 of the London Plan 2016 and Policy T4 of the Local Plan: Part 2 (November 2012).

7.02 Density of the proposed development

The application seeks to construct a hotel, therefore residential density is not pertinent to the consideration of this application.

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

The site does not lie within an area of special character or a conservation area. The site does however lie within the Heathrow Archaeological Priority Zone.

The Greater London Archaeological Advisory Service (GLAAS) were consulted and requested a Written Scheme of Investigation (WSI). This has now been retrospectively been submitted and made publicly available on the planning register.

Further, Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (1), applies to all decisions concerning listed buildings. The Council must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The nearest listed building is the Grade II Listed Sipson House, which currently accommodates Littlebrook Day Nursery and is situated approximately 123m to the east of the site. There is also a generous area of soft landscaping and a belt of trees located between the building and the application site. Given the distance between the site and the Listed Building, the proposal is not considered to detrimentally impact the setting of the Grade II Listed Building.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria, subject to the submission and approval of a bird hazardous management plan which is to be conditioned.

7.05 Impact on the green belt

The site is not located within the Green Belt. However the land to the north of the site on the opposite side of Sipson Road is designated Green Belt.

The National Planning Policy Framework notes that policies contained within it relate only to land located within the designated Green Belt and contains no requirements for the assessment of development which are visible from, but not within, the Green Belt. This circumstance is the same within the London Plan. The assessment required at national and regional levels therefore does not equate to the impact on the Green Belt, but on the normal assessments which would be undertaken for all developments in respect of character and appearance.

Similarly, as the site is not located within the Green Belt Policies OL1, OL2 and OL4 of the Local Plan: Part 2 (November 2012) are not relevant to the assessment of the application.

'Saved' policy OL5 of the Unitary Development Plan (2012) states that the Council will normally only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

This policy is in effect similar to the national policy as it does not introduce any presumptions against development which is visible from the Green Belt, something which is very common, but requires the authority to take into account the presence of the Green Belt land as part of the context/character of the area in assessing applications.

The proposed hotel building would rise to 7 storeys (including basement level) with the upper floor stepped back from the front elevation of the lower floors to reduce the perceived massing of the building. The site is separated from the Green Belt land to the north east by Sipson Road, a classified A road, and the submitted documentations clearly demonstrates that the proposal would be viewed in the context of the existing hotel development of a far greater footprint, which rises up to 5/6 storeys, and surrounds the site to the west, east and south. The proposal would not have a greater impact on the Green Belt than the extant permission and to this end is considered acceptable. Accordingly, the scheme is considered to comply with Policy OL5 of the Local Plan: Part Two (November 2012).

7.06 Environmental Impact

A Geo Environmental Desk Top Study has been submitted in support of the application. The report highlights where contamination might be present. Although the proposed use is not residential, the Council's Environmental Protection Unit (EPU) advise adding a condition to ensure that some site investigation is carried out. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure that the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with these conditions, it is considered that the proposed development accords with the ground condition and contamination policies set out in Hillingdon's Local Plan Parts 1 and 2; the London Plan (FALP 2015); and the National Planning Policy Framework (2012).

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part One (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

'Saved' policies BE13 and BE19 of the Local Plan: Part Two (November 2012) seeks to ensure that the new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

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

The building would be flanked by an existing hotel development of 4 to 6 storey height. The height of the proposed hotel would be 21m which is the same height as the consented 90 bedroom development scheme. In addition, the elevation treatment has been changed to make the building more sympathetic to the setting. The proposed height of the building, now at 7 storeys (including the basement level), and its design, would be considered in keeping with the character and appearance of the area and the building would sit comfortably within the streetscene, particularly given its context and the height of the neighbouring buildings.

The proposal seeks to provide enhanced visual interest to the main elevations visible from the street through the introduction of rectangular shaped infill glazing panels. These infill panels are broken up into individual bays around a white rendered frame which would reduce any risk of the development having a plain monolithic character. Also, these features provide a welcome opportunity for shadow lines. In addition, the front elevation would feature a distinctive cantilevered front canopy finished with the hotel signage, that provides further interest to the front elevation. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in conservation and design terms.

7.08 Impact on neighbours

Policies of the Local Plan: Part Two (November 2012) seeks to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

Policy OE1 of the Unitary Development Plan (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

Given there is no residential development within 100 metres of the site and the nearest residential dwellings lie on the other side of Sipson Road, it is not considered that the scheme would give rise to any detrimental impact to residential neighbours from loss of light, over dominance or loss of privacy.

The closest neighbouring properties are hotel developments. The proposed hotel development does not have large internal floor area allocated for conference or banqueting purposes, and it is not considered that the scheme would cause any noise disturbance to surrounding properties.

An objection has been received from Park Inn with regards to overshadowing. The part of the hotel that would be impacted by the development would be the stairwell. As such the scheme is considered acceptable in this respect.

7.09 Living conditions for future occupiers

It should be noted that there are no adopted planning standards in respect of privacy/overlooking between hotel guest bedrooms. However it is worth noting that this scheme would comply with the Council's HDAS standards with no hotel bedrooms in the new development located within a 45 degree radius or being within 21 metres of hotel bedroom windows on the neighbouring Park Inn Hotel complex.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Policies AM2 and AM7 of the Local Plan: Part 2 (November 2012) are concerned with traffic generation, and access to public transport.

'Saved' policies AM14 and AM15 of the Local Plan: Part Two (November 2012) sets out the standards for on-site parking.

TfL is the highway authority for A4 Bath Road, while Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Bath Road.

The site is surrounded by the large Park Inn Hotel, which has two vehicle accesses from Sipson Road, with one of these entrances approximately 50 metres to the north west of the application site and the other main entrance to the south, approximately 250 metres along the street. Immediately opposite the site are green fields that are separated from Sipson Road by mature hedging. Approximately 60 metres to the south of the proposed new vehicle entrance to the site is the vehicle entrance to Sipson Court and Sipson House on the opposite side of Sipson Road, which is currently used as a children's day nursery.

Sipson Road is a 30 mph single carriageway 'A' classified highway with double yellow line waiting restrictions on both sides of the road. The Council's Highway Engineer concurs with the applicant that Sipson Road is one of the more lightly trafficked sections of Greater

London's 'A'-class road network, being closely paralleled by the M4 Heathrow Spur Motorway, although it does provide an important local link to Sipson village further to the north.

The existing single vehicle access point would be replaced by a two vehicle crossovers from Sipson Road and a short roadway within the site itself, leading from one highway access point to the other. The 90 rooms would be served by 21 on-site car parking spaces, including 3 disabled car parking bays. 21 of the car parking spaces would be located in the basement which would be served by a pedestrian lift for guests and a vehicle lift with a maximum gradient of 1:12. The basement would house 8 bicycle spaces. The coach bay and delivery bay at ground floor level is sufficiently wide to accommodate a coach can be fully contained within the bay. Swept paths illustrating a 300mm margin is conditioned to demonstrate that coaches and delivery vehicles can access the bay as shown on the submitted drawing.

A Transport Assessment has been submitted in support of this application, which considers the impact of the proposed development of the site on the local highway and concludes that sufficient capacity exists to support the proposal. The interim Travel Plan submitted identifies various measures proposed as part of the application to encourage sustainable patterns of movement.

The Highways Engineer has advised that a £35,000 contribution towards a footway on Sipson Road is required to allow pedestrians and visitors to continue to walk along Sipson Road between Doghurst Drive and the Little Brooke nursery. The contribution is considered to be fair and proportionate to the size of the scheme.

With regard to the level of car parking provision, the ratio of 1:3.9 spaces per guest room is compatible with other hotel developments in the vicinity of the development, approved by the London Borough of Hillingdon in the last 4 years, located nearby and serving Heathrow Airport. Therefore the scheme is considered to accord with Policies AM14 and AM15 of the Local Plan: Part Two (November 2012).

The Council's Highway Officer has been consulted on the application and has carefully considered the issue of traffic generation, vehicular accesses, the drop off /collection of guests and the overall layout and raises no objection to the scheme in terms of impact on the existing highway in accordance with the aims of Policies AM2 and AM7 of the Local Plan: Part 1 (November 2012); policy 6.3 of the London Plan (2016); and the National Planning Policy Framework (2012).

7.11 Urban design, access and security

URBAN DESIGN AND ACCESS

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

SECURITY

The Metropolitan Police's Designing Out Crime Officer (DOCO) has reviewed the scheme and has no objection subject to the imposition of a 'Secure by Design' condition.

7.12 Disabled access

Policies R16 and AM13 of the Local Plan: Part Two (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do policies 7.1 and 7.2 of the London Plan (2016). Furthermore, detailed guidance is provided within the Accessible

Hillingdon SPD.

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on ground floor, lifts from the car park basement to the rest of the hotel and 60 minute fire refuges on each upper floor.

Subject to an appropriate condition, it is considered that the proposal would provide an inclusive environment for future users in accordance with 'saved' policies R16 and AM13 of the Local Plan: Part Two (November 2012) and policies 7.1 and 7.2 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

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

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

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

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

The site as it stands is largely devoid of vegetation, albeit there are some trees off-site that lie close to the south eastern boundary of the site. An accurate site survey has been submitted with the application which plots trees on and close to the site, the tree species, and their quality and spread. None of the trees in the vicinity are protected by a Tree Preservation Order or by Conservation Area designations. The only on-site tree is a Sycamore that is of 'C' grade and would be lost as a result of the development.

The Council's Tree and Landscape Officer considers the sycamore of little merit and with its 'C' grade has no objection to its removal. With regard to the off site trees, the Landscape Officer is satisfied that with the appropriate tree protection measures in place these trees can be protected (and neighbouring shrubs) with only marginal encroachment into the root protection required. Future pruning of the neighbouring hornbeams maybe

required to safeguard natural light to hotel bedrooms and this is considered a feasible approach by the Landscape Officer.

Subject to the relevant planning conditions in respect of landscape maintenance, tree protection and further detail on the planting plan, the scheme is considered to provide satisfactory landscape arrangements that comply with local, regional and national planning policy.

ECOLOGY:

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

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

7.15 Sustainable waste management

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

The application is accompanied by a Waste Management, Refuse and Recycling Statement. The plans show a dedicated space within the ground floor of the building allocated for storage of waste and recycling and the tracking plans demonstrate that large refuse vehicles can collect waste from the site. The scheme provides space for 30 euro bins that accords with the Council's capacity standards for 2/3 star hotels. The bin area is an enclosed area in the ground floor with access from inside for staff members and access from Sipson Road for the refuse collectors. The store room will have continuous mechanical ventilation. A drop kerb will be provided for easy movement of the wheelie bins to the refuse vehicles. The owner/occupier will have a contract with Biffa in place prior to the occupation of the premises. This statement also details a weekly collection early in the morning.

The level of waste and recycling storage provision, its location, and means of collection by refuse vehicles is considered to comply with the requirements of the Council's Waste Development Team and the Council's Highway Engineer. As such the scheme is considered satisfactory and complies with the standards set out in policy 5.17 of the London Plan (2016).

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

7.16 Renewable energy / Sustainability

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions. This policy requires major developments to demonstrate a 35% reduction in carbon dioxide emissions from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Statement that is considered

satisfactory to determine the application favourably albeit more information will be needed prior to commencement of the development. This additional information can be obtained through a planning condition.

Subject to conditions to secure the installation of measures in accordance with policies 5.3, 5.4, and 5.7 of the London Plan (2016), the scheme would be considered acceptable with regards to minimising carbon dioxide emissions and sustainable construction.

7.17 Flooding or Drainage Issues

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

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

The site does not fall within a flood zone and no issues relating to flooding have been identified. The scheme would undertake rainwater harvesting including the provision of a ground storage tank and permeable paving to replace the existing large expanse of non permeable hard standing.

The Council's Flood Management Officer raises no objection to the scheme, subject to the imposition of a condition to secure relevant SUDS and sustainable water management measures.

Subject to condition, the proposed development would not be considered to raise any adverse flooding or drainage issues, in accordance with policy EM6 'Flood Risk Management' in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2016); and National Planning Policy Framework (2012).

7.18 Noise or Air Quality Issues

NOISE

'Saved' policy OE5 of the Local Plan: Part Two (November 2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources

(such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

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

The Council's Environmental Protection Unit has been consulted on the application and raises no objection regarding noise or air quality.

With respect of air quality and air quality monitoring, it is recommended that similar conditions and planning obligations as those secured on the previously approved 90 bedroom hotel scheme, be imposed, in the event that the current proposal is approved.

Overall, the development would be considered to comply with 'saved' policy OE5 of the Local Plan: Part Two (November 2012) and policies 7.14 and 7.15 of the London Plan (2016).

7.19 Comments on Public Consultations

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

7.20 Planning obligations

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

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

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

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

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

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

Non-monetary contributions:

1. Highways: to secure all necessary works adjacent to the site
2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as:
 - . a hopper bus service
 - . a Construction Management Plan,
 - . a Construction Logistics Plan and
 - . a Service and Delivery Plan.

Monetary contributions:

1. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build) 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. A contribution towards co-ordinating costs may also be required.
2. Hospitality Training contributions or in kind scheme to provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry
3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.
4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.
5. A pedestrian improvement contribution towards a footpath to be constructed between Doghurst Drive and the Littlebrook Nursery of £35,000.

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

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

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

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

There is no objection to the principle of the development involving the change of use of the site to a hotel.

The general design, size, height and massing of the proposed building is considered to address the previous reason for refusal and would now be acceptable. The scheme would be now compatible with the height and scale found on the surrounding Park Inn Hotel complex. It is not considered that the development would have any detrimental impact on the street scene, upon residential amenity, or upon the setting of the Green Belt land lying opposite.

The budget hotel would primarily serve Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off. These matters taken together are not considered to have any significant detrimental impact on the existing highway network or on highway safety, given the sightlines outside the site, the waiting restrictions on the adjacent highway and the limited number of vehicular movements anticipated.

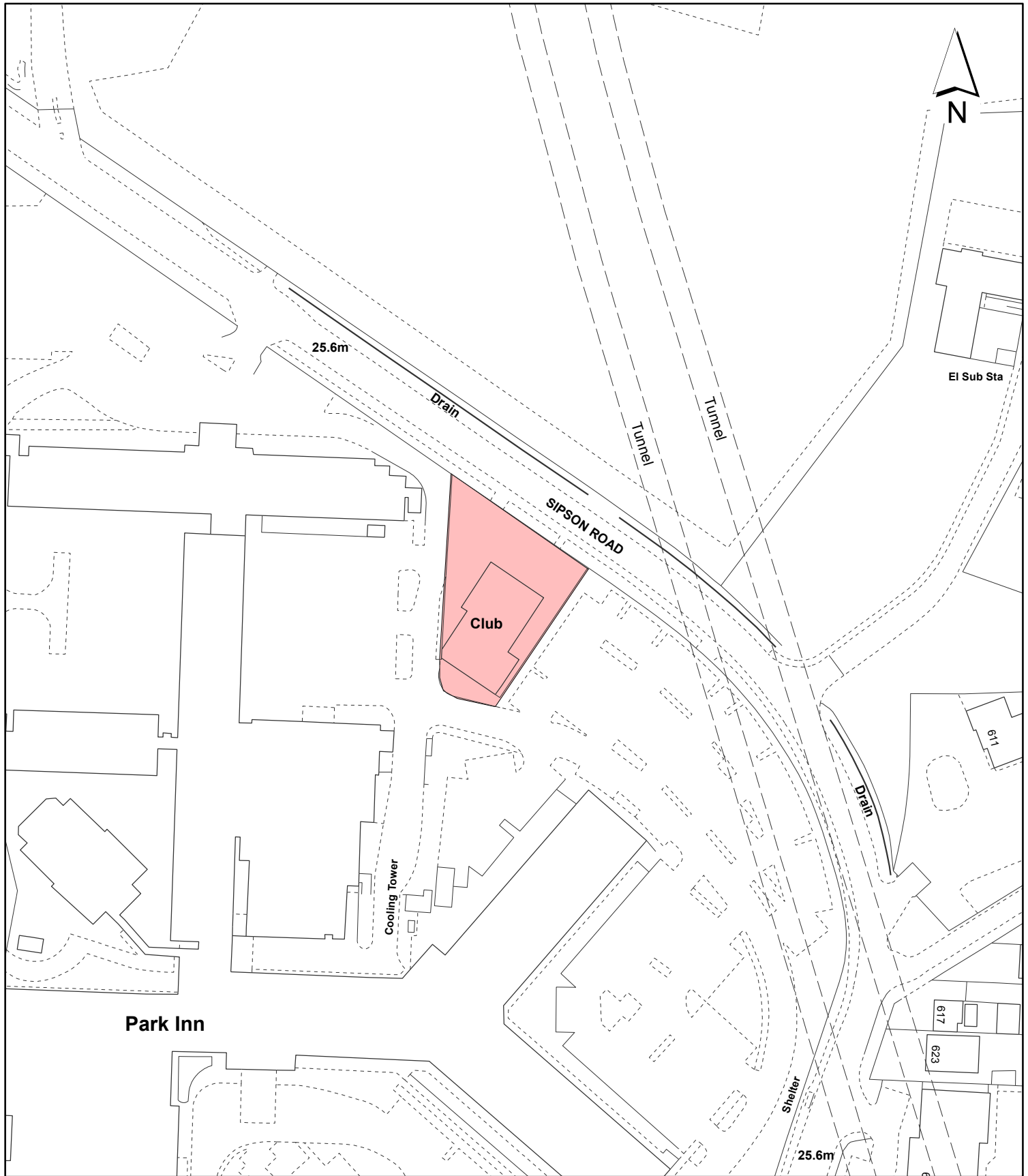
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Local Plan: Part Two (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

Contact Officer: Zenab Haji-Ismael

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:

**Former Royal British Legion Club
 Sipson Road**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

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

Planning Application Ref:

829/APP/2016/3167

Scale:

1:1,250

Planning Committee:

Major Page 41

Date:

May 2017



HILLINGDON
 LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

Address SITE ENCLOSED BY BENTINCK ROAD & TAVISTOCK ROAD TAVISTOCK ROAD YIEWSLEY

Development: Variation of condition 2 (Accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25-01-2017: Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles, to allow the addition of 7 residential units within the approved floorspace.

LBH Ref Nos: 45200/APP/2017/327

Drawing Nos: 0401 Rev12
0402 Rev12
0403 Rev11
0404 Rev11

0200 Rev 13
0201 Rev 13
0202 Rev 13
0203 Rev 13
0204 Rev 13
0205 Rev 13
0206 Rev 13
0207 Rev 13
0208 Rev 13
0210 Rev 13

Date Plans Received: 27/01/2017

Date(s) of Amendment(s): 27/01/2017

Date Application Valid: 02/02/2017

1. SUMMARY

Planning Permission is sought to vary conditions 2 (Accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

The changes sought include:

1. Reconfiguration of floor plates resulting in the provision of an additional 7 units.
2. Two of the 7 units will be Affordable Housing Units.

The original unit mix approved was:

- 76 x 1 bedroom units (24.4%)

- 176 x 2 bedroom units (56.8%)
- 56 x 3 bedroom units (18.5%)

The proposed mix is:

- 81 x 1 bedroom units (25.1%)
- 178 x 2 bedroom units (56.5%)
- 56 x 3 bedroom units (18.1%)

The number of residential units would increase from 308 units to 315 units, with the affordable housing units increasing from 46 to 48. .

The number of car parking spaces would increase from 293 to 299 spaces. The parking provision ratio remains at 0.95 as per that originally approved.

The site is located within a sustainable location with good access to public transport and takes into account the imminent arrival of Crossrail.

The proposal would not prejudice the development of adjoining land, should a suitable development scheme be brought forward.

There would be no adverse harm to the amenities of adjoining occupiers. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (2016) and the Council's Local Development Framework. No concerns have been raised by the GLA or TFL.

Of the additional 5x1-bed units and 2x2 bed-units proposed the applicant is offering 2 of these (1x1-bed and 2x1-bed units) as affordable housing. This represents 31% of the additional habitable room (29% of additional units) which is considered sufficiently close to the policy target of 35% affordable housing for a Financial Viability Assessment not to be required.

The application is referable to the Greater London Authority under Category 1C of the Schedule of the Town and Country Planning (Mayor of London) Order 2008:

"Development which comprises or includes the provision of more than 150 houses, flats or houses and flats."

Under Article 5(2) of the Town & Country Planning (Mayor of London) Order 2008 the Mayor of London has confirmed he does not need to be consulted further on this application and that the Council may, therefore, proceed to determine the application without further reference to the GLA.

For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a Deed of Variation to the legal agreement.

2. RECOMMENDATION

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

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

Non-monetary contributions:

i. **Affordable Housing: 15% in unit terms (48 dwelling flats) with a tenure mix set at 64% affordable rent and 36% intermediate,**

ii. **Affordable Housing review mechanism.**

iii. **Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road, including as detailed below:**

1. Tavistock Road:

a) **Access works to the site,**

b) **Carriageway and footway resurfacing and any associated works between on-street car parking bays west of Tavistock Road access and High Street/Tavistock Road junction except any recently surfaced footway;**

c) **Removing car parking spaces, implementing parking restrictions and associated costs.**

2. Bentinck Road:

a) **Stopping up of existing access and footway reinstatement;**

b) **New access works; and**

c) **Footway and carriageway resurfacing along the site boundary (extent to be agreed by the Council's Highway Engineer); and**

d) **Relocation of on-street parking spaces, parking restrictions, and associated costs.**

Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iv. **Car parking allocation and management scheme;**

v. **Refuse and delivery management scheme;**

vi. **A Construction Logistics Plan**

vii. **A Delivery & Service Plan (including details of access and parking for emergency services).**

viii. **Prohibit future residents of the development from obtaining parking permits within existing or future controlled parking areas on the public highway.**

ix. **A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend**

the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

x. **Construction Training:** either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

xi. **Air Quality:** a contribution in the sum of £25,000.00 is sought

xii. **Canal side Improvements:** a contribution in the sum of £20,000.00 and Canal Side Signage contribution in the sum of £2,000.00 (A total £22,000.00 monetary contribution towards canal side improvements)

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

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

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

D) If the Legal Agreement/s have not been finalised within 3 months, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, air quality, canal side improvements, construction and employment training and delivery of necessary offsite highway works. The proposal therefore conflicts with the National planning Policy Framework, Policies 3.11 and 7.14 of the London Plan (March 2015), Policy AM2 and AM7 of the adopted Local Plan and the Council's Planning Obligations SPG.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

0200 Rev 13
0201 Rev 13
0202 Rev 13
0203 Rev 13
0204 Rev 13
0205 Rev 13
0206 Rev 13
0207 Rev 13
0208 Rev 13
0210 Rev 13
0401 Rev 12
0402 Rev 12
0403 Rev 11
0404 Rev 11

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

3 COM5 General compliance with supporting documentation

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

- Mitigation Measures in accordance with West Drayton, Hillingdon - Air Quality Assessment Report by JMP dated 7 October 2014
- Mitigation Measures in accordance with Noise survey report (job no: NW91113 prepared by JMP)
- RSK Sustainability & Energy Statement 441876R(01) of August 2014 together with recommendations in RSK letter 15 January 2015, SBEM Main Calculation Output 22 July 2014, Regulations Compliance Reports 14 August 2014, drawing no.SK01-22-10-14 [O]
- Mitigation Measures in accordance with CGMS Archaeological Desk Assessment December 2014
- Mitigation Measures in accordance with Transport Assessment Update Report dated October 2014
- Mitigation Measures in accordance with Land Contamination and Floodrisk Sitecheck (Landmark Group) report No. 49381213_1 677546851#89126704 and BRD Site Investigation Report No: BRD1535-OR1 Version A
- Mitigation Measures in accordance with RSK Flood Risk Assessment 132375-R1(0)-FRA October 2014
- Recommendations in the Donald Butler Associates (DBA) Aviation Report ref. No.DBA/1934

- Key Strategies in the Design and Access Statement
- Daylight and Sunlight Study by Right of Light Consulting 10 October 2014
- Mitigation Measures in accordance with Recommendations in the RWDI Wind Microclimate Assessment Desk Study (Wind Modelling) report No. 1300446A-PLW 19 September 2014.
- Mitigation Recommendations and Biodiversity Enhancement Recommendations in the Building Inspection Report by Applied Ecology [September 2014]
- Mitigation Measures in accordance with Proposed Foul Drainage and Proposed Surface Water Drainage recommended in the Drainage Strategy Report by Gary Gabriel Associates Job No. 28263

Air Quality Assessment - Addendum Note - Minor Material Amendment, Padcroft Works, Hillingdon. November 2016

- Padcroft Works, West Drayton - Energy Statement Addendum 712527R(01)
- Flood Risk Assessment - Addendum Note 132935-R1(1) and Revised Drainage Strategy ref. WSL-SA-GD-92002 Rev A01
- Transport - Summary of Changes 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 the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

4 NONSC Phasing

The development hereby approved must be implemented in accordance with the phasing drawings listed on the decision notice and in particular in accordance with drawing T(20)P02 C, unless otherwise agreed in writing by the Local Planning Authority. On completion of each phase of the development, cycle storage and a parking ratio of 0.95 spaces per residential unit must be maintained within the site at all times.

REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

5 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan (November 2012).

6 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for

residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with Policies 3.1, 3.8 and 7.2 of the London Plan (March 2015).

7 COM7 Materials (Submission)

For each phase of the development, details of all materials and external surfaces, including details of balconies, obscure balustrades, winter gardens and the privacy fins shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter each phase of the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images and sample materials shall be available to view on site at the Local Planning Authorities request.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012).

8 RES9 Landscaping (including refuse/cycle storage)

For each phase of the development a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the balustrades at roof level
- 2.c Car Parking for 299 cars (including demonstration that 59 parking spaces are served by electrical charging points and 31 parking spaces for disabled users)
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

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

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the

landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Local Plan (November 2012) and Policies 5.11 (living walls and roofs), 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (March 2015).

9 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

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

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the of the Hillingdon Local Plan (November 2012).

10 RES11 Play Area provision of details

For each phase of the development, details of safe and secure play areas for children and rooftop amenity areas, including maintenance responsibilities, shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter, the play areas and rooftop amenity areas shall be provided prior to the occupation of any unit within each phase of the development and maintained in accordance with the approved details for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Local Plan (November 2012) and London Plan

(March 2015) Policy 3.16.

11 NONSC Submission Energy Assessment

A detailed energy assessment shall be submitted by the stage whereby construction works for the first phase of the development are at damp proof course level showing how the development will reduce carbon emissions by 35% from a 2013 Building Regulations compliant development in accordance with the outline Energy Assessment. The detailed assessment shall clearly set out the specifications of the proposed CHP unit and Photovoltaic array, including inputs and outputs and how these relate to the baseline energy demand and carbon emissions. The assessment shall include clear details of PV layouts and management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the first completed building. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2015).

12 NONSC Scheme for Ecological Enhancement

For each phase of the development a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. In addition, the Council will expect the scheme to include living walls and roofs to promote biodiversity, reduce rain water run-off, and to assist in improving air quality. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan (March 2015).

13 NONSC Overlooking

Notwithstanding the details submitted and for each phase of the development, full details of the physical measures to prevent overlooking between flats, including the height, colour and material of balcony privacy screens and fins for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The approved details shall be implemented prior to first occupation of the flats in each phase hereby approved and shall be retained thereafter.

REASON

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

14 NONSC Noise

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

b. For each phase of the development details of a scheme for the control of noise transmission from the commercial premises to the residential units of the development shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA.

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

15 NONSC Protection from Ingress of Polluted Air

Before each phase of the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

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

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and Policy 7.14 of the London Plan (March 2015).

16 NONSC Air pollution

Before each phase of the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark and as a minimum meet the GLA emission standards for a CHP. Prior to occupation of each phase of the development, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

17 NONSC Cycle Storage

Notwithstanding the details submitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority with details to provide a total of 549 secure cycle parking (of which 540 spaces are allocated for future residents, 8 spaces for visitors and a minimum of 1 space for the B1 use) or with details of such a combination of cycle spaces and innovative measures that meet the objectives of the London Plan standards. Unless

otherwise agreed in writing by the Local Planning Authority the approved details shall be implemented as approved and thereafter be permanently retained.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with Policy 6.9 of the London Plan (March 2015).

18 COM15 Sustainable Water Management

For each phase of the development details of a scheme for the provision of sustainable water management shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of each phase of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

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

Thereafter, each phase of the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan (November 2012) and Policy 5.12 of the London Plan (March 2015).

19 COM31 Secured by Design

The buildings shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police. No building within each phase of the development shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

20 RES16 Car Parking Layout

The last phase of the development shall not be occupied until details of the proposed car parking layout, showing parking for 293 vehicles, including 31 disabled vehicles, and 15 motorcycle spaces have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the car parking provision shall be maintained and retained at all times for the exclusive use of the occupants of the development.

REASON

In order to minimise impacts on the safety and amenity of residents.

21 NONSC Car Parking Allocation Plan

No dwelling hereby approved shall be occupied until a car parking allocation scheme for each phase of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the allocation of parking for the B1 use. Thereafter the car parking spaces for each phase of the development shall be allocated in accordance with the approved scheme and the parking areas shall be permanently retained and used for no purpose other than the parking of motor vehicles.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

22 NONSC Car Park Vents

Notwithstanding the details submitted, full measures to prevent light spillage, noise and general disturbance from the air vents located on the western side of the podium shall be provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the scheme shall include details of the proposed location for the air vents, the measurements of the air vents, full details of the physical mitigation measures proposed including screens, specifications and maintenance responsibilities, and shall be implemented prior to first occupation of the parking spaces hereby approved and shall be retained thereafter.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012) and to safeguard the amenity of existing occupiers in accordance with policies BE24 and OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

23 NONSC Gate Details

Prior to each phase of the development hereby approved, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained so long as each phase of the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015) and the HDAS -Accessible Hillingdon.

24 NONSC GLAAS

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences

the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

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

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

REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

25 COM30 Contaminated Land

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

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

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

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

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

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

(iv) No dwelling hereby approved shall be occupied until site derived soils and imported soils for each phase of the development have been independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters,

property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

26 NONSC Bird Hazard Management Plan

Prior to commencement of each phase of the development, or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation in relation to the relevant phase or component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, in respect of the following:

i) A Bird Hazard Management Plan which shall include the following details:

- Details of any water features,
- Monitoring of any standing water within the site,
- Drainage details including Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at www.aoa.org.uk/publications/safeguarding.asp
- Management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safeguarding.asp),
- Any earthworks,
- The species, number and spacing of trees and shrubs,
- reinstatement of grass areas,
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds.

Thereafter and prior to occupation of each relevant phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

27 NONSC EA Condition 1

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

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2015) .

28 NONSC EA Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be

given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Each phase of the development shall be carried out in accordance with the approved details.

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (March 2015) Policy 5.12.

29 NONSC B1 Use

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the floorspace permitted for B1 use shall be used only for office purposes as defined within Use Class B1(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure that the floorspace is used only for purposes which are compatible with the nearby residential uses and will not have adverse impacts on the amenity of residential occupiers in accordance with Policies BE19, OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

NPPF	National Planning Policy Framework
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation

	leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.15	(2015) Town Centres
LPP 2.16	(2015) Strategic Outer London Development Centres
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.3	(2015) Designing out crime
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm

LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4 158 Opportunities for Work Experience

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

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

5 11 Building to Approved Drawing

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

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section

61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

7 I2 Encroachment

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

8 I21 Street Naming and Numbering

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

9 I3 Building Regulations - Demolition and Building Works

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

10 I45 Discharge of Conditions

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

11 I48 Refuse/Storage Areas

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

12 I49 Secured by Design

The Council has identified the specific security needs of the application site to be protection and security of bicycles within the parking area of the site.

You are advised to submit details to overcome the specified security needs in order to comply with condition 17 this planning permission.

13

The applicant/developer should contact the Canal & River Trust's Third Party Works Engineer with reference to the current Canal & River Trust Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)

14

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

15 I60 **Cranes**

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

16

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

17

You are encouraged to ensure that facilities are provided to enable the easy watering of the roof garden, including any allotment facilities which might feature in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

18

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

19

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

20

The air quality assessment refers to no mitigation being required except for the construction phase of the development. It should be noted the development site is surrounded by residential properties on three sides, including residential premises above shops. It is recommended any condition with regard to the management of onsite emissions during the construction phase refers to the GLA SPG on The Control of Dust and Emissions During Construction and Demolition.

21

The Air Quality conditions relate to the operational phase of residential and commercial

development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral and CHP emission standards are available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

22

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

23

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset protection Engineer should be undertaken.

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the

railway.

Plant, Scaffolding And Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

24

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

25

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is situated towards the south side of Yiewsley in Hillingdon, West London. It is located on the north side of High Street Yiewsley. It occupies a number of derelict and under used plots behind the retail properties at the junction of Yiewsley and West Drayton High Streets.

The site sits immediately behind the High Street, which is a mixture of three and four storey traditional buildings with dormers and pitched roofs. These are retail and small scale commercial at ground floor with residential and further commercial units above.

3.2 Proposed Scheme

Planning Permission is sought to vary conditions 2 (Accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25-01-2017.

The changes sought include:

1. Reconfiguration of floor plates resulting in the provision of an additional 7 units.
2. Two of the 7 units will be Affordable Housing Units.

3.3 Relevant Planning History

Comment on Relevant Planning History

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

between blocks to add 645sq m of additional residential floorspace. Approved 25.01.2017

45200/APP/2014/3638: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles. Permission granted on 10/12/15.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.EM6 (2012) Flood Risk Management
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- NPPF National Planning Policy Framework
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- SPD-NO Noise Supplementary Planning Document, adopted April 2006
- SPG-AQ Air Quality Supplementary Planning Guidance, adopted May 2002
- SPG-CS Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion

	and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

R6	Ancillary recreational facilities
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.15	(2015) Town Centres
LPP 2.16	(2015) Strategic Outer London Development Centres
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.14	(2015) Improving air quality

- LPP 7.15 (2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2015) An inclusive environment
- LPP 7.26 (2015) Increasing the use of the Blue Ribbon Network for freight transport
- LPP 7.3 (2015) Designing out crime
- LPP 7.30 (2015) London's canals and other rivers and waterspaces
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **29th March 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 337 neighbouring households, amenity groups, and local businesses were notified of the proposal. 2 letters of objection have have been received. The letters received raised the following concerns:

- Too many flats
- Over Development
- Increase in Traffic
- Congestion
- Parking problems to increase

Officer Comment: The issues raised in the letters of representation received have been addressed in the main sections of the report. It is noted that the total number of units has already been approved under the original planning permission and the requested contribution is not relevant to the development.

TfL

Thank you for consulting TfL regarding this application. Having reviewed the details of the case, I can confirm that TfL believe there are no strategic transport issues arising from the proposal. Therefore, TfL has no objections.

GLA

I have assessed the details of the application and, given the scale and nature of the proposals conclude that the amendments do not give rise to any new strategic planning issues.

CANALS & RIVER TRUST

We have no comments to make.

MET POLICE

I have reviewed this variation and I'm content that it doesn't change the SBD advice already given.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

HIGHWAYS

I do not see that as a result of the proposals there will be a significant change in traffic generation to the approved scheme. I would like you to ensure that previous conditions relating to car parking layout, EVCP, cycle parking and motorcycle parking are applied to this latest scheme. I do not have significant concerns over the above application from a highways perspective.

ACCESS OFFICER

I have considered the detail of this planning application and have no comments to make.

EPU

No adverse comments from EPU as these matters are not relevant to us.

TREES & LANDSCAPING

Approved plans An amended Design & Access Statement, dated January 2017, itemises and compares 17 features on the approved and proposed plans - without reference to the implications for the landscape layout. Section 2.1 (p.13) indicates that a significant area of soft landscape in the central open space has been sacrificed to cycle parking? It is not clear whether this was previously approved, but the approved / proposed drawings in the D&AS are different. In a separate document specific landscape / environmental information includes a Bird hazard Management Plan, by Greengage, and a two-sided Landscape Strategy in response to Condition 12: Ecology. The proposals include living roofs, biodiverse roofs, living walls on bike shelters, intensive biodiverse roofs and a planting palette to incorporate native species - or plants which are beneficial to wildlife. No objection subject to clarification about the proposed parking within the central open space.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was originally considered in granting planning permission ref. 38065/APP/2014/2143 for the erection of 208 residential units, and subsequently following the grant of planning permission ref. 45200/APP/2014/3638 for the erection of 308

units. A subsequent permission ref: 45200/APP/2016/3886 dated 20.01.2107 allowed an additional 645sqm of additional floorspace. The current application proposes to rationalise the previously approved floorplates to increase the total amount of units from 308 to 315, to increase car parking and to slightly alter the unit mix.

Since the approval of this extant permission circumstances have not materially changed with the proposed application seeking only minor revision to the current scheme which do not affect the land use. Accordingly, considerable weight must be afforded to the extant planning permission and in this instance, in land use terms, there should be a presumption in favour of the current proposals.

The current proposal which includes a mix of B1 (office) uses at ground floor alongside a mix of private and affordable residential flats at ground level and above, provides an acceptable mix of uses on this key District Centre site, in line with the strategic objectives of the Council for this highly sustainable area. This would meet the objectives of national and development plan policy in providing an acceptable balance of employment generating uses whilst maximising the provision of high quality housing in the District Centre.

The proposal would continue to make a significant contribution towards the regeneration of this part of the District Centre, acting as a catalyst for change on this site and the surrounding area in general whilst providing a balanced mix of housing tenures and employment opportunities for the local area.

Accordingly, the proposal is considered to be in accordance with the NPPF, the London Plan (2016) and the Councils Local Development Framework.

7.02 Density of the proposed development

The scheme would slightly increase the the previously approved residential density. A density of 264 dwellings per hectare has already been approved, which as a result of the proposed changes increase to 270 dwellings per hectare. which would be just above the range of 70 to 260 dwellings per hectare (200 to 700 hr/ha) recommended in Policy 3.4 (Optimising Housing Potential) of the London Plan for urban areas with a good PTAL (4) level.

The PTAL of the site at present is 3 (however there is a committed major infrastructure project in the form of Crossrail which will increase the PTAL of the site to 4 within the development plan period). This is a major driver towards the Council's adopted strategic objective which seeks to secure growth within Yiewsley/ West Drayton during the development plan period and achieving this objective will require the Council to consider committed and possible future enhancements which will serve to facilitate this growth. As such, it is considered that the application should be assessed having regard to the improved PTAL which would be provided by Crossrail.

Therefore the scheme continues to comply with Policy 3.4 of the London Plan and internal floor area standards set out in Policy 3.5 of the London Plan.

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

These issues have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.04 Airport safeguarding

No safeguarding issues arise from the proposals.

7.05 Impact on the green belt

The site is not located within or close to the Green Belt. The proposed changes are not

considered to have any impact in this regard.

7.07 Impact on the character & appearance of the area

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.08 Impact on neighbours

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the number of units or mix has not changed from the original planning consent. Therefore, the required amenity space provision for 308 dwellings remains as follows:

- 81 x (studios and 1 bedroom flat) x 20 = 1,620m²
- 176 x (2 bedroom flat) x 25 = 4,400m²
- 57 x (3 bedroom flat) x 30 = 1,710m²
- Total Required = 7,730m²

The current development proposal continues to provide a combined total of 8,025m² of amenity space in the form of shared amenity space at grade and roof levels together with private balconies, where communal amenity space is provided with 2,469m² at ground level, 1,708m² at podium level and 458m² as roof terraces. A total of 3,390m² is provided in the form of private balconies and private terraces. Play space with a combined total of 450m² for children between 0 and 4 years old is also evenly distributed across the development within the ground level spaces.

It should be noted that owing to previously approved changes to the layout, cycle parking has been relocated to the central amenity area.

Overall, it is considered that the scheme would continue to provide for sufficient amenity space of a satisfactory quality. As such, the provision of amenity space is considered to accord with the requirements set out within the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity).

UNIT SIZES

The London Plan (March 2015) sets out minimum sizes for various sized residential units. The proposal is for 81 x 1 bedroom flats, 176 x 2 bedroom and 57 x 3 bedroom flats. The

applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable.

LAYOUT

With respect to the design of the scheme, the GLA previously suggested a number of potential amendments. However, the previous scheme for this site was no different from the current proposals and, whilst additional entrances from the shared space were not provided, planning permission was nonetheless granted for the development.

As such, although the scheme in terms of its layout does not strictly meet the guidance set out in the London Housing SPG ultimately it is considered that the regeneration benefits of the scheme outweigh the harm resulting from the number of units per core exceeding guidance levels.

SUNLIGHT/DAYLIGHT

Policies BE20, BE23 and BE24 seek to protect the amenity of new residents by requiring adequate daylight, access, external amenity space and the protection of resident's privacy.

The GLA previously raised concerns regarding "a number of north facing single aspect units". Although the provision of single aspect north facing units is not considered ideal it is worth noting that in development of this scale it is reasonable to expect that a number of such units are proposed. This is acknowledged in the GLA Housing Standards SPG, which states that single aspect north facing units should be avoided only where possible.

Notwithstanding this, there is no material change to the north facing units as previously consented. As such, the small number of units affected is considered to be unrepresentative of the scheme. Therefore, it is not considered reasonable to raise objections to the scheme in this respect.

7.10 Traffic impact, car/cycle parking, pedestrian safety

CAR PARKING

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards. The proposal would continue to provide a ratio of 0.95 spaces per dwelling (with the number of spaces provided increasing from 293 to 299) plus three parking spaces for the B1 office unit, 1 parking space for maintenance personnel and 2 car club spaces on Bentinck Road. In addition, 15 motorcycle parking spaces would also be provided.

The Highways Officer reviewed this proposal and whilst noting that the site is predominantly for 1 and 2 bedroom flats within a town centre location with a PTAL score of 3, no objection was raised to the parking provision provided at the site subject to conditions. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

CYCLE PARKING

Policy AM9 of the UDP requires cyclist facilities to be provided for development proposals. TfL previously provided comments requesting that cycle parking is increased to London Plan (March 2015) standards and, as such, a condition was secured on the original planning consent and is proposed to be repeated to ensure that levels of cycle parking for the development are provided in accordance with the London Plan standards in a total of 549 secure cycle parking (of which 540 spaces are allocated for future residents, 8 spaces for visitors and a minimum of 1 space for the B1 use).

It should be noted that the current proposed plans show the cycle parking entirely within the central amenity area of the development. This is considered to be an excessive concentration of cycle parking in this area, which would jeopardise the usability of this valuable shared amenity space for future occupiers. A 'notwithstanding the plans hereby approved' condition requiring the details of the location(s) and design of cycle stores is recommended to enable removal of some of the cycle storage from the central amenity area. .

TRAFFIC IMPACT

The highways officer previously confirmed that the proposal would have an acceptable impact to traffic in the surrounding highway network. The location of the refuse and recycling storage were also reviewed and it was considered to be acceptable, in terms of their collection and the impact of this to highway safety. There is no material change as a result of this application.

Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

7.11 Urban design, access and security

The proposed amendments to the previously approved scheme result in no new urban design, access or security issues.

7.12 Disabled access

Accessible Hillingdon requires all new residential units to be built to Lifetime Home Standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site.

Policy 3.8 of the London Plan and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users. The scheme provides 10% of all units proposed in accordance with Part M4(3). This is considered acceptable.

The Access Officer is satisfied with the level of facilities provided including the internal layout of the units will ensure full compliance with part M4(3).

Subject to a condition to ensure compliance with Part M4(2) and M4(3) it is considered that the scheme accords with the aims of Policies 3.8 and 7.2 of the London Plan 2016, the Hillingdon Design and Access Statement (HDAS) Accessible Hillingdon and Policy AM15 of the UDP.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policy 3.12 and 3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets. The current proposal increases the total number of units from 308 to 315 and increases the total number of Affordable Housing Units from 46 to 48 with a tenure mix set at 64% affordable rent and 36% intermediate.

An additional 5x1-bed units and 2x2 bed-units are proposed the applicant is offering 2 of these (1x1-bed and 2x1-bed units) as affordable housing. This represents 31% of the additional habitable room (29% of additional units) which is considered sufficiently close to the the policy target of 35% for a Financial Viability Assessment not to be required.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

There are no material changes to the proposed landscaping as previously approved. The Council's Trees and Landscape Officer has raised no concerns regarding the landscape layout within the development site itself, which would provide for an appropriate mix of hard and soft landscaping supplemented by new tree planting throughout the development.

7.15 Sustainable waste management

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.16 Renewable energy / Sustainability

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application. However, in the event that this application is approved, it is recommended that sustainable urban drainage conditions be imposed.

7.18 Noise or Air Quality Issues

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.19 Comments on Public Consultations

None

7.20 Planning Obligations

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

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

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

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

Non-monetary contributions:

- i. Affordable Housing: 15% in unit terms (48 dwelling flats) with a tenure mix set at 64% affordable rent and 36% intermediate.
- ii. Affordable Housing review mechanism.

iii. Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road, including as detailed below:

1. Tavistock Road:

- a) Access works to the site,
- b) Carriageway and footway resurfacing and any associated works between on-street car parking bays west of Tavistock Road access and High Street/Tavistock Road junction except any recently surfaced footway;
- c) Removing car parking spaces, implementing parking restrictions and associated costs.

2. Bentinck Road:

- a) Stopping up of existing access and footway reinstatement;
- b) New access works;
- c) Footway and carriageway resurfacing along the site boundary (extent to be agreed by the Council's Highway Engineer); and
- d) Relocation of on-street parking spaces, parking restrictions, and associated costs.

Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iv. Car parking allocation and management scheme;

v. Refuse and delivery management scheme;

vi. A Construction Logistics Plan

vii. A Delivery & Service Plan (including details of access and parking for emergency services).

viii. Prohibit future residents of the development from obtaining parking permits within existing or future controlled parking areas on the public highway.

ix. A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

x. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £25,000.00 is sought

xii. Canal side Improvements: a contribution in the sum of £20,000.00 and Canal Side Signage contribution in the sum of £2,000.00 (A total £22,000.00 monetary contribution towards canal side improvements)

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides extensions in excess of 100m2. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or an indexation in line with the construction costs index.

7.21 Expediency of enforcement action

None

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

10. CONCLUSION

There would be no adverse harm to the amenities of adjoining occupiers. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

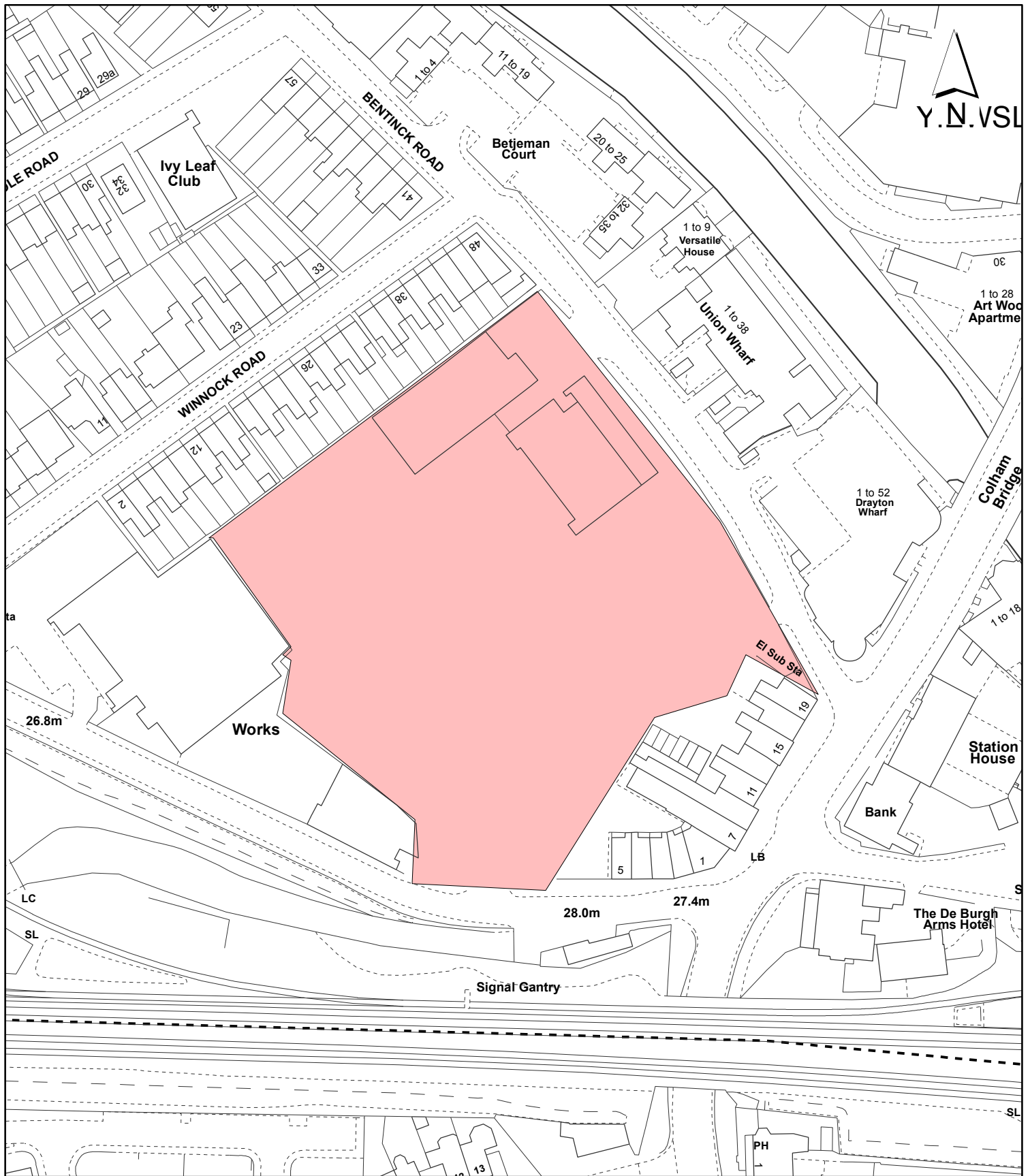
The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (2016) and the Council's Local Development Framework. No concerns have been raised by the GLA or TFL.

11. Reference Documents

Hillingdon Local Plan (November 2012); The London Plan (March 2016);
National Planning Policy Framework; National Planning Policy Guidance
Hillingdon Supplementary Planning Document: Affordable Housing
Hillingdon Supplementary Planning Guidance: Noise;
Hillingdon Supplementary Planning Guidance: Noise Air Quality;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006) Hillingdon
Design and Accessibility Statement: Accessible Hillingdon (January 2010) GLA's
Supplementary Planning Guidance - Housing;
GLA's Supplementary Planning Guidance - 'Shaping Neighbourhoods: Play and Informal
Recreation'

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 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:

Padcroft Works

Planning Application Ref:
45200/APP/2017/327

Planning Committee:
Major Page 78

Scale:
1:1,250

Date:
May 2017

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



Plans for Major Applications Planning Committee

Tuesday 30th May
2017



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Report of the Head of Planning, Sport and Green Spaces

Address FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST
DRAYTON

Development: Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.

LBH Ref Nos: 829/APP/2016/3167

Date Plans Received: 19/08/2016

Date(s) of Amendment(s):

Date Application Valid: 01/09/2016

NOTES

1. All dimensions and levels to be checked on site. Client to be notified of any discrepancies.
2. All structural details to be checked against the structural engineers drawings.
3. This drawing to be read in conjunction with the other relevant project drawings and in addition, with structural, M&E engineers, approved sub-contractors drawings and current instructions.
4. All work to be undertaken with the requirements of the current Building and Water Regulations.



Block Plan 1/500



Location Plan 1/1250

No.	Description	Date

GA&A DESIGN LTD

Mountbatten House, Fairacres, Dedworth Rd, Windsor, Berkshire, SL4 4LE
01753 754 817 07595069413 sundeep@gaadesign.co.uk

560 SIPSON ROAD
WEST DRAYTON
UB7 0JD

Block and location plan

Project number	408
Date	Oct 2014
Drawn by	KB
Checked by	SSB

408-A3-1000
Scale 1/500 1/1250



LEGEND	
	300x600 COLUMN
	300 DIA COLUMN

PARKING BAY SIZES	
SIZES	2-4x4.8m 2 TO 10, 20 & 21
	2,7x4.8m 1 & 22
	2-4x6.0m 12 TO 14



1 Proposed Basement Plan
 1 : 100



1 Proposed Ground Floor Plan
1:100

PROJECT NAME: 500 SIPSON ROAD
 PROJECT NO: 408
 DATE: 24-01-2017
 DRAWN BY: JAMES
 CHECKED BY: JAMES
 SCALE: 1:100 @ A1
 SCALE: 1:50 @ A1

Mountbatten House, Falmouth,
 Bodnar Road, Weymouth, Dorset, UK
 T: +44 (0)1323 445520
 E: info@grand.co.uk
 www.grand.co.uk

GR&A RIBA # ar b f s b

© The drawings are copyright. All rights reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the author.

Revision	Date	Description	Revision	Date	Description
1		Issue for approval			



1 Proposed First Floor Plan
1 : 100

THIS DRAWING HAS BEEN PREPARED BY THE ARCHITECT AND IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING. THE ARCHITECT DOES NOT ACCEPT LIABILITY FOR THE DESIGN OR CONSTRUCTION OF ANY OTHER WORKS OR FOR THE DESIGN OR CONSTRUCTION OF ANY OTHER WORKS WHICH ARE NOT PART OF THE BUILDING. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING. THE ARCHITECT DOES NOT ACCEPT LIABILITY FOR THE DESIGN OR CONSTRUCTION OF ANY OTHER WORKS OR FOR THE DESIGN OR CONSTRUCTION OF ANY OTHER WORKS WHICH ARE NOT PART OF THE BUILDING.

Revision	Date	Description

Revision	Date	Description

Revision	Date	Description

MOUNTBATTEN HOUSE, FULHAM, SURREY
 DASHWOOD ROAD, WINDYBANK, SURREY
 T: +44 (0)844 443 52 50
 E: info@grandesign.co.uk
 www.grandesign.co.uk

PROJECT NAME: 590 SPURTON ROAD
 PROPOSED FIRST FLOOR PLAN
 DRAWN BY: J. SMITH
 CHECKED BY: J. SMITH
 DATE: 24-01-2017
 PROJECT NO: 2016/001
 RIB: 103.01
 D: 1:100(A1)

North



Proposed Typical Floor Plan 2nd - 5th

1 / 100

Revision	Date	Description

Revision	Date	Description

Revision	Date	Description

SCALE:
0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1
0m 1m 2m 3m 4m 5m
SCALE 1:50 @ A1

Architectural Contact Information:
Moultonbrook House - Felixstowe,
Dunwich Road, Felixstowe, SUFFOLK
IP11 3AQ
T: +44 (0)144 443 52 50
E: info@gsaesign.co.uk
www.gsaesign.co.uk

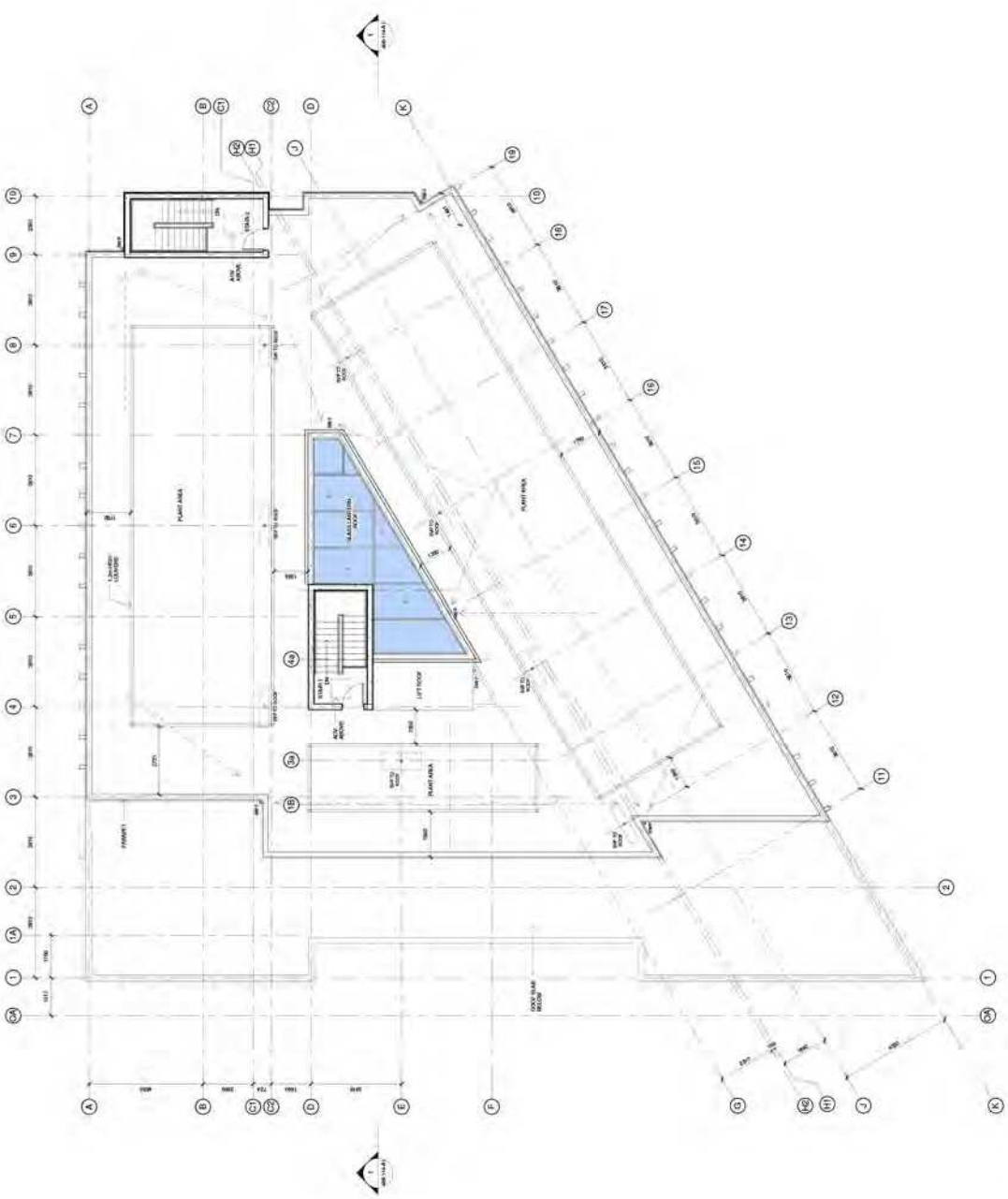
Logos: GSA, GSA, arb, fsb

PRODUCT NAME	DATE	DESIGNED BY	DRAWN BY	SCALE	PROJECT NO.	REVISION	BY	DATE
500-3P200A-PC040	24-01-2017	ART 23/004	ART 23/004	1:100	109-123-A1	C		
Proposed Typical Floor Plan 2nd - 5th								

© 2017 GSA Design Limited. All rights reserved. This document is the property of GSA Design Limited and is not to be reproduced or distributed without the written consent of GSA Design Limited. The information contained herein is confidential and intended only for the individual named. If you have received this document by mistake, please notify us immediately by email at info@gsaesign.co.uk. GSA Design Limited is a company registered in England and Wales. Company Number 06646755. Registered Office: GSA Design Limited, GSA Design Centre, Dunwich Road, Felixstowe, Suffolk, IP11 3AQ. GSA Design Limited is an Equal Opportunity Employer. All our staff are encouraged to bring diversity to the company.

Revision	Date	Description	Revision	Date	Description

THIS DRAWING IS THE PROPERTY OF GROUNDWORK AND MUST NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF GROUNDWORK. GROUNDWORK ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS OF PROFITS, OR OTHER CONSEQUENCES ARISING FROM THE USE OF THIS DRAWING. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMISSIONS FROM THE APPROPRIATE AUTHORITIES. GROUNDWORK IS NOT RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION OBTAINED FROM ANY SOURCE OTHER THAN THAT PROVIDED BY GROUNDWORK. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMISSIONS FROM THE APPROPRIATE AUTHORITIES. GROUNDWORK IS NOT RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION OBTAINED FROM ANY SOURCE OTHER THAN THAT PROVIDED BY GROUNDWORK.



1 Proposed Roof Plan
 1 : 100



Key plan



North Elevation
1 : 100

THIS DRAWING IS COPYRIGHT AND NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. ANY REPRODUCTION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT IS STRICTLY PROHIBITED. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AND NOT TO ANY OTHER MATTER. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AND NOT TO ANY OTHER MATTER. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AND NOT TO ANY OTHER MATTER.

Revision	Date	Description
1	20/07/18	Issue for construction
2	27/07/18	As per meeting 12/07/18
3	14/08/18	As per meeting 12/07/18
4	17/08/18	As per meeting 12/07/18
5	20/07/18	As per meeting 12/07/18

Revision	Date	Description
1	20/07/18	Issue for construction
2	27/07/18	As per meeting 12/07/18
3	14/08/18	As per meeting 12/07/18
4	17/08/18	As per meeting 12/07/18
5	20/07/18	As per meeting 12/07/18

SCALE: 1:100 @ A1
SCALE: 1:50 @ A1

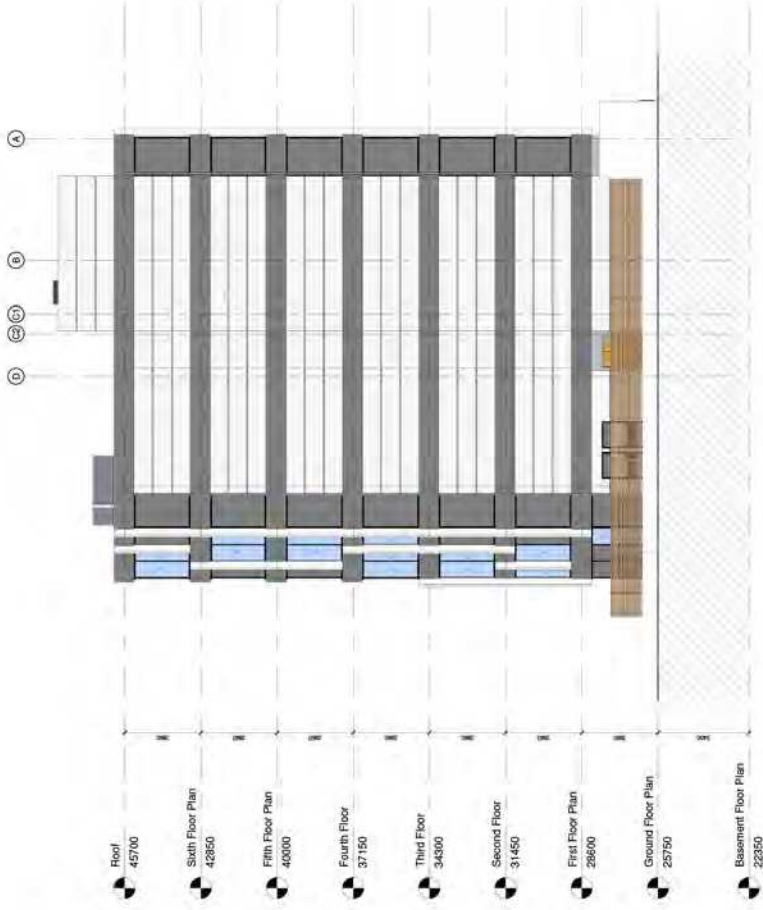
Mountbatten House, Falkirk, Falkirk Road, West Lothian, Scotland
 Proposed North Elevation
 Planning Ref: 24/01/2017
 Project No: 408

PROJECT NAME: 500 SPIRON ROAD
 Proposed North Elevation
 Planning Ref: 24/01/2017
 Project No: 408





Key plan



1 South Elevation
1:100

THIS DOCUMENT IS THE PROPERTY OF GIBSON RAO AND SHOULD NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. PERMISSION IS GRANTED TO REPRODUCE THIS DOCUMENT FOR THE EXCLUSIVE USE OF THE CLIENT FOR THE PROJECT ONLY. THIS DOCUMENT IS NOT TO BE USED FOR ANY OTHER PROJECT OR FOR ANY OTHER PURPOSE. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED TO GIBSON RAO. GIBSON RAO ACCEPTS NO LIABILITY FOR ANY LOSS OR DAMAGE, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS DOCUMENT. THIS DOCUMENT IS NOT TO BE USED FOR ANY OTHER PROJECT OR FOR ANY OTHER PURPOSE. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED TO GIBSON RAO. GIBSON RAO ACCEPTS NO LIABILITY FOR ANY LOSS OR DAMAGE, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS DOCUMENT.

Revision	Date	Description
A	14/02/2018	Issue for construction
B	27/02/2018	As per drawings to date
C	14/02/2018	Revised drawing
D	14/02/2018	Revised drawing
E	14/02/2018	Revised drawing
F	14/02/2018	Revised drawing

Revision	Date	Description

Revision	Date	Description

SCALE:
 0m 2m 4m 6m 8m 10m
 SCALE 1:100 @ A1
 0m 1m 2m 3m 4m 5m
 SCALE 1:50 @ A1

GIRARD RIBA # arb fsb

Accountant House Fabricators
 Debarrow Road, Woking, Surrey, GU24 0JF
 T: +44 (0)1844 443525
 E: info@girardriba.com
 www.girardriba.co.uk

PROJECT NAME:
 560 BRISTOL ROAD
Proposed South Elevation

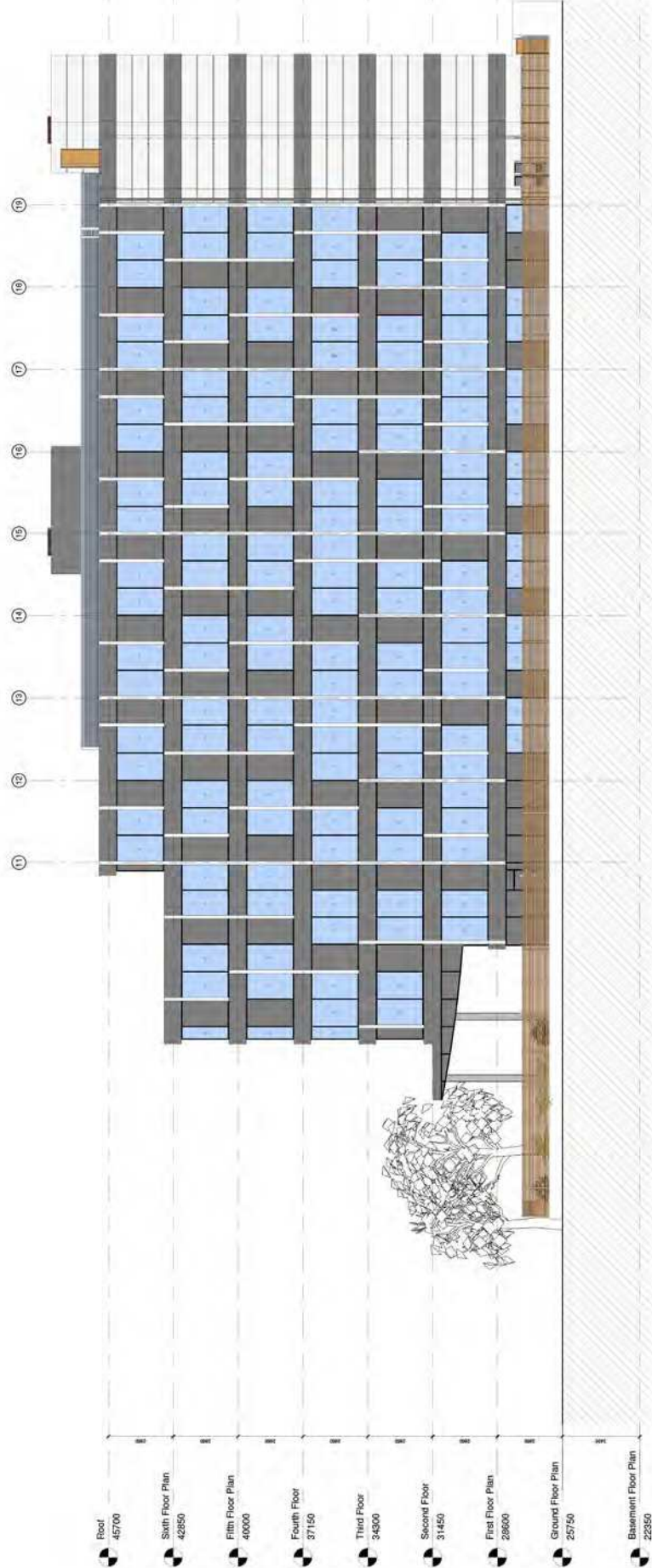
STATUS:
 Planning
DATE:
 24-01-2017
PROJECT NO.:
 00000000
DATE:
 17/09/14

DRAWN BY:
 XS
CHECKED BY:
 CL
SCALE:
 1:100





Key plan



1 West Elevation
1 : 100

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND SHALL NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT HIS/HER WRITTEN PERMISSION. ANY REPRODUCTION OF THIS DRAWING WITHOUT HIS/HER WRITTEN PERMISSION SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO THE ARCHITECT. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AS SHOWN ON THIS DRAWING. THE ARCHITECT IS NOT RESPONSIBLE FOR THE DESIGN OR CONSTRUCTION OF ANY OTHER WORKS OR FOR THE PERFORMANCE OF ANY OTHER WORKS. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AS SHOWN ON THIS DRAWING. THE ARCHITECT IS NOT RESPONSIBLE FOR THE DESIGN OR CONSTRUCTION OF ANY OTHER WORKS OR FOR THE PERFORMANCE OF ANY OTHER WORKS.

Revision No.	Date	Description
1	21/10/2016	Issue for construction
2	14/10/2016	As per meeting
3	14/10/2016	As per meeting
4	14/10/2016	As per meeting
5	14/10/2016	As per meeting
6	14/10/2016	As per meeting
7	14/10/2016	As per meeting
8	14/10/2016	As per meeting
9	14/10/2016	As per meeting
10	14/10/2016	As per meeting

Revision No.	Date	Description
1	21/10/2016	Issue for construction
2	14/10/2016	As per meeting
3	14/10/2016	As per meeting
4	14/10/2016	As per meeting
5	14/10/2016	As per meeting
6	14/10/2016	As per meeting
7	14/10/2016	As per meeting
8	14/10/2016	As per meeting
9	14/10/2016	As per meeting
10	14/10/2016	As per meeting

SCALE: 0m 2m 4m 6m 8m 10m
 SCALE 1:100 @ A1
 SCALE 1:50 @ A1

0m 1m 2m 3m 4m 5m

10m 8m 6m 4m 2m

GR&A RIBA # **arb** **fsb**

Mountbatten House, Fitzrovia,
 Bedford Way, London, W1T 3LF
 T: +44 (0)20 7462 4444
 F: +44 (0)20 7462 4444
 www.grandarchitecture.co.uk

PROJECT NAME: 560 SUTTON ROAD
 PROJECT NO: 408
 DRAWING NO: 040000
 DRAWING DATE: 24-10-2017
 DRAWING SCALE: 1:100 @ A1
 DRAWING TYPE: WEST ELEVATION





1 North side axo view

THIS DOCUMENT IS COPYRIGHTED AND MUST NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECTS. THE CLIENT'S RESPONSIBILITY IS TO VERIFY THAT ALL INFORMATION AND DATA PROVIDED TO THE ARCHITECTS IS ACCURATE AND COMPLETE. THE ARCHITECTS ARE NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. THE ARCHITECTS' LIABILITY IS LIMITED TO THE SERVICES PROVIDED TO THE CLIENT AND DOES NOT INCLUDE THE CONSTRUCTION OF ANY WORK.

Revision	Date	Description	Revision	Date	Description

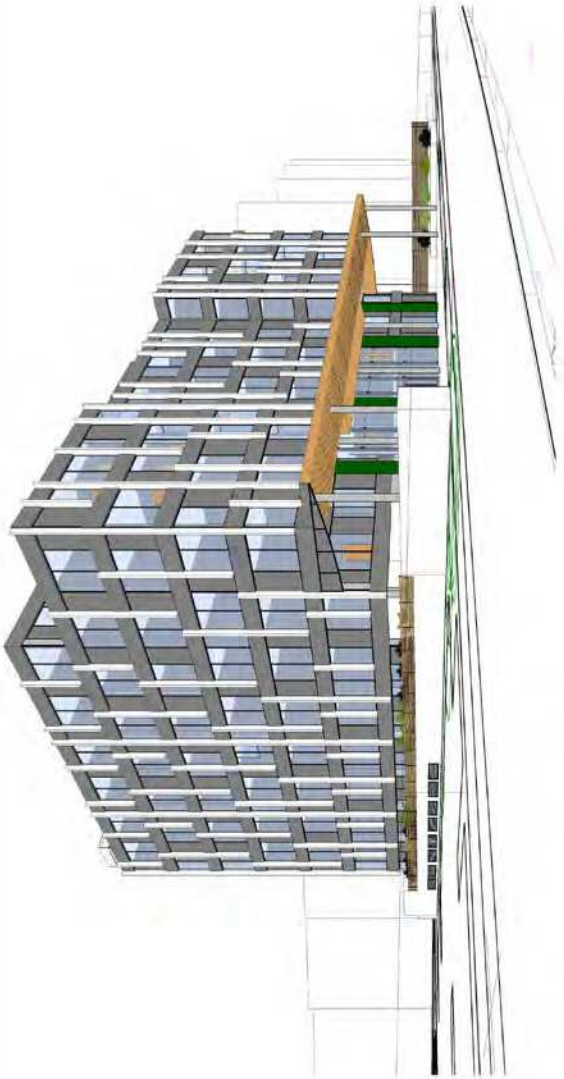
SCALE:	0m	2m	4m	6m	8m	10m
SCALE 1:100 @ A1						
SCALE 1:50 @ A1						

GR&A
GR **A**
 G R & A
 Architects
 Mountbatten House, Fitzrovia,
 Bedford Way, London, WC1E 9ET
 T: +44 (0)844 443 5250
 E: info@gra-architects.co.uk
 www.gra-architects.co.uk
 RIBA # arb fsb

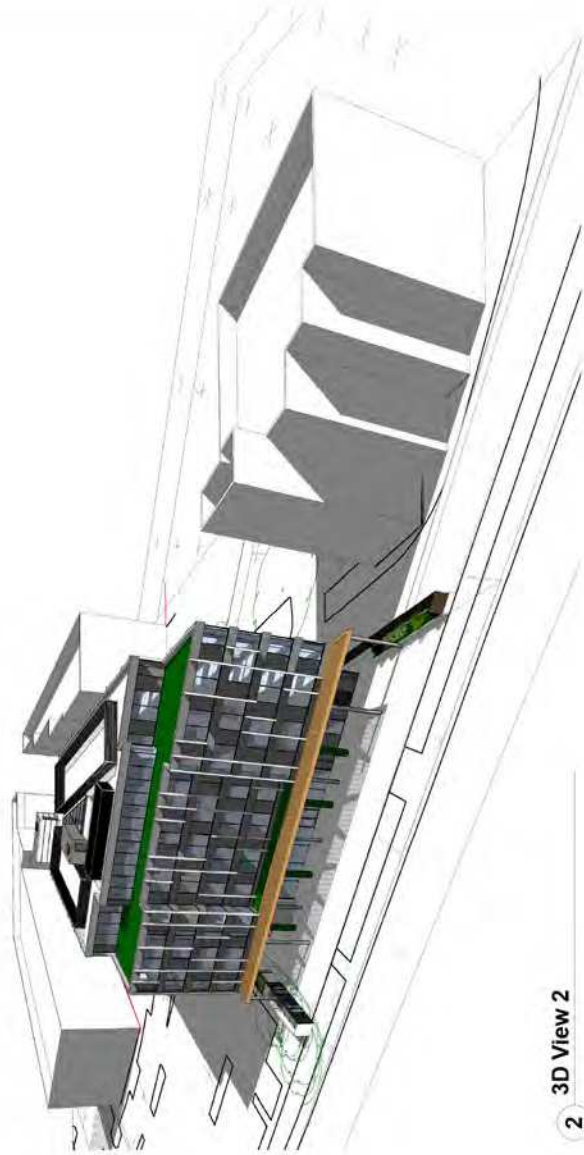
PROJECT NAME: ROAD
 DRAWING NO: North side axo view
 DRAWN BY: XS
 CHECKED BY: CL
 DATE DRAWN: 24.01.2017
 DIMENSIONS: A0
 PROJECT NO: 409-115-A1
 SHEET NO: 11/15B-A1



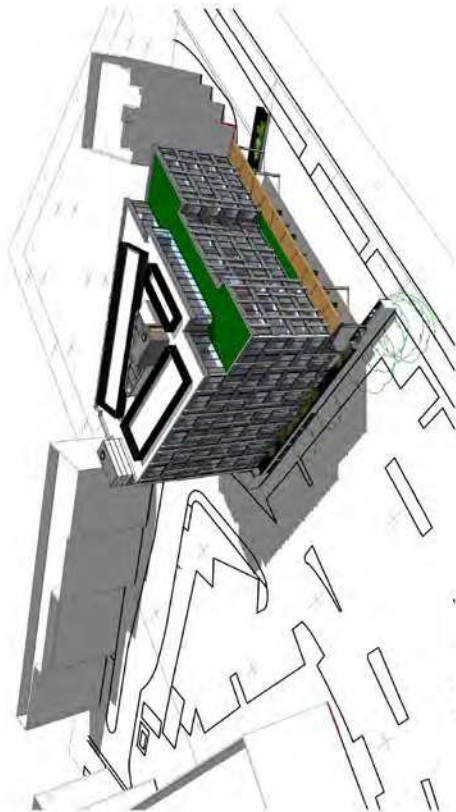
Key plan



1 3D View 1



2 3D View 2



3 3D View 3

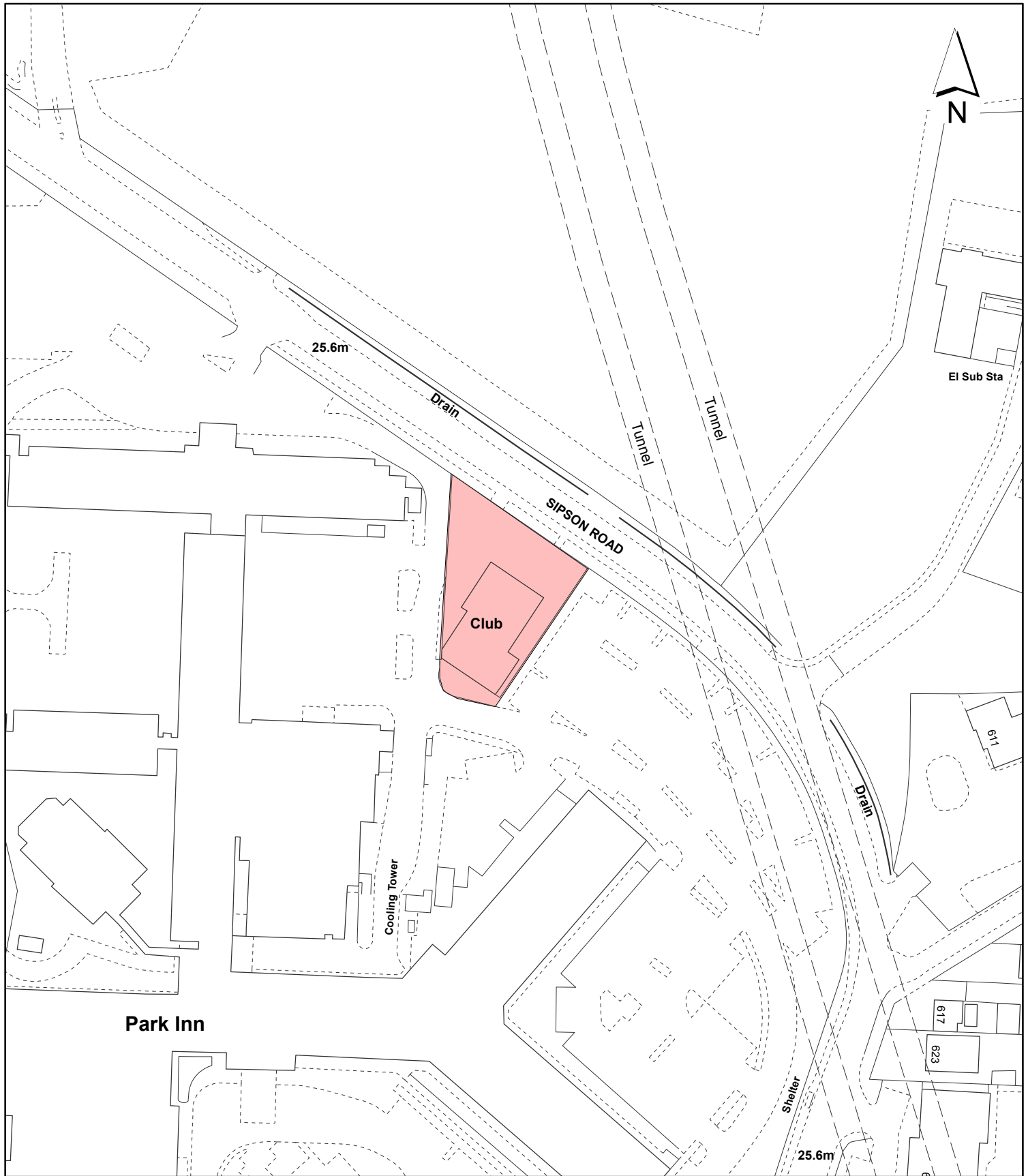
NOTES

SCALE 1:100
SCALE 1:200
SCALE 1:500
SCALE 1:1000
SCALE 1:2000

1. This drawing is for information only and is not to be used for construction purposes. It is intended for the client's use only. All dimensions are in millimeters unless otherwise stated. The client is responsible for ensuring that the drawing is used for the intended purpose.

GA&A DESIGN LTD
 408 408-114-A1 F
 PROJECT NO: 408
 DRAWING TITLE: Proposed 3D Views
 CLIENT NAME: Hayze Investments
 PROJECT NAME: 508 SPURSON ROAD
 DRAWING NO: 408-114-A1

GA&A DESIGN LTD
 408 408-114-A1 F
 PROJECT NO: 408
 DRAWING TITLE: Proposed 3D Views
 CLIENT NAME: Hayze Investments
 PROJECT NAME: 508 SPURSON ROAD
 DRAWING NO: 408-114-A1



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:
**Former Royal British Legion Club
 Sipson Road**

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

Planning Application Ref:
829/APP/2016/3167

Scale:
1:1,250

Planning Committee:
Major Page 95

Date:
May 2017



Report of the Head of Planning, Sport and Green Spaces

Address SITE ENCLOSED BY BENTINCK ROAD & TAVISTOCK ROAD TAVISTOCK ROAD YIEWSLEY

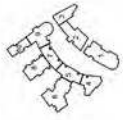
Development: Variation of condition 2 (Accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25-01-2017: Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles, to allow the addition of 7 residential units within the approved floorspace.

LBH Ref Nos: 45200/APP/2017/327

Date Plans Received: 27/01/2017

Date(s) of Amendment(s):

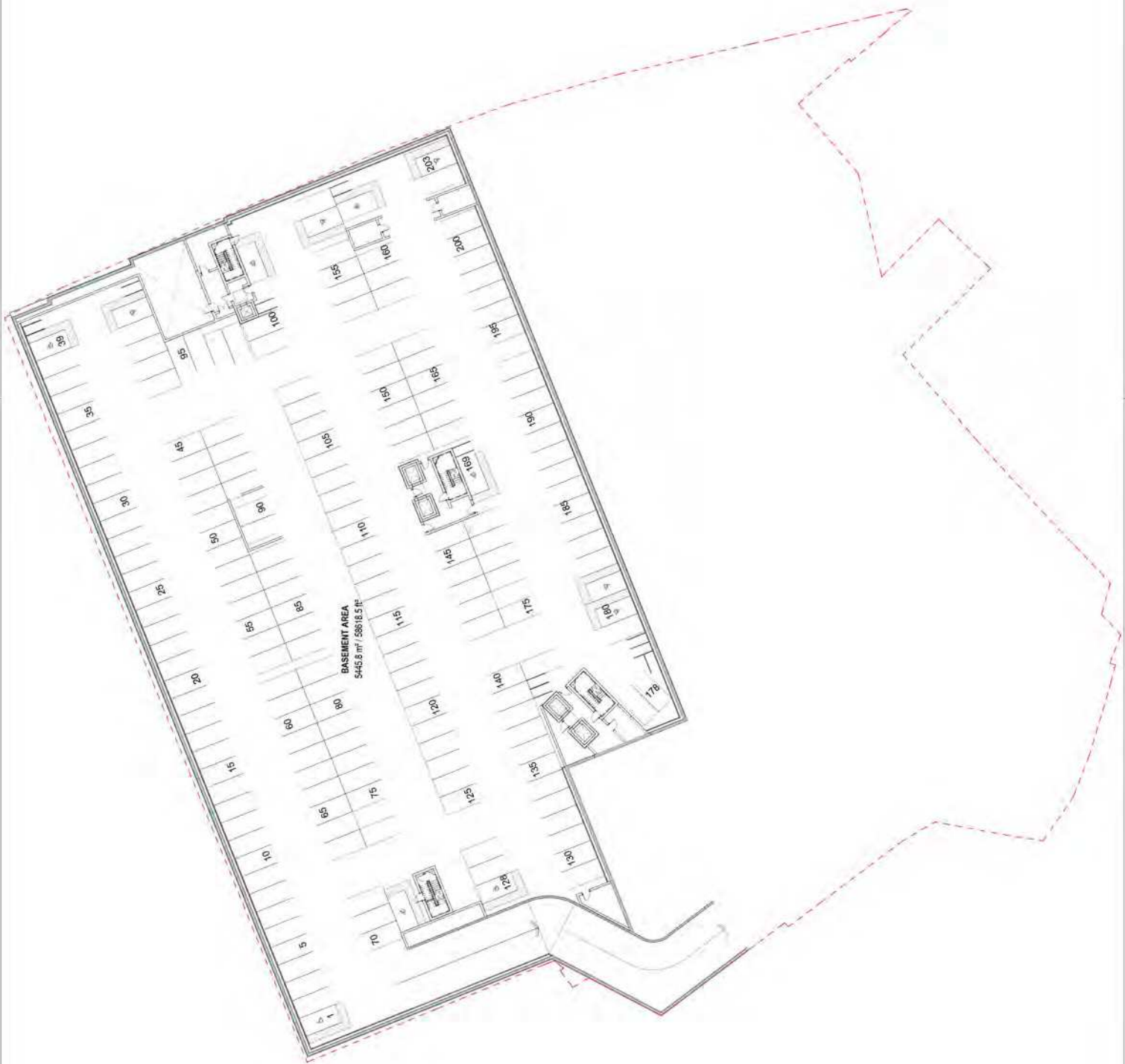
Date Application Valid: 02/02/2017



Notes:
 1. The information on this drawing is for information only and does not constitute a contract. The client is responsible for ensuring that the information is correct and for any errors or omissions. The architect is not responsible for any errors or omissions in the information provided by the client.
 2. The architect is not responsible for any errors or omissions in the information provided by the client.
 3. The architect is not responsible for any errors or omissions in the information provided by the client.
 4. The architect is not responsible for any errors or omissions in the information provided by the client.
 5. The architect is not responsible for any errors or omissions in the information provided by the client.

Code	Description	Quantity	Unit
01	Site Preparation	1	Lot
02	Foundation	1	Lot
03	Structure	1	Lot
04	Roofing	1	Lot
05	Interior Finishes	1	Lot
06	Exterior Finishes	1	Lot
07	MEP	1	Lot
08	Landscaping	1	Lot
09	Site Furniture	1	Lot
10	Accessories	1	Lot

Key:
 1. Vehicle symbols and dimensions are provided for reference only. The client is responsible for ensuring that the information is correct and for any errors or omissions.



EPR architects
 30 Merrick
 London E16 2EJ
 +44 (0)20 7537 7000
 www.epr.co.uk

West Dryton
 Tavistock Gardens
 West Dryton
 Basement Level
 General Arrangement
 Planning Add 3 T: 25 @ A1
 10348: EPR-00-B1-TP-A-0210 13



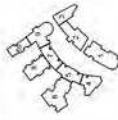
Notes:
 1. The information on this drawing is for information only and does not constitute a contract. The client is responsible for ensuring that the information is correct and for any errors or omissions.
 2. The information on this drawing is for information only and does not constitute a contract. The client is responsible for ensuring that the information is correct and for any errors or omissions.
 3. The information on this drawing is for information only and does not constitute a contract. The client is responsible for ensuring that the information is correct and for any errors or omissions.
 4. The information on this drawing is for information only and does not constitute a contract. The client is responsible for ensuring that the information is correct and for any errors or omissions.
 5. The information on this drawing is for information only and does not constitute a contract. The client is responsible for ensuring that the information is correct and for any errors or omissions.

Rev	Date	Description
01	15/01/20	Issue for information
02	15/01/20	Issue for information
03	15/01/20	Issue for information
04	15/01/20	Issue for information
05	15/01/20	Issue for information
06	15/01/20	Issue for information
07	15/01/20	Issue for information
08	15/01/20	Issue for information
09	15/01/20	Issue for information
10	15/01/20	Issue for information
11	15/01/20	Issue for information
12	15/01/20	Issue for information
13	15/01/20	Issue for information
14	15/01/20	Issue for information
15	15/01/20	Issue for information
16	15/01/20	Issue for information
17	15/01/20	Issue for information
18	15/01/20	Issue for information
19	15/01/20	Issue for information
20	15/01/20	Issue for information
21	15/01/20	Issue for information
22	15/01/20	Issue for information
23	15/01/20	Issue for information
24	15/01/20	Issue for information
25	15/01/20	Issue for information
26	15/01/20	Issue for information
27	15/01/20	Issue for information
28	15/01/20	Issue for information
29	15/01/20	Issue for information
30	15/01/20	Issue for information
31	15/01/20	Issue for information
32	15/01/20	Issue for information
33	15/01/20	Issue for information
34	15/01/20	Issue for information
35	15/01/20	Issue for information
36	15/01/20	Issue for information
37	15/01/20	Issue for information
38	15/01/20	Issue for information
39	15/01/20	Issue for information
40	15/01/20	Issue for information
41	15/01/20	Issue for information
42	15/01/20	Issue for information
43	15/01/20	Issue for information
44	15/01/20	Issue for information
45	15/01/20	Issue for information
46	15/01/20	Issue for information
47	15/01/20	Issue for information
48	15/01/20	Issue for information
49	15/01/20	Issue for information
50	15/01/20	Issue for information

Key:
 1. Accessible Apartment
 2. Wheelchair accessible parking spaces
 3. Wheelchair accessible parking spaces (accessible parking bay)

EPR architects
 30 MERRICK
 LONDON
 +44 (0) 20 7532 7000
 www.epr.co.uk
 Tisbury, Gardens
 West Drayton
 Ground Floor
 General Arrangement
 Planning Add 3
 1: 250 @ A1
 10348: EPR-00_GF-1P-A-0200_13





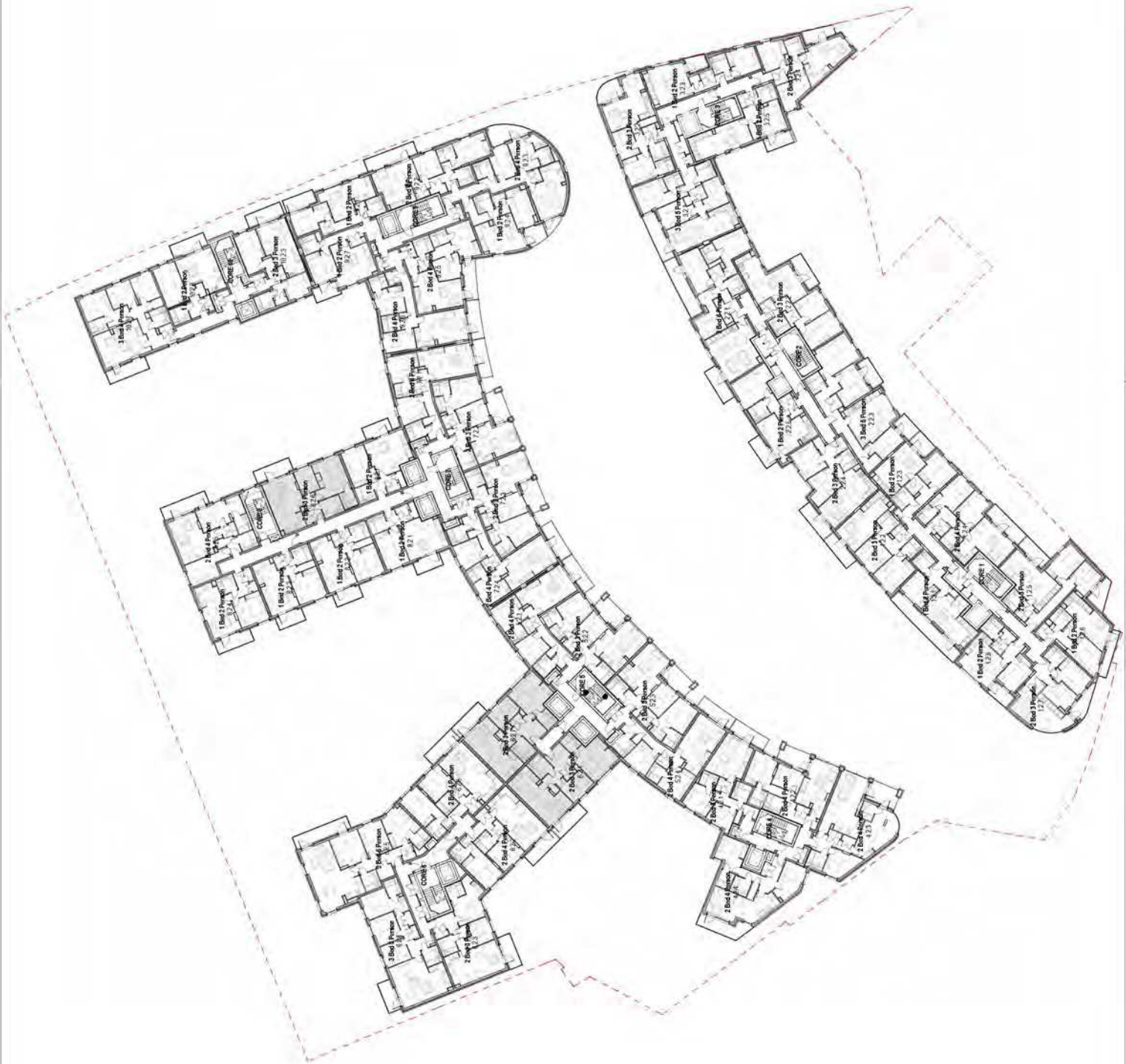
1. The information on this plan is for information only and does not constitute a contract. It is subject to the terms and conditions of the contract. The information on this plan is for information only and does not constitute a contract. It is subject to the terms and conditions of the contract. The information on this plan is for information only and does not constitute a contract. It is subject to the terms and conditions of the contract.

Room No.	Room Name	Area (sqm)
101	1 Bed 1 Person	10.5
102	1 Bed 1 Person	10.5
103	1 Bed 1 Person	10.5
104	1 Bed 1 Person	10.5
105	1 Bed 1 Person	10.5
106	1 Bed 1 Person	10.5
107	1 Bed 1 Person	10.5
108	1 Bed 1 Person	10.5
109	1 Bed 1 Person	10.5
110	1 Bed 1 Person	10.5
111	1 Bed 1 Person	10.5
112	1 Bed 1 Person	10.5
113	1 Bed 1 Person	10.5
114	1 Bed 1 Person	10.5
115	1 Bed 1 Person	10.5
116	1 Bed 1 Person	10.5
117	1 Bed 1 Person	10.5
118	1 Bed 1 Person	10.5
119	1 Bed 1 Person	10.5
120	1 Bed 1 Person	10.5

Key
 Accessible Apartment

EPR architects
30 Millers Road
London, SE1 2JF
+44 (0) 20 7937 7000
www.epr.co.uk

Townhead Gardens
West Drayton
Second Floor
General Arrangement
Planning Add 3 T 29 @ A1
10348-EPR2-00-02-TP-A-0202 13





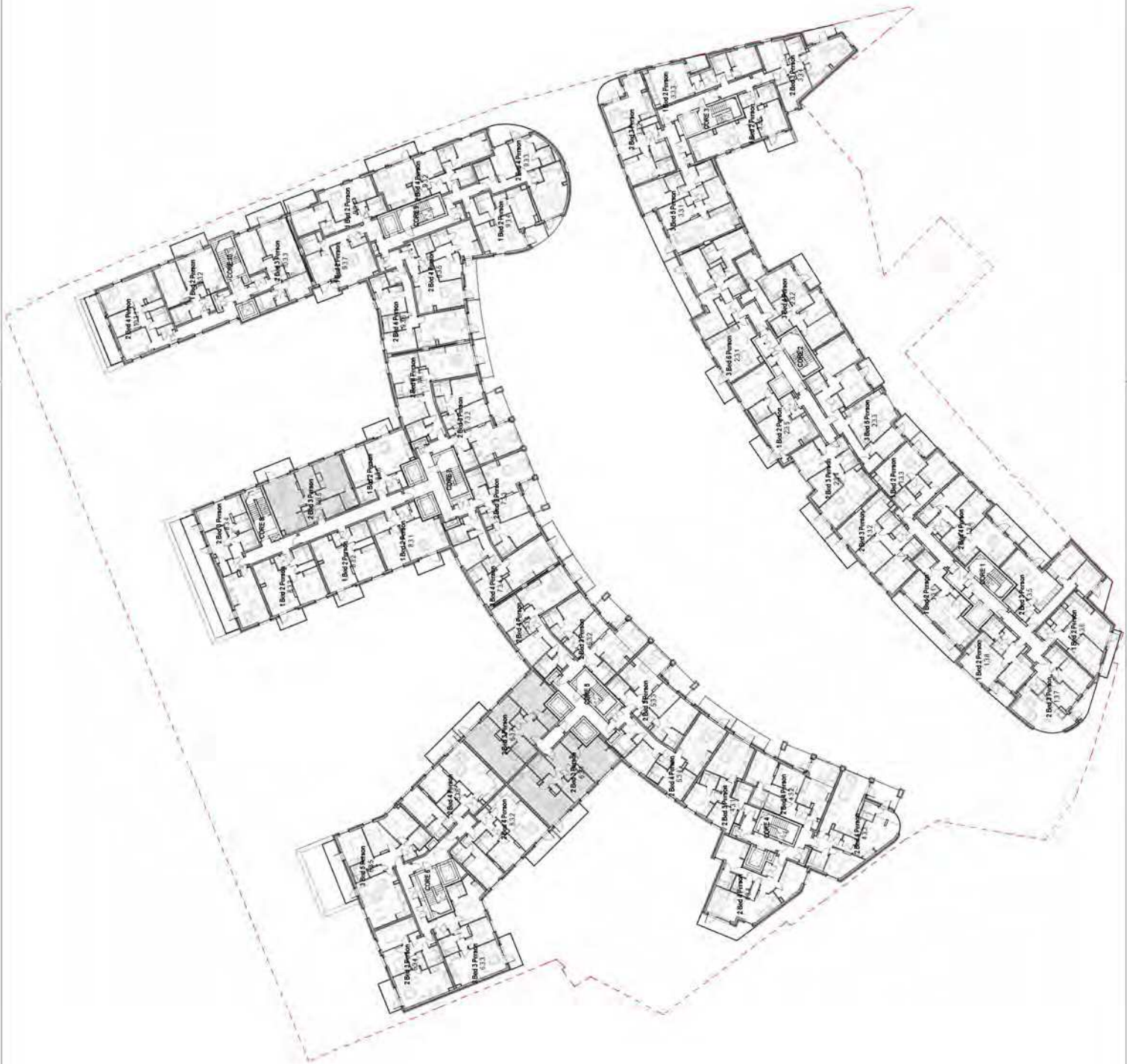
The information on this drawing is for information only and does not constitute an offer of any financial product. It is not intended to be used as a basis for investment decisions. The information is provided for general information only and does not constitute an offer of any financial product. It is not intended to be used as a basis for investment decisions. The information is provided for general information only and does not constitute an offer of any financial product. It is not intended to be used as a basis for investment decisions.

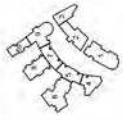
Room No.	Room Name	Area (sqm)
101	Bedroom 1	11.5
102	Bedroom 2	11.5
103	Bedroom 3	11.5
104	Bedroom 4	11.5
105	Bedroom 5	11.5
106	Bedroom 6	11.5
107	Bedroom 7	11.5
108	Bedroom 8	11.5
109	Bedroom 9	11.5
110	Bedroom 10	11.5
111	Bedroom 11	11.5
112	Bedroom 12	11.5
113	Bedroom 13	11.5
114	Bedroom 14	11.5
115	Bedroom 15	11.5
116	Bedroom 16	11.5
117	Bedroom 17	11.5
118	Bedroom 18	11.5
119	Bedroom 19	11.5
120	Bedroom 20	11.5

Key
 Accessible Apartment

EPR architects
30 Millbank
London SW1B 4RB
+44 (0) 20 7937 7000
www.epr.co.uk

Twickenham Gardens
West Drayton
Third Floor
General Arrangement
Planning Add 3 1: 250 @ A1
10348-EPFR-00-03-TP-A-02003 13

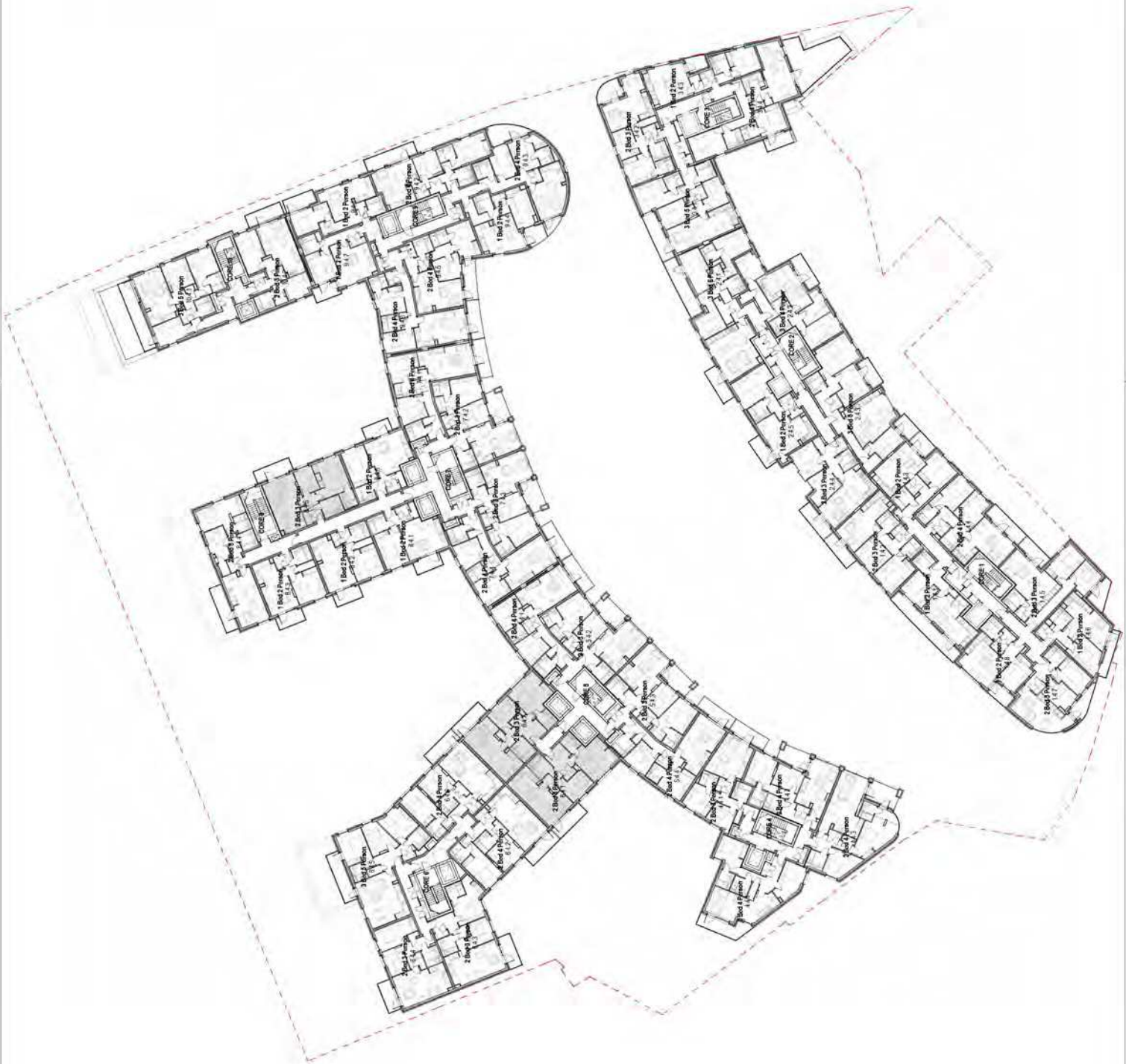




The information provided in this document is for information only and does not constitute a contract. It is the responsibility of the client to ensure that the information is accurate and up to date. The information is provided on an 'as is' basis and the client should verify the accuracy of the information before relying on it. The information is provided for the client's use only and should not be used for any other purpose. The information is provided for the client's use only and should not be used for any other purpose.

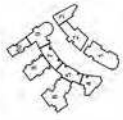
Room No.	Room Name	Area (sqm)	Volume (cu m)
01	Bed 1 Person	11.5	34.5
02	Bed 2 Person	11.5	34.5
03	Bed 3 Person	11.5	34.5
04	Bed 4 Person	11.5	34.5
05	Bed 5 Person	11.5	34.5
06	Bed 6 Person	11.5	34.5
07	Bed 7 Person	11.5	34.5
08	Bed 8 Person	11.5	34.5
09	Bed 9 Person	11.5	34.5
10	Bed 10 Person	11.5	34.5
11	Bed 11 Person	11.5	34.5
12	Bed 12 Person	11.5	34.5
13	Bed 13 Person	11.5	34.5
14	Bed 14 Person	11.5	34.5
15	Bed 15 Person	11.5	34.5
16	Bed 16 Person	11.5	34.5
17	Bed 17 Person	11.5	34.5
18	Bed 18 Person	11.5	34.5
19	Bed 19 Person	11.5	34.5
20	Bed 20 Person	11.5	34.5
21	Bed 21 Person	11.5	34.5
22	Bed 22 Person	11.5	34.5
23	Bed 23 Person	11.5	34.5
24	Bed 24 Person	11.5	34.5
25	Bed 25 Person	11.5	34.5
26	Bed 26 Person	11.5	34.5
27	Bed 27 Person	11.5	34.5
28	Bed 28 Person	11.5	34.5
29	Bed 29 Person	11.5	34.5
30	Bed 30 Person	11.5	34.5
31	Bed 31 Person	11.5	34.5
32	Bed 32 Person	11.5	34.5
33	Bed 33 Person	11.5	34.5
34	Bed 34 Person	11.5	34.5
35	Bed 35 Person	11.5	34.5
36	Bed 36 Person	11.5	34.5
37	Bed 37 Person	11.5	34.5
38	Bed 38 Person	11.5	34.5
39	Bed 39 Person	11.5	34.5
40	Bed 40 Person	11.5	34.5
41	Bed 41 Person	11.5	34.5
42	Bed 42 Person	11.5	34.5
43	Bed 43 Person	11.5	34.5
44	Bed 44 Person	11.5	34.5
45	Bed 45 Person	11.5	34.5
46	Bed 46 Person	11.5	34.5
47	Bed 47 Person	11.5	34.5
48	Bed 48 Person	11.5	34.5
49	Bed 49 Person	11.5	34.5
50	Bed 50 Person	11.5	34.5
51	Bed 51 Person	11.5	34.5
52	Bed 52 Person	11.5	34.5
53	Bed 53 Person	11.5	34.5
54	Bed 54 Person	11.5	34.5
55	Bed 55 Person	11.5	34.5
56	Bed 56 Person	11.5	34.5
57	Bed 57 Person	11.5	34.5
58	Bed 58 Person	11.5	34.5
59	Bed 59 Person	11.5	34.5
60	Bed 60 Person	11.5	34.5
61	Bed 61 Person	11.5	34.5
62	Bed 62 Person	11.5	34.5
63	Bed 63 Person	11.5	34.5
64	Bed 64 Person	11.5	34.5
65	Bed 65 Person	11.5	34.5
66	Bed 66 Person	11.5	34.5
67	Bed 67 Person	11.5	34.5
68	Bed 68 Person	11.5	34.5
69	Bed 69 Person	11.5	34.5
70	Bed 70 Person	11.5	34.5
71	Bed 71 Person	11.5	34.5
72	Bed 72 Person	11.5	34.5
73	Bed 73 Person	11.5	34.5
74	Bed 74 Person	11.5	34.5
75	Bed 75 Person	11.5	34.5
76	Bed 76 Person	11.5	34.5
77	Bed 77 Person	11.5	34.5
78	Bed 78 Person	11.5	34.5
79	Bed 79 Person	11.5	34.5
80	Bed 80 Person	11.5	34.5
81	Bed 81 Person	11.5	34.5
82	Bed 82 Person	11.5	34.5
83	Bed 83 Person	11.5	34.5
84	Bed 84 Person	11.5	34.5
85	Bed 85 Person	11.5	34.5
86	Bed 86 Person	11.5	34.5
87	Bed 87 Person	11.5	34.5
88	Bed 88 Person	11.5	34.5
89	Bed 89 Person	11.5	34.5
90	Bed 90 Person	11.5	34.5
91	Bed 91 Person	11.5	34.5
92	Bed 92 Person	11.5	34.5
93	Bed 93 Person	11.5	34.5
94	Bed 94 Person	11.5	34.5
95	Bed 95 Person	11.5	34.5
96	Bed 96 Person	11.5	34.5
97	Bed 97 Person	11.5	34.5
98	Bed 98 Person	11.5	34.5
99	Bed 99 Person	11.5	34.5
100	Bed 100 Person	11.5	34.5

Key
 Accessible Apartment



EPR architects
 30 Alameda
 London E14 3JF
 +44 (0) 20 7937 7000
 www.epr.co.uk

Townhead Gardens
 West Drayton
 Fourth Floor
 General Arrangement
 Planning Add 3 1: 250 @ A1
 10348 - EPR2 - 04 - 04 - 1P - A - 02004 13



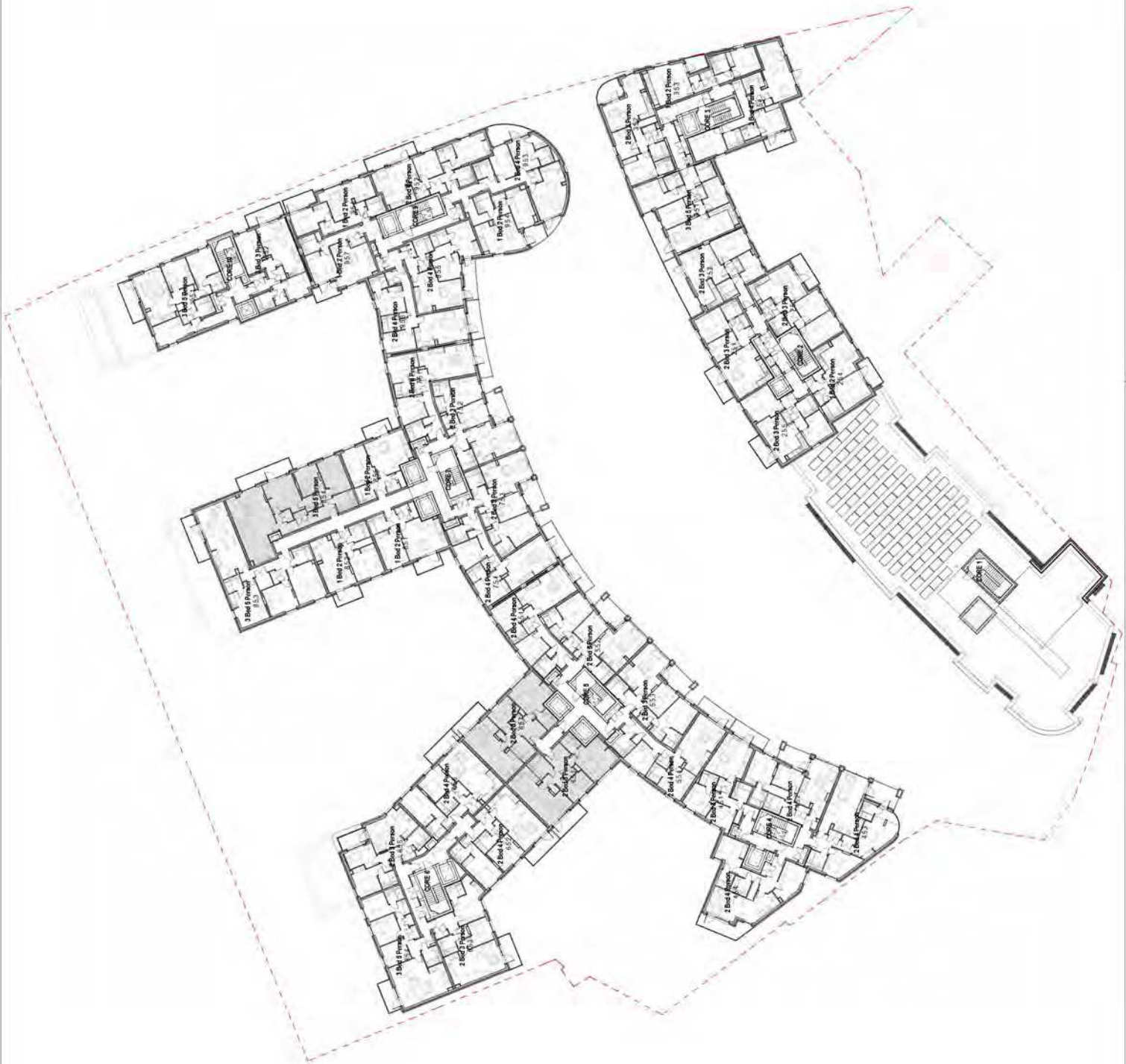
The information on this plan is for information only and does not constitute a contract. It is subject to the terms and conditions of the contract. The information on this plan is for information only and does not constitute a contract. It is subject to the terms and conditions of the contract.

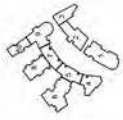
Room No.	Room Name	Area (sqm)
101	Bedroom	12.5
102	Bedroom	12.5
103	Bedroom	12.5
104	Bedroom	12.5
105	Bedroom	12.5
106	Bedroom	12.5
107	Bedroom	12.5
108	Bedroom	12.5
109	Bedroom	12.5
110	Bedroom	12.5
111	Bedroom	12.5
112	Bedroom	12.5
113	Bedroom	12.5
114	Bedroom	12.5
115	Bedroom	12.5
116	Bedroom	12.5
117	Bedroom	12.5
118	Bedroom	12.5
119	Bedroom	12.5
120	Bedroom	12.5

Key
 Accessible Apartment

EPR architects
 30 Aldersgate
 London EC3A 7DF
 +44 (0)20 7937 7000
 www.epr.co.uk

Townhead Gardens
 West Drayton
 Fifth Floor
 General Arrangement
 Planning Add 3 1:250 @ A1
 10348-EPR-UD-05-TP-A-0205 13

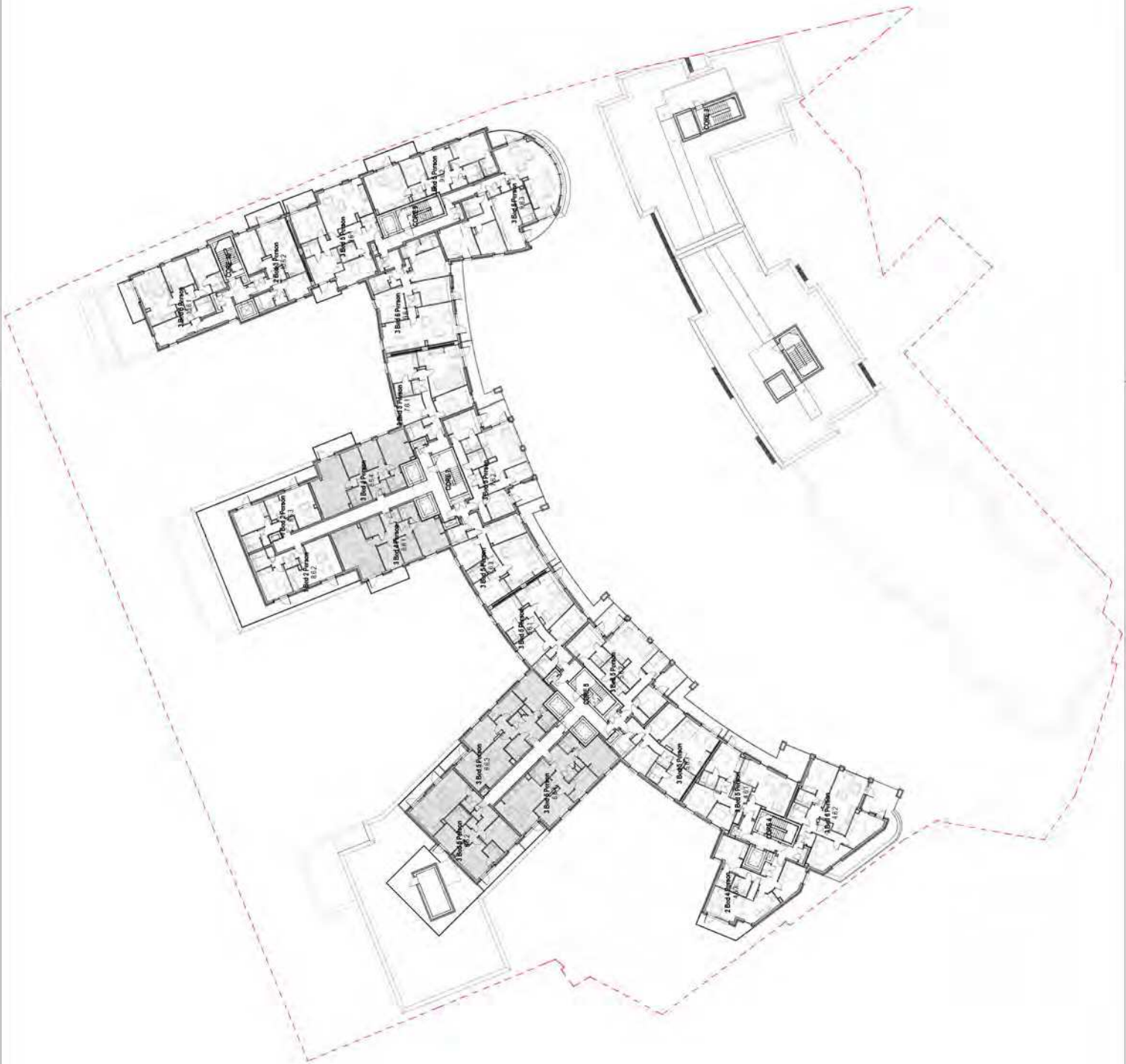




The information on this drawing is for information only and should not be used for any other purpose. It is the responsibility of the user to ensure that the information is accurate and up to date. The information is provided as a guide only and should not be used for any other purpose. The information is provided as a guide only and should not be used for any other purpose.

Code	Description	Area (sqm)	Volume (cu m)
01	1 Bed Apartment	37.5	112.5
02	2 Bed Apartment	52.5	157.5
03	3 Bed Apartment	67.5	202.5
04	4 Bed Apartment	82.5	247.5
05	5 Bed Apartment	97.5	292.5
06	6 Bed Apartment	112.5	337.5
07	7 Bed Apartment	127.5	382.5
08	8 Bed Apartment	142.5	427.5
09	9 Bed Apartment	157.5	472.5
10	10 Bed Apartment	172.5	517.5
11	11 Bed Apartment	187.5	562.5
12	12 Bed Apartment	202.5	607.5
13	13 Bed Apartment	217.5	652.5
14	14 Bed Apartment	232.5	697.5
15	15 Bed Apartment	247.5	742.5
16	16 Bed Apartment	262.5	787.5
17	17 Bed Apartment	277.5	832.5
18	18 Bed Apartment	292.5	877.5
19	19 Bed Apartment	307.5	922.5
20	20 Bed Apartment	322.5	967.5
21	21 Bed Apartment	337.5	1012.5
22	22 Bed Apartment	352.5	1057.5
23	23 Bed Apartment	367.5	1102.5
24	24 Bed Apartment	382.5	1147.5
25	25 Bed Apartment	397.5	1192.5
26	26 Bed Apartment	412.5	1237.5
27	27 Bed Apartment	427.5	1282.5
28	28 Bed Apartment	442.5	1327.5
29	29 Bed Apartment	457.5	1372.5
30	30 Bed Apartment	472.5	1417.5
31	31 Bed Apartment	487.5	1462.5
32	32 Bed Apartment	502.5	1507.5
33	33 Bed Apartment	517.5	1552.5
34	34 Bed Apartment	532.5	1597.5
35	35 Bed Apartment	547.5	1642.5
36	36 Bed Apartment	562.5	1687.5
37	37 Bed Apartment	577.5	1732.5
38	38 Bed Apartment	592.5	1777.5
39	39 Bed Apartment	607.5	1822.5
40	40 Bed Apartment	622.5	1867.5
41	41 Bed Apartment	637.5	1912.5
42	42 Bed Apartment	652.5	1957.5
43	43 Bed Apartment	667.5	2002.5
44	44 Bed Apartment	682.5	2047.5
45	45 Bed Apartment	697.5	2092.5
46	46 Bed Apartment	712.5	2137.5
47	47 Bed Apartment	727.5	2182.5
48	48 Bed Apartment	742.5	2227.5
49	49 Bed Apartment	757.5	2272.5
50	50 Bed Apartment	772.5	2317.5
51	51 Bed Apartment	787.5	2362.5
52	52 Bed Apartment	802.5	2407.5
53	53 Bed Apartment	817.5	2452.5
54	54 Bed Apartment	832.5	2497.5
55	55 Bed Apartment	847.5	2542.5
56	56 Bed Apartment	862.5	2587.5
57	57 Bed Apartment	877.5	2632.5
58	58 Bed Apartment	892.5	2677.5
59	59 Bed Apartment	907.5	2722.5
60	60 Bed Apartment	922.5	2767.5
61	61 Bed Apartment	937.5	2812.5
62	62 Bed Apartment	952.5	2857.5
63	63 Bed Apartment	967.5	2902.5
64	64 Bed Apartment	982.5	2947.5
65	65 Bed Apartment	997.5	2992.5
66	66 Bed Apartment	1012.5	3037.5
67	67 Bed Apartment	1027.5	3082.5
68	68 Bed Apartment	1042.5	3127.5
69	69 Bed Apartment	1057.5	3172.5
70	70 Bed Apartment	1072.5	3217.5
71	71 Bed Apartment	1087.5	3262.5
72	72 Bed Apartment	1102.5	3307.5
73	73 Bed Apartment	1117.5	3352.5
74	74 Bed Apartment	1132.5	3397.5
75	75 Bed Apartment	1147.5	3442.5
76	76 Bed Apartment	1162.5	3487.5
77	77 Bed Apartment	1177.5	3532.5
78	78 Bed Apartment	1192.5	3577.5
79	79 Bed Apartment	1207.5	3622.5
80	80 Bed Apartment	1222.5	3667.5
81	81 Bed Apartment	1237.5	3712.5
82	82 Bed Apartment	1252.5	3757.5
83	83 Bed Apartment	1267.5	3802.5
84	84 Bed Apartment	1282.5	3847.5
85	85 Bed Apartment	1297.5	3892.5
86	86 Bed Apartment	1312.5	3937.5
87	87 Bed Apartment	1327.5	3982.5
88	88 Bed Apartment	1342.5	4027.5
89	89 Bed Apartment	1357.5	4072.5
90	90 Bed Apartment	1372.5	4117.5
91	91 Bed Apartment	1387.5	4162.5
92	92 Bed Apartment	1402.5	4207.5
93	93 Bed Apartment	1417.5	4252.5
94	94 Bed Apartment	1432.5	4297.5
95	95 Bed Apartment	1447.5	4342.5
96	96 Bed Apartment	1462.5	4387.5
97	97 Bed Apartment	1477.5	4432.5
98	98 Bed Apartment	1492.5	4477.5
99	99 Bed Apartment	1507.5	4522.5
100	100 Bed Apartment	1522.5	4567.5

Key
 Accessible Apartment



EPR
 architects

30 Aldersgate
 London EC3A 7DF
 +44 (0)20 7537 7000
 www.epr.co.uk

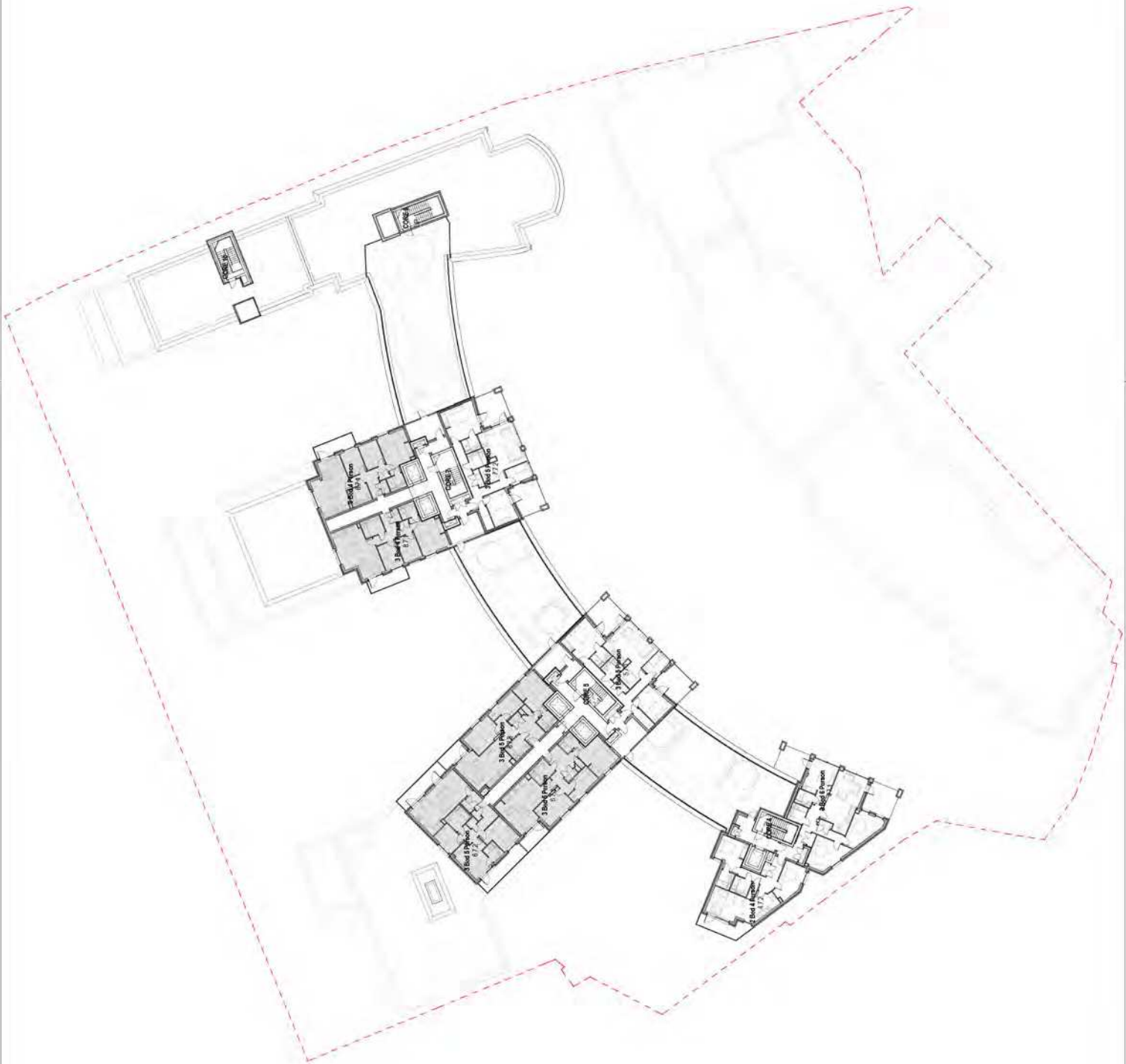
Townhead Gardens
 West Drayton
 Sixth Floor
 General Arrangement
 Planning Add 3
 1: 250 @ A1
 10348: EPR-00-06-TP-A-02006 13



The Client has been advised that the following are the minimum standards to be observed in order to ensure that the proposed development is suitable for its intended use and that the proposed development is suitable for its intended use and that the proposed development is suitable for its intended use.

Code	Description	Min. Standard
11	01	10
12	02	11
13	03	12
14	04	13
15	05	14
16	06	15
17	07	16
18	08	17
19	09	18
20	10	19
21	11	20
22	12	21
23	13	22
24	14	23
25	15	24
26	16	25
27	17	26
28	18	27
29	19	28
30	20	29
31	21	30
32	22	31
33	23	32
34	24	33
35	25	34
36	26	35
37	27	36
38	28	37
39	29	38
40	30	39
41	31	40
42	32	41
43	33	42
44	34	43
45	35	44
46	36	45
47	37	46
48	38	47
49	39	48
50	40	49
51	41	50
52	42	51
53	43	52
54	44	53
55	45	54
56	46	55
57	47	56
58	48	57
59	49	58
60	50	59
61	51	60
62	52	61
63	53	62
64	54	63
65	55	64
66	56	65
67	57	66
68	58	67
69	59	68
70	60	69
71	61	70
72	62	71
73	63	72
74	64	73
75	65	74
76	66	75
77	67	76
78	68	77
79	69	78
80	70	79
81	71	80
82	72	81
83	73	82
84	74	83
85	75	84
86	76	85
87	77	86
88	78	87
89	79	88
90	80	89
91	81	90
92	82	91
93	83	92
94	84	93
95	85	94
96	86	95
97	87	96
98	88	97
99	89	98
100	90	99

Key: Accessible Apartment



EPR architects
 30 Millbank
 London W8 7PA
 +44 (0)20 7533 7000
 www.epr.co.uk

Townhead Gardens
 West Drayton
 Uxbridge
 Middlesex UB8 3PP
 T: +44 (0)208 854 1777
 F: +44 (0)208 854 1778
 www.epr.co.uk



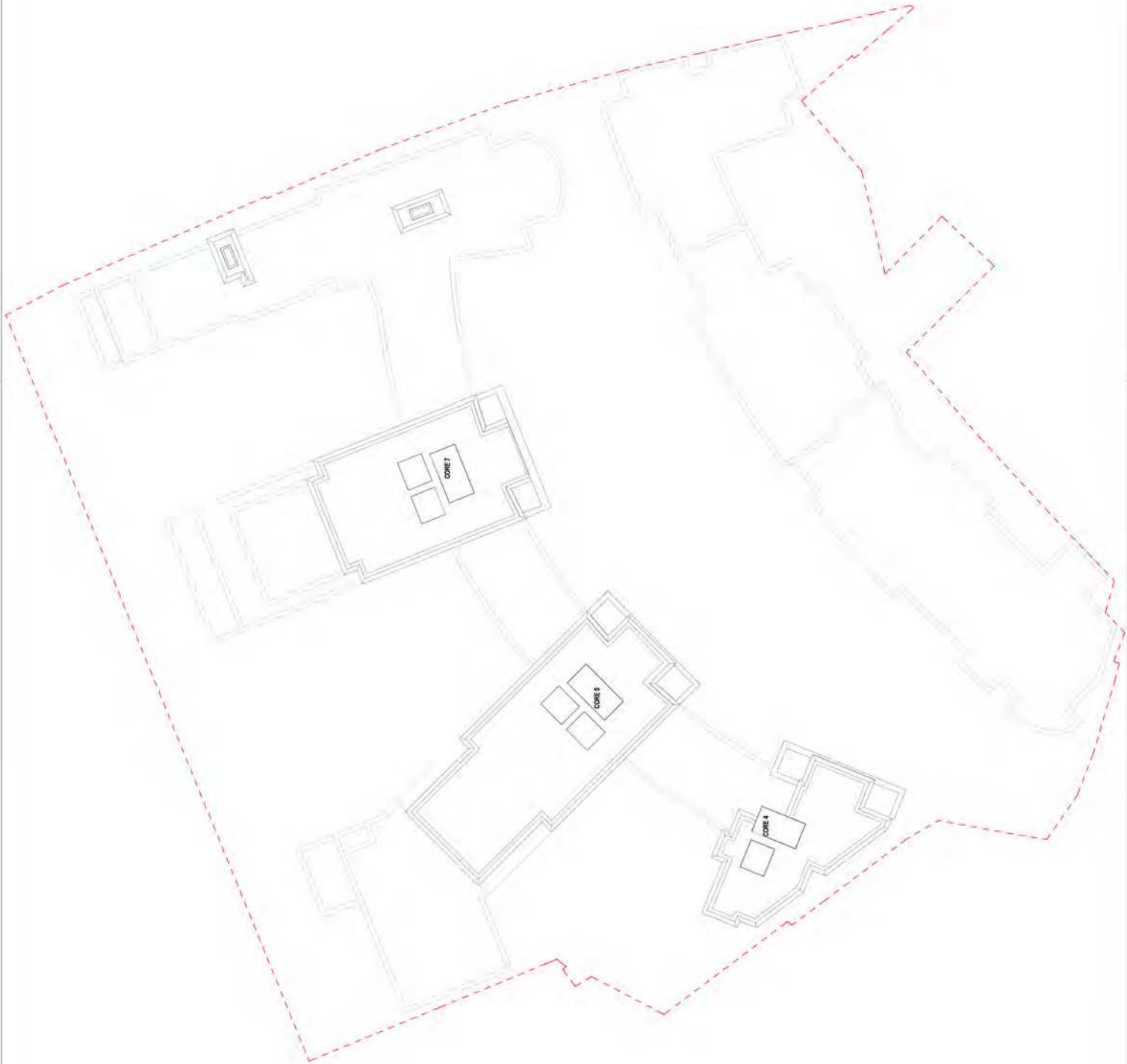
Notes:

1. This drawing is for information only and is not to be used for construction purposes.
2. All dimensions are in millimetres unless otherwise stated.
3. All dimensions are to the centre of the wall unless otherwise stated.
4. All dimensions are to the face of the wall unless otherwise stated.
5. All dimensions are to the face of the wall unless otherwise stated.
6. All dimensions are to the face of the wall unless otherwise stated.
7. All dimensions are to the face of the wall unless otherwise stated.
8. All dimensions are to the face of the wall unless otherwise stated.
9. All dimensions are to the face of the wall unless otherwise stated.
10. All dimensions are to the face of the wall unless otherwise stated.

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

Key:

- Accessible Apartment



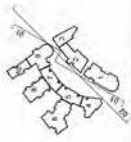
EPR architects
 30 Milebank
 London, W14 9LE
 +44 (0)20 7932 7000
 www.epr.co.uk

Trevithick Gardens
 West Drayton

Roof Plan (Stairwell)
 General Arrangement

Planning Add 3
 T: 250 @ A1
 06.04.17

10348: EPR- 00 - 06 - 1P - A - 0208 13



The information in this document is for information only and should not be used for any other purpose. It is the responsibility of the user to ensure that the information is used for the intended purpose. The information is provided on an 'as is' basis and the user should verify the accuracy of the information before using it. The user should also ensure that the information is used in accordance with the applicable laws and regulations. The user should also ensure that the information is used in accordance with the applicable laws and regulations. The user should also ensure that the information is used in accordance with the applicable laws and regulations.

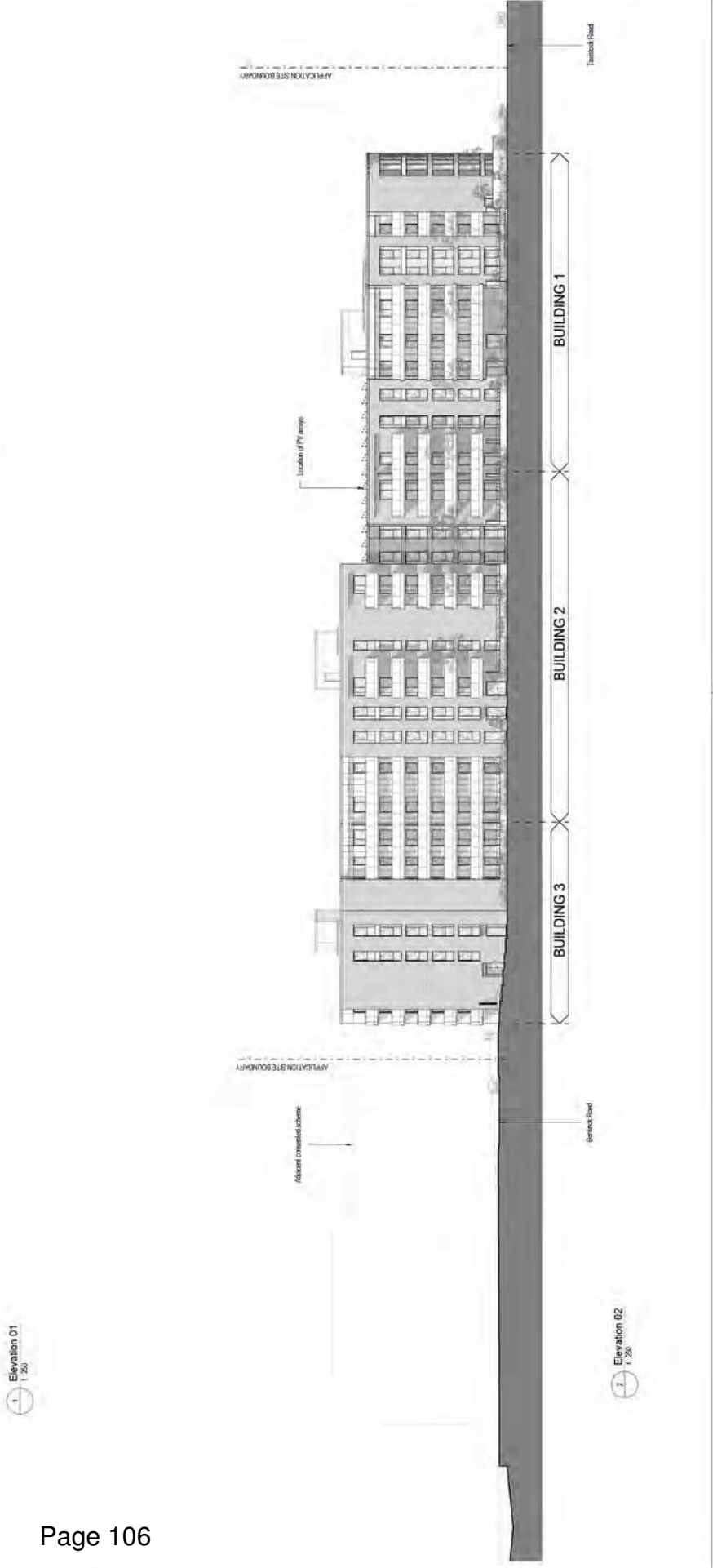
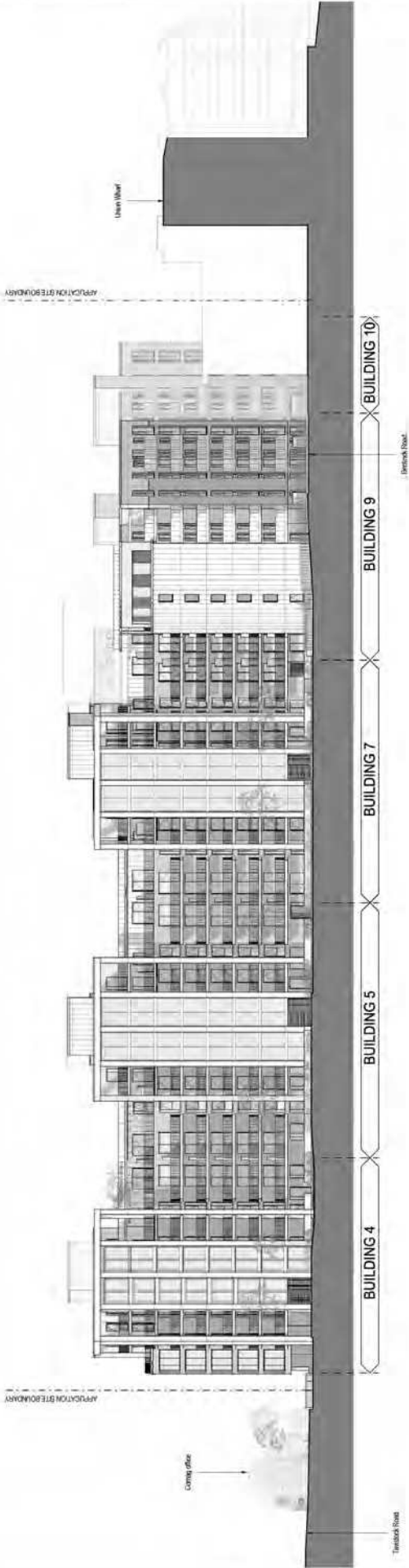
Rev	Description	Date
01	Issue for information	10/10/2011
02	Issue for information	10/10/2011
03	Issue for information	10/10/2011
04	Issue for information	10/10/2011
05	Issue for information	10/10/2011
06	Issue for information	10/10/2011
07	Issue for information	10/10/2011
08	Issue for information	10/10/2011
09	Issue for information	10/10/2011
10	Issue for information	10/10/2011
11	Issue for information	10/10/2011
12	Issue for information	10/10/2011
13	Issue for information	10/10/2011
14	Issue for information	10/10/2011
15	Issue for information	10/10/2011
16	Issue for information	10/10/2011
17	Issue for information	10/10/2011
18	Issue for information	10/10/2011
19	Issue for information	10/10/2011
20	Issue for information	10/10/2011

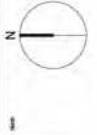
Issue for information

EPR architects
 30 Millbank
 London W9 1UH
 +44 (0)20 7593 7000
 www.epr.co.uk

Tavistock Gardens
 West Drayton
 Elevations 01 and 02

Planning App 3 1:250 @ A1
 10348: EPR-10-EL-TP-A-0401 12





The information on this drawing is for information only and should not be used for any other purpose. It is the responsibility of the user to ensure that the information is accurate and up to date. The information is provided as is, without any warranty, express or implied. The user should consult the relevant authorities for any further information.

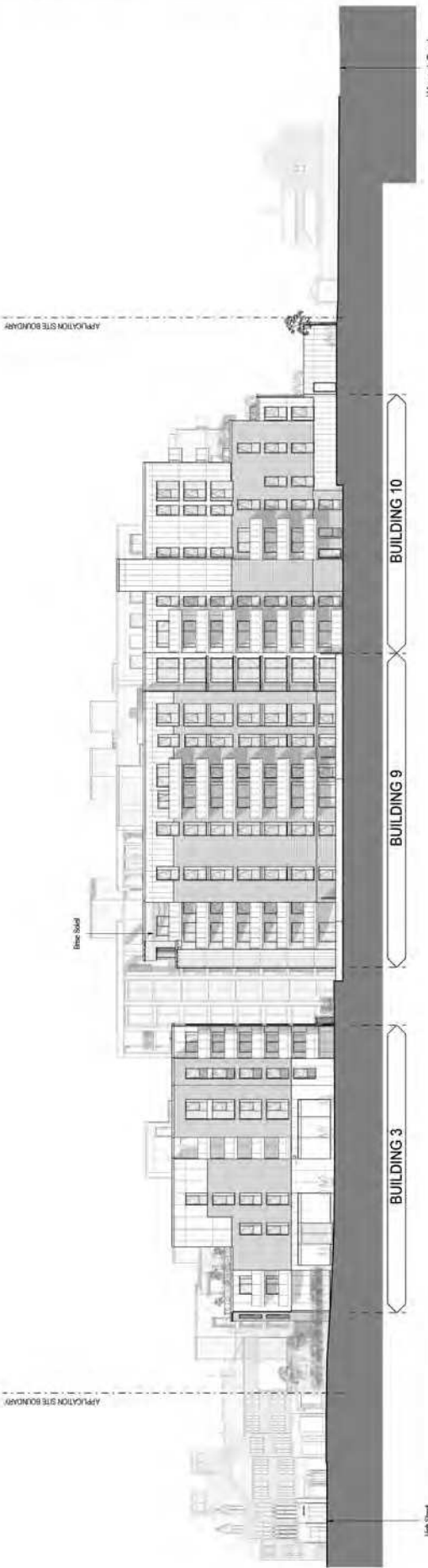
Rev	Description	Date
01	Issue for information	10/10/20
02	Issue for information	10/10/20
03	Issue for information	10/10/20
04	Issue for information	10/10/20
05	Issue for information	10/10/20
06	Issue for information	10/10/20
07	Issue for information	10/10/20
08	Issue for information	10/10/20
09	Issue for information	10/10/20
10	Issue for information	10/10/20
11	Issue for information	10/10/20
12	Issue for information	10/10/20

Scale: 1:250
 Date: 10/10/20

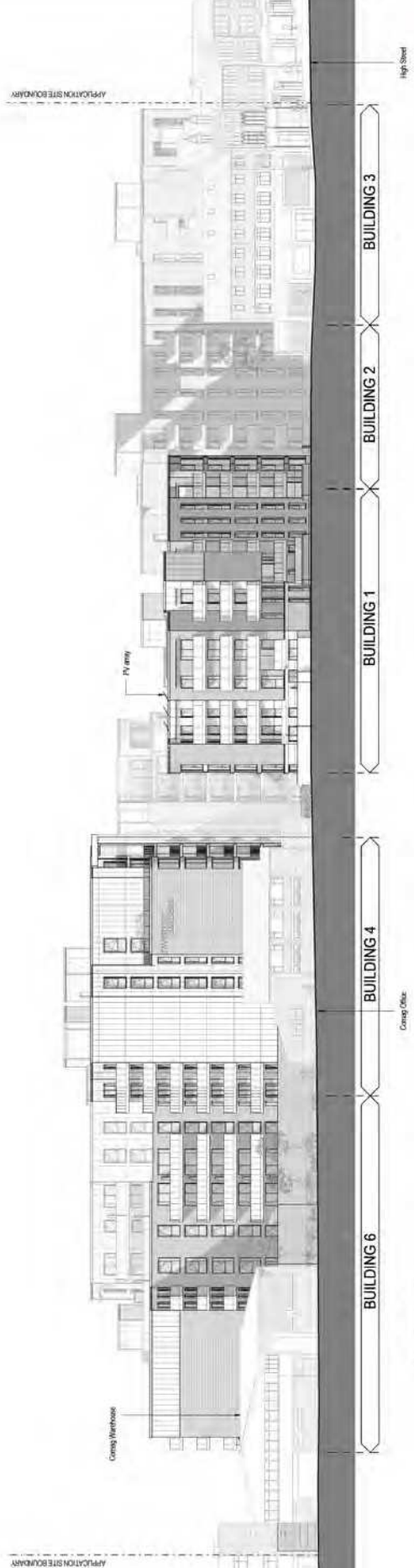
EPR architects
 30 Merrick
 London
 W14 7JG
 +44 (0) 20 7537 7000
 www.epr.co.uk

Trevor Gardens
 West Drayton
 Elevations 03 and 04

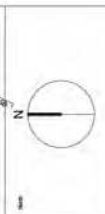
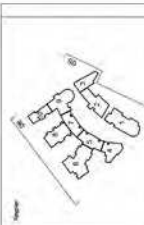
Planning App 3 1: 250 @ A1
 10348: EPR-00-EL-TP-A-0402 12



2 Elevation 03
 1:250



3 Elevation 04
 1:250



The information on this drawing is for information only and does not constitute an offer of any financial product. It is not intended to be used as a basis for any investment decision. The information is provided for general information only and is not intended to be used as a basis for any investment decision. The information is provided for general information only and is not intended to be used as a basis for any investment decision.

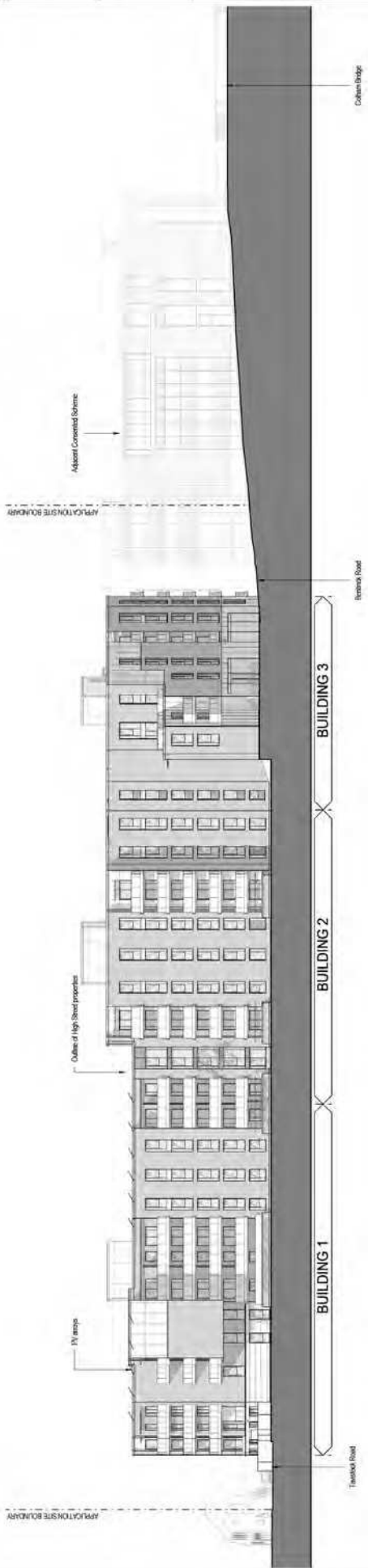
Rev	Description	Date
01	Issue for Information	10/10/2017
02	Issue for Information	10/10/2017
03	Issue for Information	10/10/2017
04	Issue for Information	10/10/2017
05	Issue for Information	10/10/2017
06	Issue for Information	10/10/2017
07	Issue for Information	10/10/2017
08	Issue for Information	10/10/2017
09	Issue for Information	10/10/2017
10	Issue for Information	10/10/2017

Scale: 1:250
 Date: 10/10/2017
 Drawn: [Name]
 Checked: [Name]

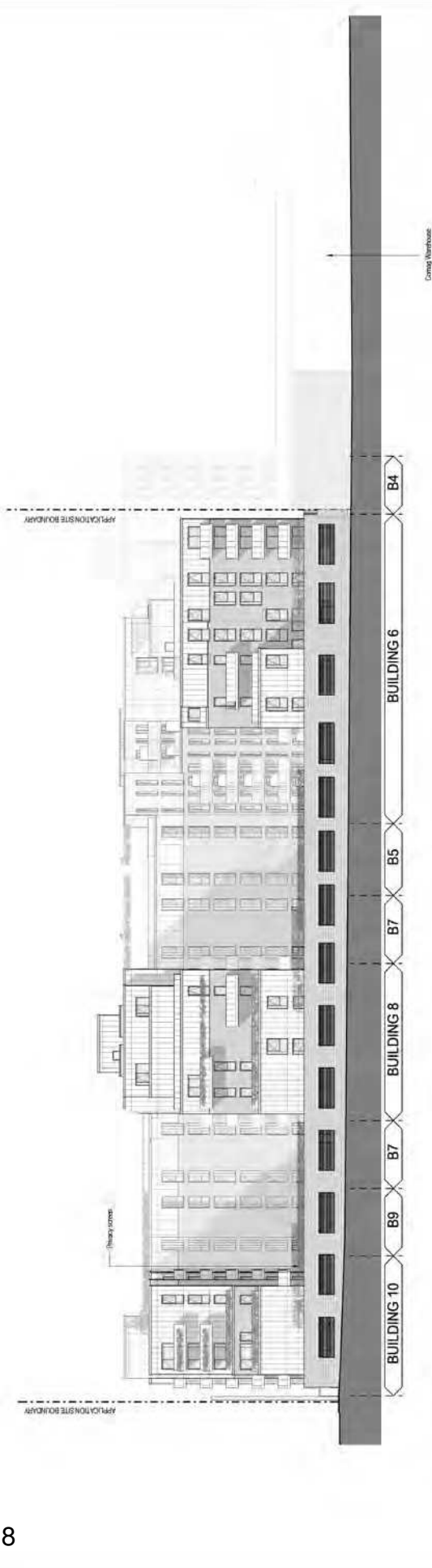
EPR architects
 30 Millbank
 London W9 1EP
 +44 (0)20 7533 7000
 www.epr.co.uk

Trinity Gardens
 West Drayton
 Elevation 05 and 06

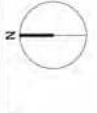
Planning App 3 1:250 @ A1
 10348: EPR-00-EL-TP-A-0403 11



1. Elevation 05
 1:250



2. Elevation 06
 1:250



The information on this drawing is for information only and does not constitute an offer of any financial product. It is not intended to be used as a basis for any investment decision. The information is provided for general information only and is not intended to be used as a basis for any investment decision. The information is provided for general information only and is not intended to be used as a basis for any investment decision.

Rev	Description	Date
01	Issue for Information	10/10/2023
02	Issue for Information	10/10/2023
03	Issue for Information	10/10/2023
04	Issue for Information	10/10/2023
05	Issue for Information	10/10/2023
06	Issue for Information	10/10/2023
07	Issue for Information	10/10/2023
08	Issue for Information	10/10/2023
09	Issue for Information	10/10/2023
10	Issue for Information	10/10/2023
11	Issue for Information	10/10/2023
12	Issue for Information	10/10/2023
13	Issue for Information	10/10/2023
14	Issue for Information	10/10/2023
15	Issue for Information	10/10/2023
16	Issue for Information	10/10/2023
17	Issue for Information	10/10/2023
18	Issue for Information	10/10/2023
19	Issue for Information	10/10/2023
20	Issue for Information	10/10/2023

Drawn: [Name]
 Checked: [Name]
 Date: 10/10/2023



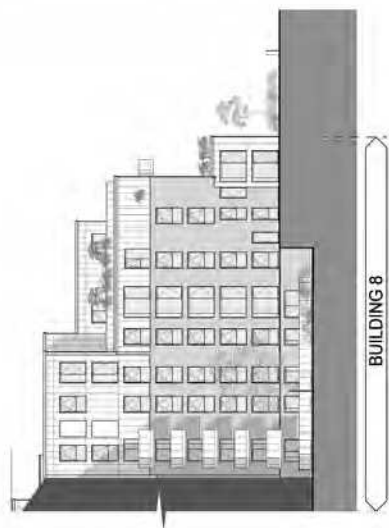
Elevation 07
 1:250



Elevation 10
 1:250



Elevation 09
 1:250

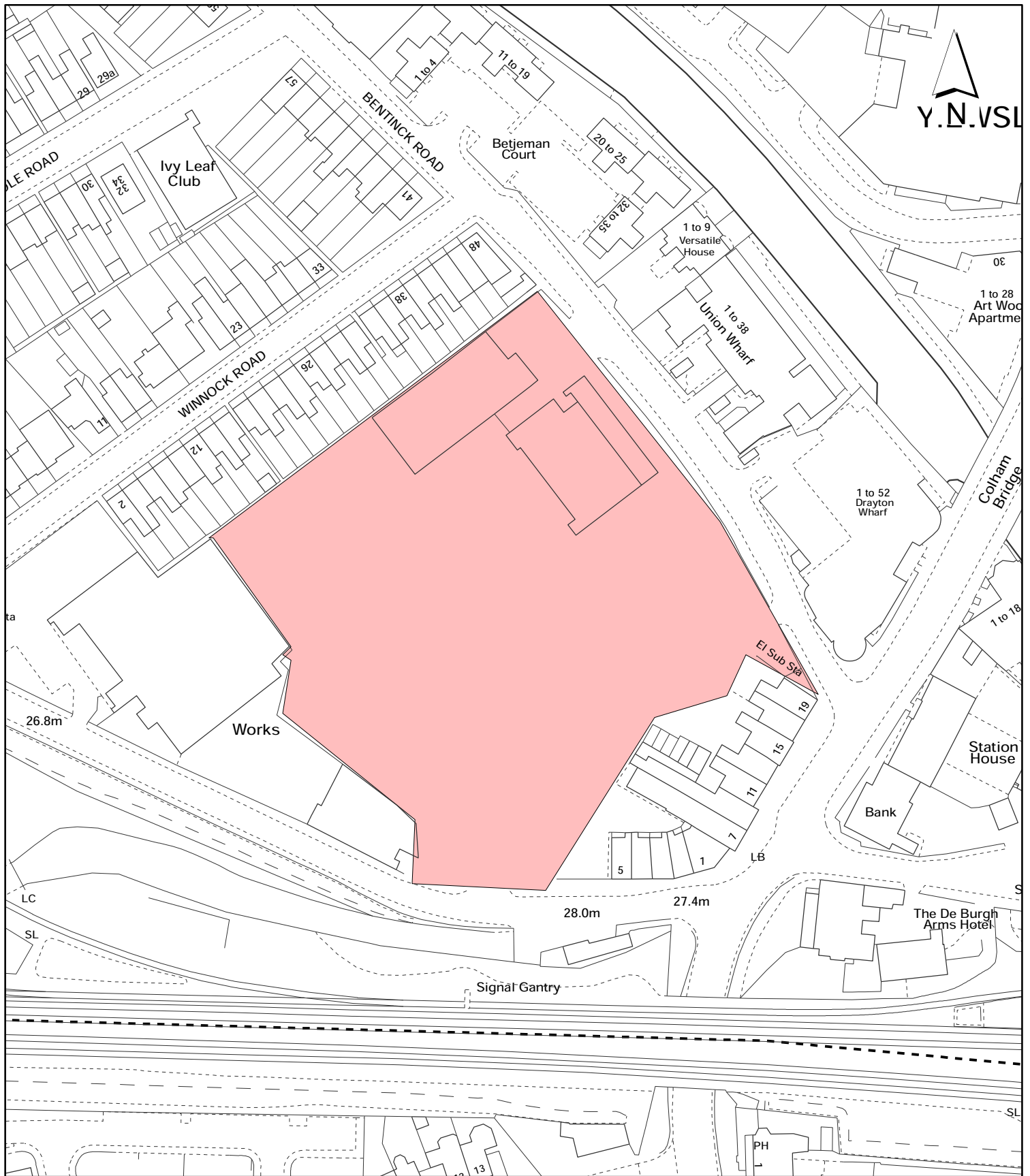


Elevation 08
 1:250

EPR architects
 30 Aldershot
 London SE25 7JH
 +44 (0)20 7537 7000
 www.epr.co.uk

Trevor Gardens
 West Drayton
 Elevation 07, 08, 09 and 10

Planning Add 3 1:250 @ A1
 10348-EPR-00-EL-TP-A-0404 11



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:

Padcroft Works

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

Planning Application Ref:
45200/APP/2017/327

Scale:
1:1,250

Planning Committee:
Major Page 110

Date:
May 2017

