



HILLINGDON
LONDON



Major Applications Planning Committee

Date: WEDNESDAY, 2 AUGUST
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

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Contact: Luke Taylor
Tel: 01895 250 693
Email: ltaylor3@hillington.gov.uk

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Putting our residents first

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

Useful information for residents and visitors

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

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

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A useful guide for those attending Planning Committee meetings

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

PART I - Members, Public and Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
5	Former Garage Site, R/O 6 - 16 Nelsons Road, Hillingdon 72704/APP/2017/1068	Hillingdon East	Proposed demolition of the existing garage blocks and erection of six houses with rear dormers, parking spaces, all associated external works and changes to the front and rear gardens of 13 Nelson Road to widen the existing access. Recommendation: Approval	1 - 26 150 - 165

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Vyners School, Warren Road, Ickenham 4514/APP/2017/1771	Ickenham	Extension to sports hall to create a new two-storey teaching block comprising classrooms, dining room, library, admin space and ancillary facilities; provision of new All Weather Pitch; reconfiguration of parking layout and reversal in direction of existing vehicular one-way system; increased cycle parking; landscaping; creation of off-site cricket run; and associated development. Recommendation: Approval	27 - 80 166 - 188

7	<p>Little Britain Lake (Footbridge), Packet Boat Lane, Cowley</p> <p>52368/APP/2017/1844</p>	Uxbridge South	<p>Proposed footbridge over the River Colne at the north end of Little Britain Lake.</p> <p>Recommendation: Approval</p>	<p>81 - 98</p> <p>189 - 195</p>
8	<p>Prologis Park, Horton Road, Yiewsley</p> <p>37977/APP/2017/1634</p>	Yiewsley	<p>Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as date centre) as attached to planning permission ref: 37977/APP/2015/1004 dated 14/12/2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2m in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.</p> <p>Recommendation: Approval</p>	<p>99 - 140</p> <p>196 - 217</p>

9	Concrete Batching Plant, Site at Thorney Mill Road, Outborough 39707/APP/2017/2356	Out of Borough	Importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching plant and associated infrastructure at Thorney Mill Sidings, Thorney Mill Road, Iver (Consultation by Buckinghamshire County Council). Recommendation: Refusal	141 - 148 218 - 224
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PART I - Plans for Major Applications Planning Committee 149 - 224

Report of the Head of Planning, Sport and Green Spaces

Address FORMER GARAGE SITE R/O 6-16 NELSON ROAD HILLINGDON

Development: Proposed demolition of the existing garage blocks and erection of 6 houses with rear dormers, parking spaces, all associated external works and changes to the front and rear gardens of 13 Nelson Road to widen the existing access.

LBH Ref Nos: 72704/APP/2017/1068

Drawing Nos:

- 2016D176P15 - Design and Access Statement
- 2016D176P02 - Existing Site Plan
- 2016D176P04 - Block A - Ground and First Floor Plans
- 2016D176P05 - Block B - Ground and First Floor Plans
- 2016D176P06 - Block A - Loft & Roof Plans
- 2016D176P07 - Block B - Loft and Roof Plan
- 2016D176P08 - Block A - Elevations - 1 of 2
- 2016D176P09 - Block A - Elevations - 2 of 2
- 2016D176P10 - Block B - Elevations
- 2016D176P11 - Proposed Typical Sections
- 2016D176P12 - Arboricultural Impact Assessment
- 2016D176P13 - Tree Constraints Plan
- 2016D176P14 - Proposed Access Road and Gates
- 2016D176P01 - Site Location Plan
- 2016/D176/P/03 Revision B - Proposed Site Plan

Date Plans Received: 23/03/2017 **Date(s) of Amendment(s):** 23/03/2017
Date Application Valid: 24/03/2017 05/07/2017

1. SUMMARY

The proposed development represents an efficient and suitable use of the currently derelict land. The proposed dwellings benefit from adequate parking provision and satisfactory access arrangements.

The development will relate sympathetically towards the surrounding area and similar nearby developments such as that at Nelson Lane.

The development complies with relevant planning policies and SPD standards in terms of relationship with surrounding residential properties and the living conditions of future occupants of the development.

It is therefore recommended that the application is approved, subject to the conditions set out in this report.

2. RECOMMENDATION

APPROVAL subject to the following:

1 SP01 Council Application Standard Paragraph

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

land.

2 COM3 Time Limit

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

REASON

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

3 COM4 Accordance with Approved Plans

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

2016D176P01 - Site Location Plan;
2016D176P03 Revision A - Proposed Site Plan;
2016D176P04 - Block A - Ground and First Floor Plans;
2016D176P05 - Block B - Ground and First Floor Plans;
2016D176P06 - Block A - Loft & Roof Plans;
2016D176P07 - Block B - Loft and Roof Plan;
2016D176P08 - Block A - Elevations - 1 of 2;
2016D176P09 - Block A - Elevations - 2 of 2;
2016D176P10 - Block B - Elevations;
2016D176P11 - Proposed Typical Sections;
2016D176P13 - Tree Constraints Plan;
2016D176P14 - Proposed Access Road and Gates;

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

REASON

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

4 COM5 General compliance with supporting documentation

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

2016D176P12 - Arboricultural Impact Assessment;
2016D176P15 - Design and Access Statement;
2016D176P16 - Tree Impact Survey

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

5 OM20 Grampian Planning Obligations

Prior to the commencement of the development hereby permitted, a scheme shall be submitted to, and approved in writing by the Local Planning Authority detailing how road marking and access improvements to the site from Nelson Road arising from the needs of the proposed development will be provided. The approved scheme shall then be

implemented prior to the occupation of the development.

REASON

To ensure the development provides an appropriate contribution to the improvement of road safety, arising from the proposed development, in accordance with Policy R 17 of the adopted Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 RES10 Tree to be retained

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

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 COM8 Tree Protection

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

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

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

The area within the approved protective fencing shall remain undisturbed during the

course of the works and in particular in these areas:

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

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

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

- 2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts (including provision of one electrical charging point serving the visitor parking)
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting

- 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3. b Proposals for the replacement of any tree, shrub, or area of 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 provide adequate facilities in compliance with policies BE 13, BE 38 and AM 14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015)

9 COM26 Ecology

No development shall take place until a scheme to protect and enhance the nature conservation interest of the site has been submitted to and approved by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

10 COM6 Levels

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

REASON

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

11 NONSC Imported Soil

All soils used for gardens and/or landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted for approval to the Local Planning Authority.

REASON

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

12 COM15 Sustainable Water Management

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

The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) SUDS FEATURES:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site

iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) CAPACITY OF RECEPTORS:

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

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

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) MINIMISE WATER USE:.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and grey water will be recycled and reused in the development.

d) LONG TERM MANAGEMENT AND MAINTENANCE OF THE DRAINAGE SYSTEM:

i. Provide a management and maintenance plan;

ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

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

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

REASON:

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and to be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

to Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016) and the National Planning Policy Framework (March 2012).

13 H8 Surfacing and marking out of access/parking/servicing areas

The development shall not be occupied until the access roads, parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM 14 of the adopted Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

14 COM28 Visibility Splays - Pedestrian

The access to the development from Nelson Road shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway

REASON

In the interests of highway and pedestrian safety in accordance with policy AM 7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

15 NONSC Manual Override for Entrance Gate

The electric entrance gate shall be capable of being manually operated in the event of a power failure and maintained and shall remain as such for so long as the development remains on site.

REASON

To provide safe and adequate access for pedestrians and vehicles accessing the new parking area in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 HH-M1 Details / Samples to be Submitted

No development shall take place until details of all materials, colours and finishes to be used on all external surfaces within the development have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

17 HO6 Obscure Glazing

Upper floor windows on the east and west (side) elevations facing of both blocks shall be glazed with permanently obscured glass and non-opening below a height of 1.7 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE 24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

18 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings above ground floor height shall be constructed in the walls or roof slopes of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE 24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

19 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garages, sheds or other outbuildings, nor extension or roof alteration to any dwellinghouses shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE 21, BE 23 and BE 24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

20 COM31 Secured by Design

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

alterations since 2011 (2016) and national guidance.

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
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC5	Retention of ecological features and creation of new habitats
H12	Tandem development of backland in residential areas
H4	Mix of housing units
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 5.10	(2016) Urban Greening
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes NPPF - Requiring good design

NPPF7	
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R4	Proposals that would involve the loss of recreational open space
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4 I59 Councils Local Plan : Part 1 - Strategic Policies

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

5 I11 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor

who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

6 112 Notification to Building Contractors

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

7 119 Sewerage Connections, Water Pollution etc.

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

8 12 Encroachment

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

9 124 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

10 13 Building Regulations - Demolition and Building Works

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

11 134 Building Regulations 'Access to and use of buildings'

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

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

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

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

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

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is currently in a state of disuse and has been gated off. The garages occupying the site are located towards the southern end, adjacent to the eastern boundary. All of the garages are vacant and are in a poor state of repair with the hard standing area to the front of them overgrown with weeds. The northern part of the site is currently surfaced with grass and shrubs growing in places. The site boundaries are bordered by the far end of rear gardens belonging to surrounding properties that back onto the site and, for the most part, are marked by approximately 1.8 metre high timber fencing. There are also mature trees and hedging following site boundaries, particularly on the western perimeter.

Although the site once had a play area, this was fenced off over a decade ago and any

former play area use is long since abandoned. The site is considered to be classified as derelict land.

The surrounding area is characterised by residential dwellings, the majority of which are accommodated within two-storey terraces, with occasional clusters of semi-detached buildings. There are also a group of semi-detached bungalow dwellings at Nelson Lane to the south of the site.

3.2 Proposed Scheme

The proposal involves the redevelopment of the former garage block site with a total of 6 new dwellings configured as 2 semi-detached four bedroom dwellings located towards the narrower southern end of the site and a terrace of 4 dwellings comprising 2 x four bedroom dwellings either side of 2 x three bedroom dwellings. All dwellings will be two-storeys in height but incorporating additional floorspace within the roof.

Each individual dwelling will be provided with two off street car parking spaces within its curtilage to the front of the building.

An 82.3 m² strip of garden land belonging to No. 13 Nelson Road will be acquired in order to allow for widened access from Nelson Road, ensuring the safe movement of pedestrians and traffic entering and leaving the site. Automatic gates will also be installed, set back from the junction with Nelson Road so as to prevent waiting vehicles from blocking the road.

Revisions to the plans occurred during the determination of the application to add additional landscaped buffer areas to the rear of 11 and 12 Nelson Road and acoustic fencing on the side boundary with 13 Nelson Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no specific planning history attached to the site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.BE1 (2012) Built Environment
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.H1 (2012) Housing Growth

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -

	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC5	Retention of ecological features and creation of new habitats
H12	Tandem development of backland in residential areas
H4	Mix of housing units
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 5.10	(2016) Urban Greening
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 8.3	(2016) Community infrastructure levy

NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R4	Proposals that would involve the loss of recreational open space
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st May 2017**

5.2 Site Notice Expiry Date:- **27th April 2017**

6. Consultations

External Consultees

Site notices were posted on Nelson Road, Nelson Close and Parkfield Avenue. In addition, letters were sent to all adjoining neighbours notifying them of the proposed development and inviting comments.

Petition objecting to the development with 87 signatories submitted:-

The site is used by residents to access their rear gardens and for maintenance. Could space be left for gated access to rear of properties on Nelson Road? Occupants of new 3 bedroom dwellings will not have external access to rear of site. Gardens will be overlooked by dormer windows. The nearest play areas are across a major road or through woodland, part of the site should provide a recreation area. Loss of some parking on Nelson Road and insufficient on site parking for the development. Loss of habitat for wildlife. The drainage system and water pressure is already inadequate.

4 letters of objection received from the public. A summary is provided below:-

My property will be overlooked. Devaluation of property. Noise disturbance by residents. Could attract litter and vermin. Use of part of 13 Nelson Road plot will lead to loss of parking. Grass is cut by Council and the area is used by residents as they have a key to access it. Would spoil views from property. The site has hedgerows and trees and is a wildlife habitat. There are rare black bees on site, visiting red kites and foxes and a variety of nesting birds. The site is embedded and would encourage criminals to congregate without detection. The Council has not consulted the community about potential uses for the site. Use of the site as allotments would be preferable. Insufficient car parking is provided. There are insufficient services available for future occupants.

1 Letter of comment:

Don't want landscape planting to deprive my garden of moisture. What is happening to the old alleyway down the side of number 1 Nelson Close leading to the new properties?

Internal Consultees

WASTE STRATEGY:

Space is allocated for waste storage which is good practice. Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The current waste and recycling collection systems are: - Weekly residual (refuse) waste - using sacks / bins purchased by the occupier - Weekly dry recycling collection - using specially marked sacks provided by the Council. - Weekly green garden waste collection - three specially marked reusable bags (each approximately 80 litre capacity) provided by the Council free of charge. Occupiers of larger properties can purchase three additional reusable bags. - Weekly collection of textiles provided - using specially marked purple tinted sacks - Weekly collection of food waste for residents wishing to participate. Those in the scheme are provided with a 7 litre internal 'caddy' and a 23 litre external storage container. One area of concern the width of the access road. The collection fleet is around 3 axle vehicles. We ask any access road is 3.5 metres wide to allow the vehicle to safely manoeuvre. In addition the roadway would have to be able to withstand 26 tonnes. Please confirm the design allows for this criteria.

OFFICER COMMENT: Measurements show that the narrowest point of the access road is 4 metres in width.

LANDSCAPES:

A tree report has surveyed 10 oak trees along the south and west boundaries. There are no 'A' grade trees, but all are 'B' grade - whose condition and value justify retention as part of any new development. According to the report summary (1.3) there will be a moderate impact on tree 5, an ash and a high impact on tree 6, an oak. Please note that the plans makes no reference to any ash trees and no trees are numbered on plan - limiting the usefulness of the survey. However, according to plan ref. 2016/D176/P/03, one tree will be removed to facilitate the development of plot 4. It appears that the retention of the oaks to the east of unit 1, to the north-west of unit 4 and possibly the north-west of unit 6 may not be feasible. - Even if these trees can be safeguarded during construction there may be pressure to remove them due to their proximity to the proposed buildings. If this application is to be approved it is possible that more trees could be saved if the layout is amended slightly - without the loss of units / accommodation.

OFFICER COMMENT: The trees in question do not possess significant amenity value and any loss can be mitigated by additional planting. Trees shown as retained will be subject to protection by a suitably worded planning condition. It is not feasible to revise the site layout as this would lead to conflict with other planning policies.

FLOOD & DRAINAGE:

The site is at risk of surface water flooding according to the Environment Agency flood maps. Particularly in the southern part of the site. The development therefore needs to manage surface water on site. An appropriately worded condition is recommended requiring sustainable water management.

HIGHWAYS:

Parking provision complies with the Council's maximum parking standard, 2 per dwelling. Cycle Parking : Properties with 2+ bedrooms should provide 2 spaces per unit. Auto tracks are required for refuse lorries entering and leaving the site bearing in mind that Nelson Road is a one way street North to South. The developer will have to meet costs related to a traffic order and implementation of waiting restrictions at the junction to facilitate movements in and out of the site for refuse vehicles.

OFFICER COMMENT: Necessary traffic order measures at the access to the site from Nelson Road can be secured through the use of a grampian condition. Therefore a refuse vehicle could access the site.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is owned by the Council. Para. 1.2.22 of the London Plan Housing SPG (2016) states that accelerating the disposal of surplus public sector land for housing is a national priority and a key objective of the Mayor's Housing Strategy.

The site is located within an established built-up area and is bordered on all sides by residential properties. Para. 17 of The National Planning Policy Framework (NPPF) advocates the effective use of previously developed land as one of a raft of core planning principles. The southern portion of the site, on which garage buildings are sited, is considered to represent previously developed land.

Inspection of historical Ordnance Survey maps show that part of the site was originally designated as a play area. Annexe 2 of the NPPF precludes play areas within wider urban areas from being regarded as previously developed land. It is considered that because this use ceased over 15 years ago and there has been no intention since this date to re-instate the use that, in planning terms, it is 'abandoned.' The former play area is therefore classified as vacant land.

It is also considered that, in this instance, no parts of the site would be suitable as a play area due to the secluded nature of the site, entirely to the rear of buildings. It is also noted from Council records that the site has been subject to anti-social behaviour in the past which is why it is now secured by a locked gate. Furthermore, the site is located in the Hillingdon East ward which is not identified as an area subject to open space deficiency within the Council's Open Space Strategy 2011 - 2026.

In addition, Council communications indicate that play equipment was removed from the site around 2002 and ownership was assigned to the Council's housing department. Aerial photographs dating from 2008 show that there is no play equipment present at the site and it is in a general condition of disuse. It is therefore considered that the proposal would not result in the loss of a current open space area or an area which possesses the necessary attributes to be used as a play area. It is considered that it does not meet the standards for open space set out in para 2.2.11 of the London Plan Housing SPG which states that open space, whether for public or private communal use should be designed to be safe, accessible, inviting and well used, without the fear of crime. It should encourage an appropriate sense of ownership and should be managed to ensure that it remains useful and welcoming to all users.

The site is therefore considered to represent a suitable example of a windfall site as defined within para. 48 of the NPPF, the development of which would represent a more efficient use of land as encouraged with Policy 3.4 of the London Plan (2016) and para. 1.2.25 of the London Plan Housing SPG (2016) which recognises the crucial role small sites play in securing housing delivery within London.

7.02 Density of the proposed development

The overall area of the site is 2631.7 m² and the proposed construction of 6 No. dwellings would therefore result in a residential density of approximately 23 dwellings per hectare. Table 3.2 of the London Plan (2016) provides a matrix that indicates the optimum residential density level, expressed in units per hectare, for development based on the character of its surroundings (central, urban or suburban), public transport accessibility

level (PTAL) on a sliding scale of 0 (poor) to 6 (excellent) and the type of units being offered (best on the amount of habitable rooms per unit).

In this instance, the site is located in a suburban setting with a modest PTAL score of 2 and the proposed dwellings will provide 3.8 - 4.6 habitable rooms each. As such, the optimum density level for the efficient use of the site falls within the 35 - 65 units per hectare

. Whilst the proposed development falls below this level, it is considered to represent an efficient development of the site as other constraints, particularly the shape of the site and proximity to neighbouring residential development, would mean a higher density development would conflict with other relevant planning policies. Para. 1.3.55 of the London Housing SPG identifies particular local circumstances as an acceptable reason for allowing an exception to optimal density development targets.

It is therefore considered that the proposed development is compliant with Policy 3.4 of the London Plan (2016).

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

Not applicable to this site.

7.04 Airport safeguarding

Not applicable to this site.

7.05 Impact on the green belt

Not applicable to this site.

7.07 Impact on the character & appearance of the area

The new dwellings will have limited street scene presence as they will be positioned to the rear of existing residential development and largely screened from view within the street scenes of Nelson Road, Nelson Close, Nelson Lane and Parkfield Avenue. Where the dwellings will be visible between gaps in buildings it is considered that they will contextualise with the general appearance of the surrounding area which is characterised by residential buildings of a comparable design and scale to those of the proposed development. It is therefore considered that they will integrate into the surrounding environment in a similar way to the properties on Nelson Close and Nelson Lane which also occupy the space between Nelson Road and Parkfield Avenue, as will the proposed buildings.

Although the site is positioned on an envelope of land that is set behind other residential dwellings, it is not considered that it represents 'tandem' backland development, as the development will benefit from a designated access road that would prevent disturbance to occupants of properties fronting Nelson Road. Furthermore, it is considered that the proposed development is of sufficient size to possess its own street scene and that there are an adequate number of dwellings within the development to prevent them from appearing isolated or divorced from their surroundings.

The layout of the development itself is considered to be sympathetic with sufficient space maintained to the sides of the end of terrace and semi-detached dwellings to ensure that they do not appear cramped within the plot. Although car parking spaces will be provided to the front of each dwelling it is considered that an adequate proportion of the front amenity area will be landscaped and, as such, the site frontages will not appear overwhelmed by parked cars and a good quality setting will be maintained.

The proposed widened access would remove a narrow strip of garden to the side of 13 Nelson Road but it is not considered that this would compromise the street scene as the

visual gap between No. 13 Nelson Road and No. 12 Nelson Road would be maintained and the new access point would not be excessive in width or overly dominant within the overall street scene.

It is therefore considered that the proposed development would be in accordance with Policies BE 13, BE 19 and H 12 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.4 and 7.6 of the London Plan.

7.08 Impact on neighbours

The site is surrounded by residential properties and this represents a constraint to the development of the site that has been taken into account when accepting the relatively low density of the proposed scheme. The layout of the proposed dwellings has been designed so as to prevent any unacceptable overlooking, overbearing or overshadowing impact being imposed upon neighbouring properties.

The proposed dwellings are two-storey structures, with a ridge height of approximately 8.45 metres. Side walls will be stepped in from site boundaries in excess of the minimum 1 metre buffer stipulated in Local Plan Policy BE 22 so as to reduce their visual impact towards existing neighbouring properties. A separation distance of a minimum of at least 15 metres will be maintained between the proposed dwellings and the principle building on all existing neighbouring residential properties in accordance with standards set out in the Residential Layouts SPD (para. 4.9). The roof slopes of the proposed buildings will also pitch away from boundaries shared with existing neighbouring properties. As a result, the proposed dwellings will not appear overbearing towards existing neighbouring properties nor would they be overshadowed or subject to any unacceptable overbearing impact from those properties.

The front and rear elevations of the proposed terrace and semi-detached dwellings will be linear and, as such, the windows and amenity spaces of the new dwellings will not be subject to any undue overshadowing or overbearing impact caused by other properties within the development.

No habitable rooms serving the proposed dwellings would be within 21 metres of any windows serving habitable rooms at neighbouring properties taking into account a visibility splay measured 45° either side of the centre point of each relevant window, in accordance with Residential Layouts SPD (para. 4.11). It is therefore considered that no intrusive views into neighbouring buildings would be afforded from any new windows. Any views towards garden areas from new ground floor windows will be interrupted by site boundary treatment whilst those from first floor windows will be partially screened by site landscaping and boundary treatment with any uninterrupted views being of areas a sufficient distance away to prevent an unacceptable loss in privacy.

The loss of a narrow strip of garden at No. 13 Nelson Road, totalling 82.3 m² in area would not adversely impact the amenities of the occupants of that property as the area removed is partially to the side of the dwelling and of no significant amenity value and an ample amount of garden space of approximately 72.5 m² would be retained for the private use of the occupants of No. 13 Nelson Road, in accordance with the outdoor amenity space standards set out in the Residential Layouts SPD.

It is therefore considered that the proposed development is compliant with the standards of the Residential Layouts SPD, Policies BE 20, BE 21, BE 22, BE 23 and BE 24 of the Local Plan and Policy 7.6 of the London Plan.

7.09 Living conditions for future occupiers

The linear arrangement of the dwellings within the development will ensure that no dwelling or associated amenity space is directly overshadowed by a neighbouring property within the development as no elevation walls will project beyond the front or rear elevations of any neighbouring building. This will also ensure that no neighbouring properties appear overbearing towards other properties. As discussed in section 7.08 of this report, an adequate distance is maintained between the proposed dwellings and existing neighbouring buildings to prevent any existing development from appearing overbearing or causing undue levels of overshadowing towards the proposed dwellings.

An adequate distance will be maintained between windows serving habitable rooms within the proposed dwellings and those at existing neighbouring properties to prevent intrusive levels of overlooking. Any views from habitable windows serving proposed dwellings towards habitable windows serving other properties within the development will, in the case of frontage to frontage views between the terraced and semi-detached blocks, be at a sufficient distance to prevent unacceptable loss of privacy or, in the case of views from rear windows, be directed towards the far end of garden areas only and partially obstructed by site boundary treatment.

Each four bedroom dwelling will incorporate a gross internal area (GIA) of 142.8 m² distributed over three floors with the uppermost being located within the roof space. This floor space is in excess of the minimum standards set out in the Technical housing standards - nationally described space standard and Policy 3.5 of the London Plan. Each three bedroom dwelling will incorporate a GIA of 108.3 m² and this also satisfies the minimum standards set out in the above mentioned documents. All habitable rooms are served by sufficiently large clear glazed windows that offer an unobstructed outlook and will allow for sufficient permeation of sunlight to provide acceptable living conditions for future occupants.

The residential layouts SPD identifies minimum outdoor amenity space area standards of 60 m² for two and three bedroom dwellings and 100 m² for four bedroom dwellings. The smallest private garden within the development is 156.5 m² and serves a three bedroom dwelling and, as such, the minimum space requirements have been satisfied. All gardens are fully enclosed and of a suitable shape to provide usable, private amenity space.

It is therefore considered that the proposed development would be in accordance with Local Plan Policy BE 23 and London Plan Policy 3.5.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development will be accessed from Nelson Road which is a crescent shaped one way residential street. An existing access which served the vacant garages will be utilised and a narrow strip of garden land serving No. 13 Nelson Road will be annexed to allow for the access to be widened to provide safe access / egress with appropriate unobstructed visibility splays for road traffic, including emergency vehicles. The widened access will also allow for a pavement to be provided allowing safe access for pedestrians. An automatic gate will be provided for security purposes and this will be set back a sufficient distance from the junction to prevent waiting vehicles from obstructing Nelson Road. A central unobstructed turning area will be provided within the development in order to allow for circulation of vehicles and enable them to enter and leave the site in forward gear.

Each dwelling will be served by two off street parking spaces positioned to the front of the building. Adequate amenity space will be maintained to site frontages to prevent over domination by parking and the parking spaces will not obstruct access to the dwellings. Each property will be provided with a lockable bike store located within the rear garden.

It is therefore considered that the proposed development satisfies Local Plan Policies AM 7 and AM 14 and London Plan Policy 6.12 and 6.13.

7.11 Urban design, access and security

Matters relating to design and access are discussed in sections 7.07 and 7.12 respectively.

The proposed development will make use of a secluded site which has been the subject of anti-social behaviour in the past. The layout and arrangement of dwellings will ensure that all public areas of the site benefit from a good degree of overlooking and will prevent the creation of any hidden recesses that may encourage anti-social behaviour. A condition will be attached to any approval requiring the development to incorporate and implement Secure by Design standards as set out in Section 5.0 of the submitted Design & Access Statement.

The proposed development would therefore be in accordance with Local Plan Policy BE 18 and London Plan Policy 7.3.

7.12 Disabled access

All entrances / exits to each new dwelling will have level thresholds and the main entrance doors will be wide enough to allow for wheelchair access. The development will be required to be built in accordance with Part B and Part M of the Building Regulations.

7.13 Provision of affordable & special needs housing

The proposed development involves the provision of 6 new dwellings and is therefore below the threshold of 10 dwellings which is applied when making demands for affordable and / or special needs housing.

7.14 Trees, landscaping and Ecology

The site is not located within a Conservation Area and there are no trees on site subject of, or considered to be worthy of, Tree Preservation Order (TPO) status.

The proposed development will minimise the loss of existing significant trees within the site and generally utilise them as part of the comprehensive landscaping scheme for the development. Existing trees will be augmented with new tree, hedge and shrub planting as well as grass planting for the bulk of front and rear amenity space and throughout communal areas in order to maintain a verdant character and appearance.

Amenity space to the front of dwellings will incorporate hard surfacing and car parking spaces but will contain an adequate proportion of soft landscaping which will be further bolstered by planting in communal areas.

No protected species are known or considered likely to exist on this site that would require specific protection. Nesting birds would benefit from protection under the Wildlife & Countryside Act. Objectors have mentioned foxes, which are not a protected species, and migratory birds and bees which do not have a permanent presence on site.

It is therefore considered that the proposed development accords with Local Plan Policies BE 38 and BE 39.

7.15 Sustainable waste management

The development will be included within the Borough's public waste collection service, which includes recycling collection. The access road is suitable for use by collection vehicles and operatives.

7.16 Renewable energy / Sustainability

No additional comments.

7.17 Flooding or Drainage Issues

The site is not located within either Flood Zone 2 or 3 and, therefore, would not be subject to any significant risk of tidal or fluvial flooding. As such, it is not considered that any specific flood mitigation measures are required.

A portion of the southern end of the site is identified on Environment Agency maps as being at risk from surface water flooding. It is therefore critical that surface water and drainage is managed in such a way that will not exacerbate surface water drainage concerns and will remove surface and waste water from the site in a sustainable manner.

A condition requiring the submission of a suitable drainage scheme will be attached to any approval given.

Subject to the adoption, implementation and maintenance of a suitable drainage scheme, the proposed development would be compliant with Policy OE 8.

7.18 Noise or Air Quality Issues

It is not considered that the proposed residential use of the site would generate a level of noise or other emissions that would be uncharacteristic of the surrounding residential area.

The proposed development is therefore in accordance with Local Plan Policy OE 1 and London Plan Policy 7.15.

7.19 Comments on Public Consultations

RESPONSE TO PETITION:

There are no rights of access to the site from the rear of neighbouring properties. Parking is compliant with the Council's standards. All properties benefit from generous outdoor amenity space provision and there are a number of public recreation grounds nearby including Knight Gardens which can be accessed without crossing any major roads. The connection of the development to the utility network will be assessed by the utility provider. A condition will be attached to any approval requiring details of ecological management and mitigation measures to be followed during and post construction in order to prevent disturbance to wildlife including nesting birds.

RESPONSE TO LETTERS OF OBJECTION:

Matters relating to amenity impact are discussed in the main body of this report. The Council has, in the past, undertaken consultations relating to future use of the site. Rights to a view and property value impacts are not covered by planning legislation and, as such, are not considerations in determining this application.

7.20 Planning obligations

The development falls below the threshold for the requirement for incorporation of affordable housing. It does, however, represent chargeable development for Mayoral and London Borough of Hillingdon Community Infrastructure Levy (CIL) payment and, as such, a liability notice setting out the charges will be issued if approval is granted.

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

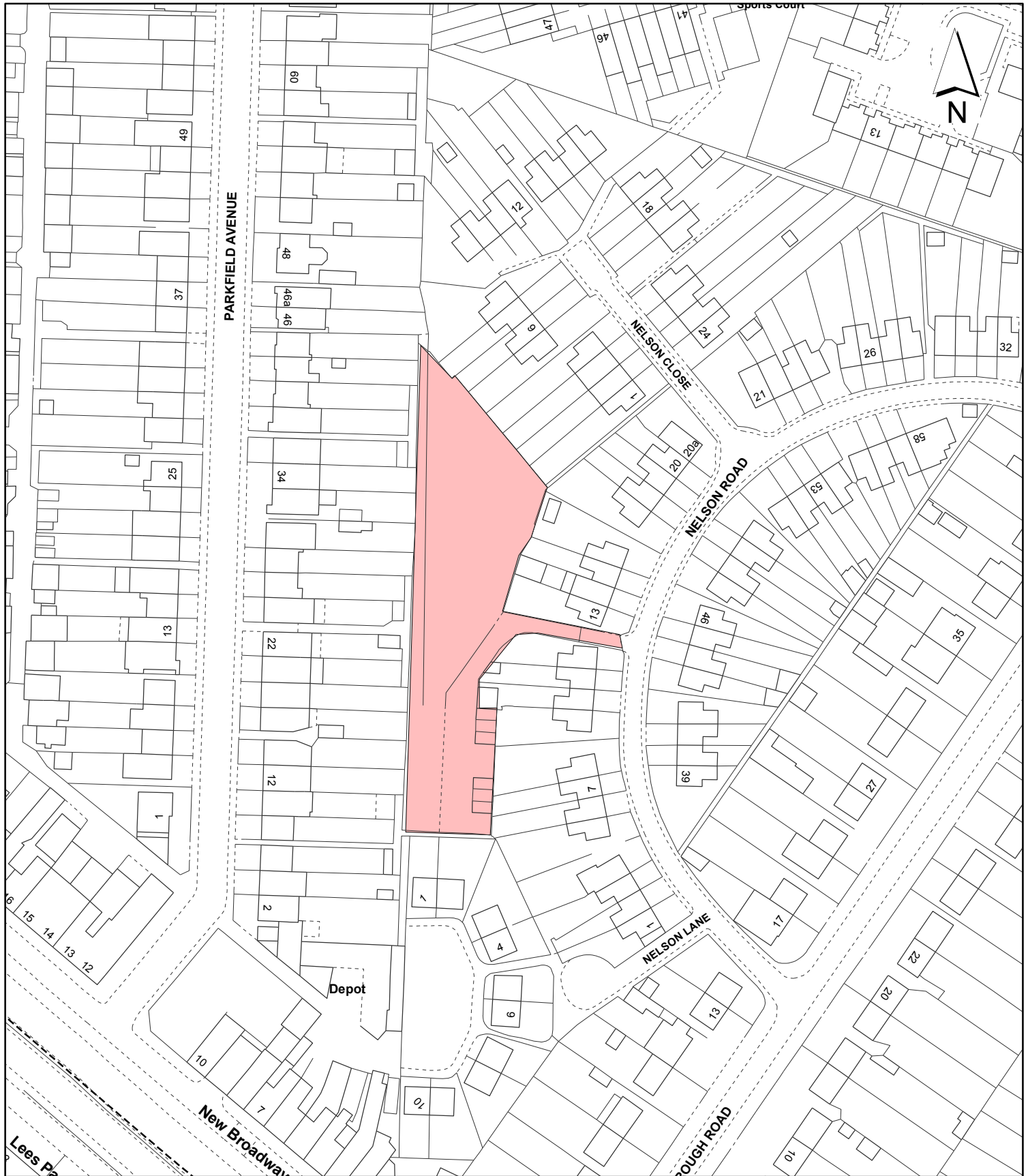
It has been demonstrated that the proposed development satisfies relevant local, regional and national planning policies and legislation and should therefore be recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Planning Obligations SPD
National Planning Policy Framework (NPPF)
DCLG Technical housing standards - nationally described space standard (2015)
Hillingdon Open Space Strategy 2011 - 2026

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Former Garage Site,
 To the Rear of
 6-16 Nelson Road**

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

Planning Application Ref:
72704/APP/2017/1068

Scale:
1:1,250

Planning Committee:
Major Page 25

Date:
July 2017



HILLINGDON
 LONDON

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Agenda Item 6

Report of the Head of Planning, Sport and Green Spaces

- Address** VYNERS SCHOOL WARREN ROAD ICKENHAM
- Development:** Extension to sports hall to create a new two-storey teaching block comprising classrooms, dining room, library, admin space and ancillary facilities; provision of new All Weather Pitch (AWP); reconfiguration of parking layout and reversal in direction of existing vehicular one-way system; increased cycle parking; landscaping; creation of off-site cricket run; and associated development.
- LBH Ref Nos:** 4514/APP/2017/1771
- Drawing Nos:** Design & Access Statement v.4, prepared by CallisonRTKL dated 12/07/17
A-10000 (Existing Site Location Plan)
21573_06_180_01.1 (Basement Layout Plan)
21573_06_180_01.6 (Elevations)
21573_06_180_01.4 (1st Floor Layout Plan)
21573_06_180_01.2 (Ground Floor Layout Plan)
21573_06_180_01.3 (Mezzanine Layout Plan)
21573_06_180_01 (Reference Plan)
21573_06_180_01.5 (2nd Floor Layout Plan)
A-10002 (Topographical Site Plan)
A-12001 Rev.F (Proposed Ground Floor Plan)
A-12002 Rev.F (Proposed First Floor Plan)
A-12003 Rev.F (Proposed Second Floor Plan)
A-20101 (Proposed Large Scale Elevations Coloured)
A-20102 (Proposed Courtyard Elevations Coloured)
A-20103 (Proposed Site Elevations Coloured)
E/A0 (Topographical Survey)
M292-100 Rev.P2 (Illustrative Landscape Plan Sheet 1 of 2)
M292-101 Rev.P1 (Illustrative Landscape Plan Sheet 2 of 2)
A-10004 (Proposed Site Location Plan)
A-12008 (Proposed Roof Plan)
Noise Survey (ref: PC-16-0316-RP1-V), prepared by Pace Consult dated 20/02/17
Phase 2 Report on a Site Investigation (ref: 17/10909/A/GO), prepared by Albury S.I. Ltd, dated March 2017
Archaeological Desk-Based Assessment, prepared by AOC Archaeology Group, dated January 2015
Planning Statement, prepared by Batcheller Monkhouse dated May 2017
External Lighting Strategy Report, prepared by Arcadis dated April 2017
Transport Assessment, prepared by Local Transport Projects dated July 2017
Travel Plan, prepared by Local Transport Projects dated July 2017
V-A-30005 (Astro Pitch: Fence arrangement & spec; cricket strip sepcs)
A-10005 Rev.A (Proposed Site Block Plan)
12306A_CCTV (Underground CCTV Survey)
Air Quality Assessment v.1, prepared by Aether dated 20/04/17
Energy Statement, prepared by Arcadis dated April 2017
Bat Emergence/Re-entry and Activity Survey Report, prepared by EPR dated March 2017

Arboricultural Constraints Report, prepared by SES dated 02/03/15
Advice Note, prepared by EPR dated 16/03/17
Woodland Survey and Nature Conservation Assessment, prepared by EPR dated March 2017
Bat Building and Tree Inspection Report, prepared by EPR dated March 2017
CCTV Report, prepared by Amethyst Surveys Limited dated February 2017
Ecological Appraisal, prepared by EPR dated March 2017
Arboricultural Impact Assessment, prepared by SES dated 06/03/17
Tree Protection Plan

Date Plans Received:	15/05/2017	Date(s) of Amendment(s):	05/07/2017
Date Application Valid:	24/05/2017		24/05/2017
			15/05/2017

1. SUMMARY

This application seeks full planning permission for works associated with the expansion of Vyners School in Ickenham. The proposals involve the provision of a two-storey extension to the existing sports hall, which would also link to the existing art/DT block, located towards the eastern end of the existing developed area of the site. This would provide new teaching space and associated facilities, including replacement sports hall storage. The proposals also include the provision of a new All Weather Pitch (AWP); reinstatement of an existing cricket wicket on land owned by the school at Hillingdon House Farm on the far side of the A40 and accessed via an existing footbridge; re-organisation of the existing car parking arrangements; provision of additional cycle parking spaces; and ancillary development.

The proposals would enable the expansion of the school from six forms of entry (6FE) to eight forms of entry (8FE) allowing them to cater for a total of 1451 pupils (including sixth form).

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

In the main metropolitan areas throughout the country there has been a significant increase in the need for school places and this holds true for London. This increase reflects rising birth rates, migration changes and housing development. The impact of these factors has, to date, mainly been felt in primary age groups. Many primary schools have already expanded and three new primary schools have been built. However, these larger pupil cohorts are now approaching secondary school age.

Historically, there has been some capacity in the system at secondary level. However, this 'excess' capacity is reducing as pupil numbers increase and is now approaching the point where demand will outstrip capacity. Between 2017 and 2023, the number of pupils needing Year 7 (secondary admission year) places in Hillingdon schools is forecast to increase by 17%. Data on place offers for September 2017 admission shows nearly all schools at, or close to, capacity.

The applicant has advised that there is a forecast need for 8 new forms of entry for

secondary schools by the 2019 school year across the borough taking into account committed development at Abbotsfield and Swakeleys Schools.

For secondary school planning purposes, the borough is divided into two geographical areas broadly north and south of the A40. Most of the 8 form entry requirement for 2019 is based in the north of the borough, although there is also a rising requirement within the south.

To meet this need, additional places will need to be provided. However, within the overall increase in demand, there is also a need to ensure that there are sufficient places in each area so that pupils can be offered places within a reasonable travelling distance of their homes. Vyners is considered to be ideally placed to help meet this need.

The proposal fully complies with the aims of paragraph 72 of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and Local Plan: Part Two policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Furthermore, whilst it would inevitably impact on the openness and visual amenity of the Green Belt in this location, the applicant has demonstrated a case of very special circumstances sufficient to justify an exception to current policy, which seeks to protect such land from unacceptable development. The proposal is therefore also considered to accord with the objectives of policy EM2 of the Local Plan: Part 1, policy OL1 of the Local Plan: Part 2, policy 7.16 of the London Plan and paragraph 89 of the NPPF, relating to development in the green belt.

Whilst the proposal would result in some loss of playing field, it is considered that the provision of alternative high quality sporting facilities and improvements to off-site sports facilities would be of sufficient benefit to both school and community sports provision so as to outweigh this loss, such that the proposals would not be contrary to policies which seek to preserve existing playing fields and sports facilities, including Local Plan: Part 1 policy EM5, Local Plan: Part 2 policy R5, London Plan policy 3.19 and NPPF paragraph 74 and Sport England's Playing Field Policy - A Sporting Future for the Playing Fields of England.

Sport England have nevertheless sent a holding objection pending assessment of additional information. Sport England have requested detailed plans to show the specification of the proposed AWP with a strong suggestion that the final proposal should be heavily influenced by football and ruby standards; they have sought clarification over the proposed cricket provision; and they have requested justification for the absence of floodlights from the proposals. This information has been provided and Sport England's final comments are awaited at the time of writing. For the purposes of this report, and based on past comments received from Sport England to comparable schemes, it has been assumed that this objection will remain. An update will be provided by way of a Committee Addendum. Should Sport England maintain its objection and should Members be minded to approve planning permission the scheme would be referable to the Secretary of State for Communities and Local Government.

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

The proposal is supported by a detailed Transport Assessment and provides for mitigation measures to reduce its impact on the local highway network. The Council's Highway Engineer has reviewed this information in detail and confirmed that the proposed

development would be acceptable in terms of traffic impact, pedestrian and highway safety.

Objections to the proposed drainage strategy have been raised by the Council's Flood and Water Management Officer on the basis that insufficient information has been provided at this stage to demonstrate that the proposed scheme would be feasible. Negotiations are ongoing between officers and the applicant to resolve this issue and this is reflected in the recommendation in part 2 of this report.

It should be noted that the scheme is referable to the Greater London Authority (GLA) due to its location in the green belt. The majority of matters which have been raised in the GLA's Stage One comments are addressed through the body of this report or by way of condition or S106 agreement. Where matters have not been fully addressed additional information has been sought from the applicant. However, notably, no significant issues have been raised.

The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning and Enforcement to approve the scheme, subject to resolution of the drainage matters to the satisfaction of the Council's Flood and Water Drainage Officer, and subject to the appropriate referral to the Greater London Authority and, if necessary, the Secretary of State.

2. RECOMMENDATION

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

A. Resolution of the drainage matters to the satisfaction of the Council's Flood and Water Management Officer.

B. That the application be referred to the Mayor under Article 3 of the Town and Country Planning (Mayor of London) Order 2000.

C. That, if Sport England object, the application be referred to the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

D. That should the Secretary of State not call in the application, and subject to the Mayor of London not directing the Council under Article 5 of the Town and Country Planning (Mayor of London) Order 2000 to refuse the application or that he wishes to act as the determining authority, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers.

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

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. Travel Plan: Prior to first occupation of the extension a full travel plan to be submitted to and approved in writing by the Council. Thereafter the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. The trigger points for review shall be agreed in writing by the Council. The Travel Plan shall include regular review of cycle parking provision and a commitment to the installation of additional spaces should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.

3. Community Use Agreement: Prior to occupation of the extension a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the grass pitches, all weather pitch (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.

4. TfL bus contribution: A contribution towards the provision of additional bus services, the final figure to be agreed through negotiation with TfL.

5. Off site drainage improvements: Delivery of a scheme to deliver offsite drainage improvements to existing football pitches located at Hillingdon House Farm, to the east of the athletics track. Alternatively, a financial contribution towards the provision of such improvements. The scheme or figure to be agreed through negotiation with the Council's Green Spaces and Special Projects Teams.

6. Project Management & Monitoring: A contribution equal to 5% of the total cash contributions secured to enable the management and monitoring of the resulting agreement.

F. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

G. That the officers be authorised to negotiate the terms of the proposed agreement.

H. That, if the S106 agreement has not been finalised within six months, under the discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

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

1 SP01 **Council Application Standard Paragraph**

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

2 COM3 **Time Limit**

The development hereby permitted shall be begun before the expiration of three years

from the date of this permission.

REASON

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

3 COM4 Accordance with Approved Plans

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

A-10000 (Existing Site Location Plan)
A-10002 (Topographical Site Plan)
A-10004 (Proposed Site Location Plan)
A-10005 Rev.A (Proposed Site Block Plan)
21573_06_180_01 (Reference Plan)
21573_06_180_01.1 (Basement Layout Plan)
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M292-101 Rev.P1 (Illustrative Landscape Plan Sheet 2 of 2)
V-A-30005 (Astro Pitch: Fence arrangement & spec; cricket strip specs)

REASON

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

4 COM5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the following supporting plans and/or documents:

Design & Access Statement v.4, prepared by CallisonRTKL dated 12/07/17
Noise Survey (ref: PC-16-0316-RP1-V), prepared by Pace Consult dated 20/02/17
Phase 2 Report on a Site Investigation (ref: 17/10909/A/GO), prepared by Albury S.I. Ltd, dated March 2017
Archaeological Desk-Based Assessment, prepared by AOC Archaeology Group, dated January 2015
External Lighting Strategy Report, prepared by Arcadis dated April 2017
Transport Assessment, prepared by Local Transport Projects dated July 2017
Air Quality Assessment v.1, prepared by Aether dated 20/04/17
Energy Statement, prepared by Arcadis dated April 2017
Bat Emergence/Re-entry and Activity Survey Report, prepared by EPR dated March 2017
Arboricultural Constraints Report, prepared by SES dated 02/03/15

Advice Note, prepared by EPR dated 16/03/17
Woodland Survey and Nature Conservation Assessment, prepared by EPR dated March 2017
Bat Building and Tree Inspection Report, prepared by EPR dated March 2017
Ecological Appraisal, prepared by EPR dated March 2017
Arboricultural Impact Assessment, prepared by SES dated 06/03/17

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

REASON

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

5 COM6 Levels

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

REASON

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

6 COM7 Materials (Submission)

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

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.13 of the London Plan (2016).

7 COM8 Tree Protection

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

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

agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

REASON

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

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

Within three months of the date of this consent or within three months of the commencement of works on site, whichever is the later, 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 Covered and secure cycle storage for 166 bicycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including provision for 2 disability standard spaces, 5 motorcycle parking spaces and demonstration that 20% of all parking spaces will be served by electrical charging points (10% to be active and 10% to be passive)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting (excluding floodlighting)
 - 2.g Other structures (such as play equipment and furniture)
- 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of 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 green belt and surrounding area and provide adequate facilities in compliance with policies OL2, BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (2016).

9 COM10 Tree to be retained

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

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

REASON

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

10 NONSC Ecological enhancements

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include, but not be limited to, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Local Plan: Part One Strategic Policies and Policy 7.28 of the London Plan (2016).

11 COM31 Secured by Design

The building(s) shall adhere to 'Secured by Design' principles as set out in the document 'Secure by Design Design - New Schools 2014' published on behalf of the Association of

Chief Police Officers (ACPO). No building shall be occupied until relevant security measures have been implemented.

REASON

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

12 NONSC PV details

Prior to the commencement of development full details (including specifications) of the photovoltaic (PV) panels as required by the Energy Assessment (Arcadis April 2017) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type of PVs, the specifications, and the fixing mechanism and angles to the roof. Elevations and roof plans clearly showing the inclusion of the PVs shall also be included. The development must proceed in accordance with the approved details.

Reason

To secure the CO2 reductions set out in the Energy Assessment in compliance with London Plan (2016) Policy 5.2.

13 COM16 Scheme for site noise control

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise from the All Weather Pitch from the site has been submitted to and approved in writing by the Local Planning Authority. In particular the scheme shall consider where noise reduction fencing should be installed to reduce noise around goal areas for hockey and football.

The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the surrounding area in accordance with policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 COM17 Control of site noise rating level

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

REASON

To safeguard the amenity of the surrounding area in accordance with policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 NONSC Internal noise

The scheme shall meet acceptable internal noise design criteria to guard against external noises as set out by BS 8233: 2014 - Guidance on sound insulation and noise reduction for buildings.

REASON

To ensure that the occupiers of the proposed development are not adversely affected by external noise sources in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 NONSC Car Park Management Plan

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

The submitted strategy shall contain details of parking allocation for all car parks across the site; security measures; any parking management equipment such as barriers/cones, etc; and how this shall be reviewed on an ongoing basis to ensure spaces are allocated to those in greatest need of a parking space and sustainable travel is encouraged.

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

The car parks must be provided and made available for use prior to occupation of the development.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 6.1 and 6.3.

17 NONSC Delivery and Servicing Plan

Prior to occupation of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall:

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods, with the aim of reducing the impact of residual freight activity;
- ii) ensure there is provision of adequate loading facilities;
- iii) ensure that the delivery space and time is actively controlled through a site booking plan;
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6,14 of the London Plan (2015).

18 NONSC Construction Logistics Plan

Prior to the commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include;

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours),

- ii) booking systems,
- iii) construction phasing,
- iv) vehicular routes,
- v) scope for load consolidation in order to reduce the number of road trips generated,
- vi) measures to improve safety to vulnerable road users'
- vii) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),

The CLP would also need to take account of construction of other developments in the area.

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

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6,14 of the London Plan (2015).

19 NONSC Aracheological requirements

No development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON

To accord with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), because heritage assets of archaeological interest may survive on the site and because the planning authority wishes to secure the provision of appropriate archaeological investigation including the publication of results.

20 NONSC Changing Places condition

The proposed Hygiene Room shall be fitted in accordance with the exact specifications of a 'Changing Places' cubicle.

REASON

To ensure fully accessible facilities are provided in accordance with policy 7.2 of the London Plan (2016).

21 NONSC Automatic light switch off

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
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
OE7	Development in areas likely to flooding - requirement for flood protection measures

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.18	(2016) Education Facilities
LPP 3.19	(2016) Sports Facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
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 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework

3 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved

drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 13 Building Regulations - Demolition and Building Works

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

5 111 The Construction (Design and Management) Regulations 1994

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

6 112 Notification to Building Contractors

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

7 115 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.

8 119 Sewerage Connections, Water Pollution etc.

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

9 134 Building Regulations 'Access to and use of buildings'

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

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

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

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

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

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

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

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

10

The Council's Access Officer has provided the following advice:

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

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

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

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

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

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

11

Thames Water have advised as follows:

Surface Water Drainage

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

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

Water Comments

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

12

With regard to condition 19 (archaeological requirements) you are advised as follows:

Written schemes of investigation will need to be prepared and implemented by a suitably 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.

The archaeological fieldwork should comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (predetermination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

In this case trial trenching on the locations of the extension and new All Weather Pitch would satisfy stage 1 of the condition with further investigation following under stage 2 if significant remains are found.

13

You are advised that full planning permission would be required for the installation of any floodlighting at the site.

14

With regard to condition 8 (landscaping) the Council's Access Officer has advised that full details of the pathway leading to the All Weather Pitch must be provided. Whilst the use of compacted gravel is acceptable in principle, the use of this and similar loose material on a gradient can cause a wheelchair user to lose traction and veer off course resulting in potential injury. Where the gradient exceeds 1:15, resin bonded gravel should be used.

15

You are advised to take a holistic approach to disabled access across the site. It is noted that internal refurbishment works are proposed to various parts of the existing school building and you are encouraged to incorporate improvements to access as part of these works where opportunity exists.

16

With regard to condition 6, the GLA have advised that in terms of the materials proposed it should be demonstrated how the scheme will meet the requirements of London Plan Policy 7.13 relating to fire safety solutions and best practice in fire safety in both design and management.

3. CONSIDERATIONS

3.1 Site and Locality

Vyners School occupies an approximately 4.2 hectare, irregularly shaped plot, located on the southern side of Warren Road in Ickenham.

The existing school buildings, which are located relatively centrally within the site, are

predominantly two and three storeys high, although there are also several single-storey elements/blocks. Tennis courts and car parking are located to the east and south east of the school buildings. Car parking is also located to the north of the school buildings. Playing fields occupy the western side of the site. There is a significant level change between the playing fields, which are located on higher ground, and the remainder of the school site

The school is bounded to the north by residential properties, beyond which is Warren Road. To the east, south and west it is bounded by woodland which extends around the periphery and into the south east corner of the school site. A public footpath, forming part of The Celandine Route, runs alongside the school's fenceline providing access to a footbridge across the A40, which lies beyond the woodland to the south. The school has gated access to the footpath and bridge, providing its pupils with direct access to off-site playing fields owned by the school and forming part of the much larger Council owned Hillingdon House Farm public open space to the south.

Vehicular and pedestrian access to the site is via Warren Road. Vehicular access to the playing field, for maintenance vehicles only, is available between residential properties towards the western end of the site. Vehicular access for visitors and staff is gained centrally (between nos. 36 and 38 Warren Road) with egress via an easterly located access adjacent to no.60 Warren Road. This effectively creates a one-way system through the site for vehicular traffic. Pedestrians are able to use either access.

The entire school site falls within the Green Belt as designated in the Hillingdon Local Plan. A Tree Preservation Order covers the site and the land to the south and east is designated as a Nature Conservation Site of Borough Grade II or Local Importance.

3.2 Proposed Scheme

This application seeks full planning permission for development associated with the expansion of Vyners School from a 6FE to an 8FE secondary school.

This would enable an increase in pupil numbers from 1151 to 1451, representing a total increase of 300 (including sixth form). Staff numbers would increase from 152 to 192, representing an increase of 40.

The proposals seek to demolish an existing single-storey extension to the sports hall and to replace this with a large two-storey extension to create new teaching space and associated facilities. This would comprise new classrooms, administrative space and offices, storage, a new dining room, WCs, a library, a Special Educational Needs (SEN) suite, a sixth form area, circulation space and associated facilities. It would link, at first floor level, to the existing eastern gable end of the art/DT block.

The extension would be of a modern design, characterised by a mix of timber cladding, patinated copper effect cladding and white render. Due to the way the school has grown and expanded over time the existing/original main entrance has become understated and has lost its focal point. Accordingly, this seeks to provide a new and inviting main entrance and focal point to the school.

To the rear of the new extension a landscaped courtyard would be created to provide an external dining/seating area for pupils.

The school currently operates a one-way, anti-clockwise access system which provides access to the staff car park and the pupil drop-off area. This proposal seeks to reverse this

system to be clockwise. This would enable the new extension to become the new entrance and main focal point of the school, as mentioned above.

No increase in car parking is proposed. However, the existing car parking provision would be reconfigured to provide a more efficient and effective layout. An increase in cycle parking provision is proposed. Numbers quoted across the different documents submitted are inconsistent but this would be in the range of 30 additional spaces.

To the south west of the existing main school buildings an array of mobile classrooms would be demolished and the area landscaped to provide additional external space for pupils. An existing mobile classroom unit, located within the car park to the north of the existing buildings, would also be removed.

A new artificial grass All Weather Pitch (AWP) capable for use for a number of sports would be provided on the playing field. This would be bounded by 3m high fencing. It is understood the fencing to its west would be retractable to provide enhanced flexibility of the wider playing field area and enable as wide a range of sports as is possible to be played here. Notably, a new cricket strip would be provided adjacent to this so that the playing field can still be used for cricket when the fencing is retracted.

No floodlighting is proposed, but the applicant has confirmed that the facilities would be available for community use outside school hours.

At the school's offsite playing fields, located at Hillingdon House Farm, a new cricket strip would also be created to ensure no loss in overall quality of cricket provision occurs as a result of the proposals. To offset the loss of playing field which would occur at the school site, it is also proposed to make a contribution towards offsite drainage improvements to football pitches at Hillingdon House Farm, following a need identified by the Council's Green Spaces Team. Hillingdon House Farm is a public open space and so those pitches would be available to all.

Internal refurbishment works, not requiring planning permission, would also be carried out to a number of areas of the existing school building.

3.3 Relevant Planning History

Comment on Relevant Planning History

The school buildings have been significantly altered and extended since originally built and the site has an extensive planning history. However, none is directly relevant to the current application.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.CI1	(2012) Community Infrastructure Provision
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.HE1	(2012) Heritage

Part 2 Policies:

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.18	(2016) Education Facilities
LPP 3.19	(2016) Sports Facilities
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LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
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LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
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 8.2	(2016) Planning obligations
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **16th June 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 67 local owner/occupiers and the Ickenham Residents' Association. Site and press notices were also posted. Three letters of objection have been received which raise the following concerns:

- i) The current exit is also used out of school hours as an entrance for large vehicles. However, it is difficult to navigate for large vehicles, which cause congestion and damage to the grass verges and pavements when manoeuvring to gain access. The proposals will worsen this situation unless the gates are widened.
- ii) Loss of outlook to residential properties in Warren Road.
- iii) Visual impact of 9m high ball-stop fencing.
- iv) Lack of clarity over whether landscape screening will be provided.
- v) Impact on residential amenity.
- vi) Impact on property saleability and values.
- vii) The all weather pitch is too close to residential properties.
- viii) Increase in balls coming over gardens fences, which is dangerous for small children.
- ix) Gardens will become unusable.
- x) Gardens have recently been flooded with excess rainwater.
- xi) The all weather pitch should be located on the fields on the opposite side of the A40.

ICKENHAM RESIDENTS ASSOCIATION

We have studied the proposed plans (in the short period available) for an expansion of Vyners School in Ickenham and find that the planning details submitted appear to be within the UDP guidelines, and welcome the striking, interesting modern design of the proposed extension, which seems to contrast well with the rather drab existing blocks. Whilst we as an Association do not normally support applications, we can see merit in this project providing much needed extra senior school capacity for the LOCAL community. It may also reduce any pressures for another school in Ickenham.

School Travel Plan - a Major Concern:

As with previous school applications, we urge the LBH Planning Team to make delivery of the school travel plan a condition, if permission is granted, based on a revised travel plan with a better evidenced baseline and more challenging targets for reducing car journeys. We would be happy to help revise the travel plan to ensure we don't miss this opportunity to agree a genuinely ambitious long term plan which could deliver wide-ranging benefits for pupils, staff and wider community.

We are delighted to see a prominent section of the plan about delivery, clearly stating that the school will be responsible for annual monitoring and reporting against the plan objectives.

With 420 extra pupils and 51 extra staff expected in the expanded school, we believe the travel plans are lacking in several important areas:

- the 50% response rate to the survey that underpins the baselines used to set the targets is extremely disappointing, and weakens the evidence base considerably. - the plan is surprisingly unambitious on the all-important modal shift. The baseline seems to paint a picture of a school that despite great public transport links, struggles to get staff (and pupils, to a lesser extent) to avoid car journeys. Given local roads are considered generally conducive to cycling, how well served the school is by bus stops (550 m from school) and the tube (1.3km -16 mins walk), we feel the school should be pushing for far more demanding sustainable travel targets. The School Travel plan for the expanded Glebe committed to zero net additional car movements. We want to see the same ambition for Vyners.

- in other areas, the plan seems unrealistic - the lack of additional car-parking spaces for 50 extra teachers does not seem to account for the meagre targets for getting staff out of cars.

The proposed addition of 30 extra cycle parking spaces (from 120 to 150) further reflects the unambitious nature of the plan.

The Plan is also unclear on how many car journeys are associated with the morning and afternoon peaks, so monitoring cannot be effective.

Finally, with 120 out of 150 staff currently driving to school, we worry that, if the schools can't get more staff out of their cars, what hope do they have of encouraging pupils and parents to make more sustainable transport choices?

Disappointing though to read the Travel Plan consultant's assertion that the school facilities are not widely

utilised for community use. The Residents' Association will be happy to help the school reach out to the wider community to ensure increase in community use following any redevelopment.

HISTORIC ENGLAND

The main indicator that either of the two sites subject to this planning application have archaeological potential comes from investigations conducted along the Harefield to Southall gas pipeline in 2008 to 2009. This revealed features of later prehistoric and Roman date to the south of Western Avenue which it was suggested may have lain on the edge of a settlement area located on the higher land of the sports ground. Unfortunately the sports ground itself was found to have been so comprehensively landscaped and disturbed that nothing survived.

Vyner's School lies about 250m to the north of the previous finds and in a similar topographical location (east facing slope between the ridge to the west and River Pinn to the east) so similar remains might be present there albeit disturbed by the school. The main potential for survival is probably in the playing field west of the school buildings.

As noted above the School Sports Ground is on the ridge top which would have had higher potential but unfortunately is known to have been disturbed.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:

No development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative: Written schemes of investigation will need to be prepared and implemented by a suitably 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.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (predetermination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

In this case trial trenching on the locations of the extension and new All Weather Pitch would satisfy stage 1 of the condition with further investigation following under stage 2 if significant remains are found.

SPORT ENGLAND

The site is considered to constitute playing field, or land last used as playing field, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). As such Sport England is a statutory consultee.

Sport England has sought to consider the application in light of the National Planning Policy Framework (particularly Para. 74) and Sport England's Playing Fields Policy, 'A Sporting Future for the Playing Fields of England.'

Unfortunately there is insufficient information to enable Sport England to adequately assess the proposal or to make a substantive response. Please therefore could the following information be provided as soon as possible:

1. There is insufficient information in relation to the proposed Artificial Grass Pitch (AGP) for Sport England to assess its impact in relation to its playing field policy.

Sport England would need to understand the proposed surface, size and proposed pitch dimensions. Sport England has concerns at this stage that the proposed AGP would not meet Sport England/FA/RFU guidance.

Having consulted with National Governing Bodies there appears to be demand for both football and rugby use of the AGP which should have an influence on the proposed specification.

Sport England's guidance can provide further detail which can be found at <https://www.sportengland.org/facilities-planning/design-and-cost-guidance/>

2. Confirmation that the existing cricket wicket on the playing field adjacent to the main school building would be removed.

3. The application proposes community use of the proposed facility which is a factor that Sport England would consider when determining whether the proposed development is of benefit to sport to outweigh the loss of playing field. Peak community use is during the evenings and at weekends therefore the floodlighting of such facilities is important to ensure effective community use. The application does not proposed floodlighting therefore could the applicant be requested to elaborate on the reasons for the lack of floodlighting and limiting the community, and sporting, benefits of the proposal?

Sport England's interim position on this proposal is to submit a holding objection.

THAMES WATER

Waste Comments

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

Surface Water Drainage

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

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

Water Comments

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

TRANSPORT FOR LONDON (TFL) (SUMMARY COMMENTS)

The following issues stand to be resolved in discussions between Hillingdon Council, the applicant and TfL:

- At least 16 additional cycle parking spaces are required to meet the London Plan standards.
- A total contribution of £300,000 is requested towards creating an additional bus service to accommodate the increase in pupils as a direct result of the development
- A CLP should be submitted;
- The Travel Plan should be secured by s106 agreement;
- Blue badge spaces should be secured by way of condition.

GREATER LONDON AUTHORITY (GLA) (SUMMARY COMMENTS)

London Plan policies on provision of school facilities, Green Belt, open space/ playing fields, community use, urban and inclusive design, sustainable development, and transport are the key strategic issues relevant to this planning application. On balance, the application does not fully comply with the London Plan. The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

- Land use - educational facilities on Green Belt, open space/playing fields: Very special circumstances that include educational need, lack of alternative site and wider community benefits may exist to justify the proposed extension of the school located within the previously developed Green Belt. However, detailed CGI visuals should be submitted.
- Playing fields and community use: A community use plan, which makes available the sport facilities in the school for community use outside the school's core hours, should be secured. As the site is a designated open space/playing field, negotiations with Sport England and local clubs is strongly recommended and the results of the negotiations should be shared with the GLA.
- Urban and inclusive design: The Council must secure key details of the materials to be used. The applicant should demonstrate how it will meet the requirements of London Plan Policy 7.13 relating to fire safety solutions and best practice in fire safety in both design and management. All the proposed inclusive design measures should be secured.
- Sustainable development: The carbon savings meet the London Plan target. However, further information is required related to overheating and cooling demand, site heat network, and the carbon savings associated with the photo voltaic panels. BRUKL worksheets should also be submitted.
- Transport: A contribution of £300,000 is requested to improve bus capacity. Provision of cycle parking spaces needs to be increased. A construction logistics plan should be provided and secured along the travel plan submitted.

Officer comment: The issues raised are addressed in the report of by way of condition. The request for CGIs is noted. The Design and Access Statement contains CGIs. Furthermore, very limited views into the site exist. Accordingly, clarification over what the GLA wish the CGIs to show has been sought. An update will be provided to committee.

With regard to community use, a Community Use Agreement is sought by way of S106 agreement.

A condition would be attached seeking full details of all external materials and this would address the GLA's comments regarding fire safety. An informative has also been attached in this regard.

Further information to satisfy the GLA's comments relating to sustainability has been sought from the applicant and an update on this matter will be provided by way of a Committee Addendum.

The transport matters raised reiterate TfL's comments and are addressed in the report and by way of condition or S106 agreement.

Internal Consultees

HIGHWAY ENGINEER

This application is for a major extension to the existing Vyners Secondary School at Warren Road, Ickenham. The scope of the Transport Assessment supplied by Local Transport Projects (April 2017), was discussed and agreed during pre-application discussions.

Vyners Secondary School is located off Warren Road, a local residential road, with parking restrictions in place. The dwellings in Warren Road have ample off-street car parking.

The access to the site is via a one-way loop road that provides egress to Warren Road further to the west. The loop road also provides access to the 100 space staff car park and an opportunity for parents to drop off/pick up children prior to 0815 and after 1615.

This application is for increasing pupil facilities that see pupil numbers grow by 300 (from 1151 to 1451) and for staff to grow from 152(FTE) to 192. The site PTAL value of 1b (very poor) suggests there will be a strong reliance on private car trips but there are bus stops within easy walking distance of the school. A travel mode split for pupils at the school was derived from a survey in March 2017 and that identified that the majority (52%) of pupils walked to school whereas 8% used private car, 9% shared private car and 4% (sixth form) came to school in their own car. 15% of students used the local bus services and 9% cycled.

From the above it is clear that nearly 80% of pupils used sustainable modes which is good for a school with low PTAL values.

Staff travel was predominantly (70%) by car.

There are clear wide footways along Warren Road that lead to Swakeleys Road in the west and Swakeleys Drive in the north-east. There is also a footpath across the site that crosses the A40 and leads towards Uxbridge. The TA provided traffic data on the arrivals and departures at the school and during the hour 0730 to 0830 there was a peak in traffic flow and similarly in the afternoon between 1620 and 1720.

The TA provided a review of existing casualty accidents for the area surrounding the school over the last 5 years and 7 collisions were recorded. This data showed that pupils were not involved in the casualties in the area.

The increased pupils at the school will result in additional trips and the TA suggests that 32 additional two-way car trips would be generated in both the morning and afternoon peak periods. The increased number of staff will add a further 30 two-way trips to the morning and afternoon periods. The TA suggests that the increase in traffic will not have a material impact on the operation of the highway network. The consultants carried out a parking beat survey of the area surrounding the school. There was a small amount of on-street car parking associated with the school at drop-off and pick-up times but this did not interrupt traffic flows in the area. Drop-off and pick-ups were allowed within the school site during certain time periods and that facility was used. The TA concluded that there is ample on-street car parking capacity to deal with the increase in pupils.

The proposals also include reversing the direction of the access road which should not cause problems. The proposals also include providing 30 additional cycle parking spaces which is supported given the high proportion of cyclists at the school. The application also included a draft School Travel Plan which should be enacted 3 months after occupation of the new facility.

In the light of the above comments no significant highway concerns are raised over the above application.

TREES/LANDSCAPE OFFICER

This school site has been the subject of pre-application meetings and discussion, particularly regarding tree loss / safeguarding within or close to a nature conservation area.

An Arboricultural Constraints Report, by SES, has been submitted. The assessment has identified one mixed woodland area (Category A) and three tree groups (of mixed categories). There are 17 individual specimens which include an 'A' grade oak (T14) near the entrance with the other trees predominantly 'B' grade with some 'C's'.

The Tree Protection Plan reflects the outcome of earlier advice. Details of proposed tree work to the oak (T14) will be required, as will a Construction Method Statement.

In view of the proximity of T14 to the proposed development arboricultural supervision / monitoring should be secured during the site operations.

A Bat Building and Tree Inspection report, by EPR, has been submitted. This concludes (clause 4.1) that further specialist survey work is required.

Recommendation: No objection subject to the above comments and conditions COM8 (Tree Protection), COM9 (parts 1,2,4,5 and 6) (Landscaping) and COM10 (Trees to be retained).

ENVIRONMENTAL PROTECTION UNIT

The scheme shall meet acceptable internal noise design criteria to guard against external noises as set out by BS 8233: 2014 - Guidance on sound insulation and noise reduction for buildings.

Activities in the school playground or any other external areas must not give rise to public nuisance - light/dust/noise. An environmental noise survey may be appropriate if external use for activities is intended.

Conditions relating to sound insulation, control of plant/machinery noise and dust should be attached should planning permission be granted. The standard informative relating to control of nuisance from construction works should also be attached.

It is noted that no floodlighting is proposed. Floodlighting would have potential to cause public nuisance. The close proximity of homes to the All Weather Pitch would make it extremely difficult to prevent light intrusion into habitable areas. Very careful consideration would need to be given to any lighting provided in this location.

Officer comment: Dust from construction work would be controlled by Environmental Health legislation and, accordingly, a condition in this respect is not considered necessary in this instance.

WASTE STRATEGY

No objection.

ACCESS OFFICER

This proposed development seeks to extend the existing sports hall, provide a replacement sports storage facility, new teaching spaces, administrative facilities, a new library and a Special Educational Needs suite to include a 'Changing Places' room.

The external environment will be reorientated to permit the main pedestrian and vehicle access

along the tree-lined approach leading from Warren Road. Car parking would be reconfigured to allow for 100 vehicles, to include two accessible parking bays.

The Design & Access Statement makes reference to dropped kerbs within the reorganised car park. The D & A Statement and plans confirm level access into the new classrooms and all areas within the new teaching block. New corridors will be a minimum of 1800 mm wide and vertical circulation within the new building will be provided via a full passenger lift.

It is noted that a link corridor, leading from the new building to the existing, would be constructed at first floor level, thus facilitating wheelchair access to the existing art block.

It is understood that a refuge area would be incorporated into the upper stairwell in accordance with BS 5839: part 9, and, BS 8300:2009.

Access to the All Weather Pitch would be via the existing inclined pathway which would be resurfaced using compacted gravel.

Comments:

1. All aspects of the external landscape are considered to be acceptable. However, more detail is needed on the pathway leading to the All Weather Pitch. Whilst the use of compacted gravel is acceptable in principle, the use of this and similar loose material on a gradient can cause a wheelchair user to lose traction. veer off course resulting in potential injury. Where the gradient exceeds 1:15, resin bonded gravel should be used.

2. The development opportunity should be used to carry out a holistic assessment of the existing school building, particularly in regard to vertical circulation for wheelchair users.

3. The proposed Hygiene Room should be fitted in accordance with the exact specifications of a 'Changing Places' cubicle.

4. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartment (e.g. within a classroom at first floor with suitable fire resisting compartmentalisation); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

Conclusion: further details requested. Standard informatives should be attached to any grant of planning permission.

Officer comment:

With regard to point 1, this can be dealt with by way of the landscaping condition, as can point 3.

With regard to point 2, it is not considered reasonable to require the applicant to make significant changes to the existing building where no works requiring planning permission are proposed.

With regard to point 4, this would be covered by building regulations.

FLOOD & WATER MANAGEMENT OFFICER

Summary

A Flood Risk Assessment has been submitted by Ambiental dated March 2017 v1 and Drainage strategy by Arcadis dated April 2017 v2 Amended 5th May. Ref 5001-UA009222-01. A CCTV survey

has been submitted alongside these.

It is noted that Rain Water Harvesting in Section 4 is to be considered however then in section 7.4.1 it will not be proposed at this time. This must be considered at this time in order to ensure that these can be included within a design and build contract.

It is noted that the drainage proposals will control surface water within the site for events up to the 1 in 100 year plus 40 % allowance for climate change.

The report states that "Through the use of trapped gullies and attenuation crates, the proposed development will attenuate surface water flows, provide water quality treatment and prevent downstream flooding. These achievements align with the aims and objectives of the London Plan and other legislative guidelines"

However it is Local Plan and Policy requirements that the proposal should meet, as the Lead Local Flood Authority is the statutory consultee on surface water. This and other points were made clear in previous comments. There are still issues with the proposals and clarification which must be provided before the scheme can be considered in principle acceptable, as it is not clear that a suitable and sustainable scheme can be implemented on site. Connecting into an existing system the condition of which is clearly understood to be poor is not acceptable as it is likely to exacerbate flood risk on the site.

Section 5 states that consultations have been undertaken with the Environment Agency and Thames Water to agree the drainage strategy for the site neither of which have a remit to agree the strategy in this case as it is the remit of the Lead Local Flood Authority.

Detailed Comments

Run off rates and volumes:

These should be presented in l/s/ha so that comparison can be made to other developments.

Although it is stated that the proposals will control surface water run off up to the 1 in 100 year plus 40% allowance for climate change. The 50% betterment proposed is not acceptable, London Borough of Hillingdon as a standard require greenfield run off rates.

The existing run off rate from this area (approximately 1500m²) resulting in 20.6l/s for the 1 year event.

Proposals limit run off to 8.3l/s for all events up to the 1 in 100 year plus 40% climate change.

In addition the area of the all weather pitch is limited to a discharge of 2l/s for an area which is unclear. This is an area indicated to be low lying and at risk of surface water flooding shown on the Environment Agency maps and receive water from a wider catchment area. This allows for the increase in flow generated by the positive drainage associated with the proposed all weather pitch. 150m³ of geocellular storage is provided for the area of filter drain and pitches. It is not clear of the calculations that volume is based on.

In total the discharge will be 10.3ls however the total area used in the calculations is 0.150 ha ie not including the area which drains to the playing fields and filter drains.

Volumes required for storage:

The report then states the surface water flows from the remainder of the site will need to be restricted so that the existing connection can be utilised.

The existing 300mm diameter outfall pipe is estimated to have a capacity of 204l/s. Calculations are not provided as this should be based on the pressure along that pipe.

In section 7.1 it is stated that the outfall invert level will need to be confirmed prior to detailed design. This is critical to determine the head. There may not be a free discharge into the river from the outfall ie it is submerged. Understanding this level if utilising the existing invert, must be done now to determine the volume needed on site and that there is appropriate space feasible to provide sustainable attenuation. This also has implications if the invert level is not appropriate, and the falls need to be altered.

The report states that to contain flows from the 1 in 100 year plus 40% climate change event, 314m³ of additional storage is required for the existing school, with a restricted outflow of 195.7l/s . This flow rate and volume is reliant upon the condition and gradient (head or pressure) of the existing outfall pipe which is currently unknown.

The London Borough of Hillingdon would not find it acceptable to accept the indicated proposal to upsize the pipe to allow discharge to the river, increasing the risks. This must be removed from the strategy.

Sustainable Drainage Methods:

No consideration of living roofs appear to have been included as requested.

Rainwater harvesting is to be considered at a later stage, and or what is being done to reduce the potable water supply.

No proposals to make the system fit for purpose:

In Section 3 it is acknowledged that the state and condition of the existing pipeline is poor and outfall has fallen into the river. The Amethyst survey details the issues but there are no proposals which details what needs to be done to make the system fit for purpose, where it is being retained. This states that it will be done at detailed design however could fundamentally alter the design of the drainage.

The Flood Risk Assessment also recommends "It may be prudent to compile a full existing network model at detailed design stage to clarify capacity, model any additional inflows, and allow any remedial measures to be determined". However only proposing to do this at a later stage.

Environment Agency Permit Required:

An appropriate outfall would have to be put in place, meeting current design requirements, which will require an Environment Agency permit.

Council Corporate Property - Easement required:

This also crosses land external to the school and an appropriate licence needs to be issued in order that the Council as Landowner are aware of its location for the future. This should include an easement agreement for the school to maintain. There is no information provided to suggest this is adopted by anyone including Thames Water although it is implied that this is adopted in Section 9 that is is for the adopting authority to maintain.

Section 106 Management plan:

Any management and maintenance plan will need to be included in the Section 106 agreement to ensure that it is maintained in perpetuity. This maintenance plan must be provided in more detail which includes Tank specification for jetting frequency, and the off site works required and not currently included. Specific allowance for review of replacement structures at the end of their lifetime should also be included to be undertaken by appropriate persons.

Section 9 This must include all elements of the drainage system including any off site inspections of drainage runs and outfalls, any tank and or geocellular storage provided and pitch drainage. This table is now too generic as it does not appear to contain information on all the elements to be expected to be cleared.

Elements should at least be visually inspected in advance of adverse weather forecasts.

Clearance of pipe work etc should be undertaken more than 'as necessary'.

Exceedance routes:

There are no exceedance routes indicated within the drainage strategy, which is particularly important where the fall is towards the school if the drainage system does not function or there is an event above that which is designed for.

This could be allowed for dishing the play area with the geocellular storage underneath, to provide allowance for this. This could provide a suitable learning area within science about water.

Implications of development proposals:

It appears from the CCTV that all of the drainage is currently discharged towards what will be extension of the school. The proposal places what is a more vulnerable use in the way of any surface water flood flows.

The proposal suggests that all of the drainage will need to be rerouted around the proposed building

There is no final arrangement scheme provided to demonstrate a suitable sustainable scheme considering the options preferred has been considered and is feasible.

Finished floor levels are no longer mentioned in the report. However the previous report submitted considered it suitable to raise the finished floor levels to protect the contents of the buildings. However 300mm may or may not be suitable, depending on the volume of water flowing towards this proposed building, and access points. This should be above the highest point of the indicated ground level. How does this affect levels and access to and from the buildings.

Sustainable Drainage Options:

It is clear in Table 2 that the proposals follow the SuDs hierarchy in terms of discharge but not in terms of the options available within Table 3 SuDs components.

Paragraph 3.21 and Table 4 showing the various options does not explain why some have been discounted such as rainwater harvesting. 3.25 discounting swales and channels is not acceptable when they have been implemented successfully in other schools.

The requirement to control surface water for the pitches is required for 151m³ however further

information is required - there is insufficient information on when and whether suitable areas is set aside to provide this, by this report.

Conclusions:

This report confirms there is an existing surface water risk at the school, with an inadequate drainage system. It is not clear from this report that this is will be managed appropriately by these proposals to clearly show a suitable sustainable scheme can and will be implemented. There are too many elements left to detailed design which affect the provision of a sustainable drainage scheme and affect other elements of the scheme.

ENVIRONMENTAL OFFICER

No objection.

The final energy strategy is to rely heavily on photovoltaics. Therefore the following condition is necessary:

Condition

Prior to the commencement of development full details (including specifications) of the photovoltaic (PV) panels as required by the Energy Assessment (Arcadis April 2017) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type of PVs, the specifications, and the fixing mechanism and angles to the roof. Elevations and roof plans clearly showing the inclusion of the PVs shall also be included. The development must proceed in accordance with the approved details.

Reason

To secure the CO2 reductions set out in the Energy Assessment in compliance with London Plan Policy 5.2.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Whilst the site accommodates a well established educational facility, it also comprises an area of playing field and it falls within the Green Belt as designated in the Hillingdon Local Plan. It has no other specific designations. Accordingly, the key issues pertaining to the principle of development relate to the continued educational use of the site, the impact of the development on the Green Belt and impact on the playing fields.

New educational facilities:

In respect of new developments for educational facilities there is strong support for this at local, regional and national level.

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together pro actively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

The proposal is considered to fully comply with this strong local, regional and national policy support for new, enhanced and expanded educational facilities.

Green Belt:

Notwithstanding the above, the development nevertheless represents inappropriate development within the Green Belt.

Policy EM2 of the Local Plan: Part 1 confirms that any proposals for development within the Green Belt will be assessed against national and London Plan policies, including the very special circumstances test, although it is noted that at paragraph 8.27, the Local Plan: Part 1, states that "in very exceptional circumstances the Council will consider the release of Greenfield sites for schools."

Policy OL1 of the Local Plan: Part 2, confirms that only predominantly open land uses will

be considered acceptable within the Green Belt and that planning permission for other uses will not be granted.

London Plan policy 7.16 confirms that the "strongest protection" should be given to London's Green Belt, in accordance with national guidance, and emphasises that inappropriate development should be refused, except in very special circumstances.

The NPPF paragraph 87 makes it clear that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It states that:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

In view of the above, the applicant has submitted a Planning Statement which seeks to set out a case of very special circumstances sufficient to justify the provision of the development in this Green Belt location. These centre around the educational need for the development, the lack of alternative sites/options to meet this need, the benefits of the proposals to the wider community and the limited visual impact. A comprehensive report has been produced, which discusses each of these matters at length.

The issue of educational need has been touched upon in part 1 of this report. The Planning Statement reiterates the growing need for secondary school places across the borough and provides the figures, based on Office for National Statistics (ONS), GLA and Council data, to demonstrate this. It shows that notwithstanding the recent expansion of Northwood School and the soon to be completed expansions of Abbotsfield and Swakeleys Schools, that additional school places will nevertheless be required over coming years, with an additional seven forms of entry required in the north of borough by 2019.

Over the past few years the Council has undertaken a comprehensive primary school expansion programme to ensure the growing need for school places has been met. The increase in population, which has in turn led to increased demand for school places, has been well documented. That need is now moving into the secondary school sector and across London and within Hillingdon there is now a growing need for secondary school places. The applicant is understood to have worked closely with the Council's Education Team in submitting the application and based on the evidence provided the educational need for the development is fully accepted.

In the applicant's justification for the development a comprehensive sequential test, which looks at a full range of alternative options to meet the need has also been provided. The Planning Statement demonstrates that consideration has been given to looking at how the need could be met within existing school accommodation, but concludes that the capacity simply does not exist to cater for the numbers needed. This argument is accepted. The Planning Statement goes on to consider whether the need could be better met at other non-green belt schools or sites in the borough. However, Ruislip High School has already committed to expanding and an application for this is expected to be submitted within the next few weeks. Taking into consideration a range of factors, including ensuring places are provided where they are most needed, operational requirements, site availability and cost, no other suitable non-green belt school or alternative sites were found. Finally, the applicant considers other green-belt schools, such as Bishopshalt and Uxbridge High. However,

concludes these would be less well placed to meet the immediate need. It is also notes that they are, arguably, located on more open sites where development proposals would have greater visual impact.

The applicant argues that due to the nature of the Vyners School site, surrounded by residential properties to the north and woodland on all other sides, no open views exist into the site and that, notwithstanding the site's green belt location, the development proposals would have very limited visual impact on the surrounding area. The applicant also highlights the benefits the proposals would have to the wider local community through the provision of enhanced facilities at the school which could be made available for community use.

Considering the justification provided within the applicant's Planning Statement officers are satisfied that a robust assessment of alternative options to meet the educational need have been fully considered by the applicant and that a case of very special circumstances exists such that an exception to green belt policy could be justified in this instance.

Impact on playing fields/sports facilities:

With specific regard to the loss of playing field, policies R4 and R5 of the Local Plan: Part 2 seek to resist their loss "unless adequate, accessible, alternative facilities are available."

Part B of London Plan policy 3.19 states:

"Development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted."

Sport England's Playing Field Policy - A Sporting Future for the Playing Fields of England, confirms that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, unless one of five exceptions applies. Exceptions E4 and E5, quoted below, are considered to be most relevant to this application:

"E4 The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development."

"E5 The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport so as to outweigh the detriment caused by the loss of the playing field or playing fields."

Paragraph 74 of the NPPF reiterates the objectives set out in Sport England's Policy Statement. It confirms that sports and recreational buildings and land, including playing fields, should not be built on unless (amongst other criteria)

- i) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- ii) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

The applicant's Planning Statement seeks to justify the development against the relevant policy criteria by demonstrating that there would in fact be no overall loss in quantity or quality of sports facilities to be provided at the site/within the vicinity.

The proposed extension would result in the loss of an existing multi-use games area, understood to be predominantly used for tennis. To offset this loss and to cater for the increased pupil numbers it is proposed to provide an artificial grass all weather pitch (AWP) on the existing playing field.

The existing playing field is currently used for a range of sports and the submitted plans indicate it generally accommodates a running track, rounders pitches and a cricket strip, although it is acknowledged that markings are likely to change for different seasons. The proposed AWP would take up a significant portion of the existing playing field. Retractable fencing would be provided along the western side of the proposed AWP and the cricket strip replaced so that when opened up the entire area (grass and artificial grass) could still be used for sports requiring a larger space. The AWP itself would be designed to cater for a range of sports including tennis, touch rugby, athletics and recreational football, although the emphasis would be on hockey.

Whilst for general school use and PE curriculum delivery the proposals would provide flexible sporting facilities, which are supported by the school, the applicant has acknowledged that the usability of the grass playing field would nevertheless be reduced and that for more professional games, a change in surface from artificial to natural grass may not be ideal. Accordingly, to offset this loss, and in accordance with pre-application advice provided by Sport England, a new cricket strip would be provided at the school's offsite playing fields, which are located towards the northern most corner of Hillingdon House Farm, on the opposite side of the A40.

The applicant acknowledges that whilst the school are supportive of community use of their site, that out of hours use of the AWP will need to be carefully managed in order to ensure it does not adversely impact on the amenity of neighbouring residents. A community use agreement would be secured by way of S106 agreement to ensure opportunities for community use of the site are maximised but carefully managed with residents in mind.

In acknowledging the constraints of the school site the applicant has also given consideration to off-site provision. It is understood that there is a demand for community sports facilities, especially from local football clubs and through discussions with the Council's Green Spaces and Special Projects Teams the applicant has identified a need for drainage improvements to existing football pitches at Hillingdon House Farm and to the east of Hillingdon Sports and Leisure Complex. It is considered that enhancements to those facilities, where there is an identified demand and where residents will be unaffected by noise and disturbance and so hours of use are unrestricted, would have greater benefit to the wider community. Accordingly, it is also proposed to make a financial contribution towards drainage enhancements to those pitches at Hillingdon House Farm.

The applicant has verbally committed to the provision of £50k based on making improvements to two pitches at a cost of £25k each. However, the Council's Green Spaces and Special Projects Teams have advised that the necessary drainage improvements are estimated to cost in the region of £35k per pitch. Negotiations are underway between the applicant and relevant Council teams to agree a final figure to secure works to two pitches. This would be secured by way S106 legal agreement.

The benefits of the proposed AWP, which unlike the existing school playing field, could be used all year round, combined with the provision of off-site enhancements to sporting provision are considered sufficient to offset any loss in usability of on-site sports facilities at the school site and officers consider the proposal to comply with relevant planning policy in

this regard. However, notwithstanding this, Sport England have nevertheless raised a holding objection, pending receipt of further information.

Firstly Sport England have requested further details on surface, size and pitch dimensions of the AWP, the final specification to be influenced by local demand for football and rugby.

The applicant has provided a detailed plan of the proposed facility and responded as follows:

"With regard to surface, the school have set out a strong preference for a sand-dressed AGP that provides a high specification synthetic sports surface for hockey and is also an ideal multi-use facility for a variety of sports such as tennis, touch rugby, athletics and recreational football. The specific turf that we have identified is TigerTurf Evo Pro that has a pile height of 18mm. The rationale for this preference is that following the proposed expansion and development of the AGP itself, the school will continue to have a good provision of marked out grass pitches for football and rugby. However, they have limited facilities for other outdoor sports and a sand-dressed AGP will not only provide opportunities to play an advanced level of hockey, it will also provide opportunities to play a variety of other sports such as those set out above. In addition to organised sport, the surface is also expected to be used by pupils throughout the school day for recreational use and a multi-use surface of this nature lends itself to this purpose.

With regard to football and rugby pitches specifically, discussions have been held with officers in Leisure to understand demand in the local area. To the south of the school playing field is Hillingdon Sport & Leisure Complex which is a public, Council owned facility where amongst a multitude of other sporting facilities is a full-size 3G pitch. To the east of the school's playing field is Hillingdon House Farm which comprises a public open space used by the community and sports clubs including Uxbridge Football Club who have recently approached the Council regarding their intention to increase membership to their club, across different age-groups over the coming months. To facilitate this, there is a need for drainage improvements to a section of the Hillingdon House Farm site to bring pitches up to a standard where year-round play is possible. Currently, the pitches ... become saturated and often unplayable during the wetter months and similar drainage improvement works on other sections of the field have successfully alleviated this problem in recent years and it is therefore intended to extend this work as part of the wider development."

Secondly Sport England seek clarification over the proposed cricket provision. As discussed above, and shown on plan, a replacement cricket wicket would be provided alongside the AWP and could be used when the fencing is retracted. A new cricket wicket would be provided at the school's offsite natural grass playing fields to ensure no loss in quantity or quality of cricket provision.

Thirdly, Sport England seek justification as to why no floodlighting is proposed. This was discussed with the applicant at pre-application stage. However, given the very close proximity of the proposed AWP to residential properties it was considered that, notwithstanding modern technical solutions to minimise light spill, that it would be extremely difficult to ensure there was no actual or perceived loss of residential amenity as a result of any lighting installed. It was also considered that due to the use of the nearby woodland and southern part of the playing fields by bats for foraging (as identified in the submitted Bat Emergence/Re-entry and Activity Survey), that provision of floodlighting here would not be ideal.

Officers acknowledge that notwithstanding current planning policies relating to playing fields and sports provision that the operational needs of the school are an important consideration. In this instance, officers are satisfied that an appropriate balance has been struck between planning and educational policy requirements such that the development meets the practical needs of the school whilst ensuring there is no overall loss in quality or quantity of sports provision within the locality. Sport England's final comments, based on the additional information provided by the applicant, have yet to be received at the time of writing, and an update will be provided via a Committee Addendum. However, even if Sport England were to maintain their objection, officers are of the view that the educational need for the proposals carries significant weight, which would outweigh any loss in sports provision Sport England may argue.

The Ministerial Statement on planning for schools development is clearly an important material planning consideration. It is important to understand the 'weighting' that should be given to this as a material planning consideration. Officers have undertaken a search of appeal decisions concerning new education developments that affect either playing fields or open space to understand how Planning Inspectors have interpreted the Ministerial Statement.

A search of a national appeals database identified 3 appeal cases where loss of open space or playing field was involved.

Where the schemes are of direct relevance is that in each case the decision maker had, in effect, to decide whether a clear education need outweighed other strong material planning considerations. All 3 appeals (namely the appeal by Chapel Street Community Schools Trust for a free school on open space in Oxfordshire, a new free secondary school by 'Great Schools for all Children' in Warrington on public open space involving the loss of a sports pitch and Poulton Church of England Primary and Nursery School's planning application in Poulton-Le-Flyde Lancashire which proposed modular buildings on urban open space) were allowed and significant weight was given by the appeal inspector to the education need in every case.

In the Warrington case (which is a 2014 case and therefore was based on the NPFF, Ministerial statement and most up to date national Planning Policies) the Council in refusing the planning application stated:

"The playing fields offer significant benefits to the local community due to the sports pitches available and their accessibility and close proximity to residents, community groups and schools."

Sport England did not object subject to,

"Conditions regarding the submission, agreement and implementation of a sports development plan and community use agreement, the details and specifications of the sports hall, changing rooms and artificial grass pitch and a scheme for the improvement of the remaining playing fields are required to ensure that there is sufficient benefit to the development of sport, suitable arrangements for community access and that the loss of the existing playing fields on the site is effectively mitigated."

It should be noted that Sport England therefore appear to have been satisfied that conditions could be used to address potential policy conflicts.

The Inspector in allowing the appeal stated;

"There are differing views as to the potential effects on existing schools and the justification for the proposed school in terms of the need to raise educational standards. What is clear however is that the proposal will create an additional school, increasing the number of school places available and creating greater choice and diversity for secondary education in the area. In the context of the Framework and the Ministerial Policy Statement, this constitutes a significant benefit that carries substantial weight."

It should be noted that the appeal was then called in by the Secretary of State who then confirmed that he agreed with the Inspector's original decision letter.

In the Poulton Church of England Primary and Nursery School case the Planning Inspector cites the text in the Ministerial statement which says that the development of state-funded schools is in the 'national interest' and that planning decision makers should support that objective, in a manner consistent with their statutory obligations. The Planning Inspector then openly criticises the Local Planning Authority in his decision letter for not giving sufficient consideration to the Ministerial Statement.

What these recent appeal cases show is that decision makers are expected to place substantial weighting on the Ministerial Statement and that it is a very important material planning consideration. As such, notwithstanding the fact that Sport England have yet to confirm their final position, officers consider that the educational need argument outlined by the applicant with respect to schools should be given substantial weighting as a material planning consideration.

Whilst every application must be assessed on its own merits, of note is also Sport England's approach to past applications. Officers are aware of several primary school sites within Hillingdon where Sport England have raised no objection to the provision of MUGAs on playing fields. However, more recently they objected to loss of playing field at Northwood School (application ref: 12850/APP/2014/4492), which was neither upheld by the GLA or the Secretary of State. They also objected to loss of playing field at Hillside Infant and Junior Schools (application ref: 18495/APP/2016/3957). Although not referable to the GLA, notably again this objection was not upheld by the Secretary of State. It is difficult to argue that those decisions don't set at least give support to a departure from playing field policy.

Taking everything into consideration, including current planning policy wording at local, regional and national level, the applicant's and Sport England's arguments, it is very difficult to see how an objection from Sport England could be upheld in this instance. The applicant has put forward a strong, well reasoned justification for the proposal and demonstrated that there would be no loss in overall sports provision in terms of quantity or quality. Accordingly, it is considered that the proposals do comply with current planning policy and that refusal on these grounds could not be justified.

Conclusion:

The proposal is considered to fully comply with current planning policy which seeks to support the improvement, enhancement and expansion of existing school sites. Comprehensive justification has been provided for the development in this location which is considered to amount to a case of very special circumstances sufficient to justify an exception to green belt policy. Although Sport England's final view is not known at this

stage, the proposal is also considered to comply with current policy which allows the loss of existing playing fields, providing the loss resulting from the proposed development would be off-set by alternative facilities. Even if it could be argued that a loss in quantity of sports provision would occur, it is considered that this would be so negligible that it would not amount to such exceptional circumstances that it would outweigh the educational need for the development.

On the basis of the above, the proposal is considered to comply with current local, London Plan and national policies relating to educational provision, green belt development and sports facilities and no objections are raised to the principle of the development, subject to the proposals meeting site specific criteria.

7.02 Density of the proposed development

The application relates to new educational development. Residential density is therefore not relevant to the consideration of this application.

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

There are no Conservation Areas, Listed Buildings or Areas of Special Local Character within the vicinity. Although the application site does not fall within a designated Archaeological Priority Area, there is a requirement to consult Historic England's Greater London Archaeological Advisory Service (GLAAS) due to the size of the site. An Archaeological Desk-Based Assessment has been submitted in support of the application and GLAAS have been consulted. No objection has been raised subject to a condition requiring a written scheme of investigation.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

As mentioned in part 7.01 of this report, current planning policy seeks to prevent unacceptable development in, and preserve the openness of, the green belt.

The principle of allowing the proposed development in the green belt has been discussed at length in part 7.01 of this report and is accepted.

In terms of the visual impact of the development on the openness of the green belt, this is considered to be limited. The school is bounded by residential properties to the north and woodland on all other sides. Accordingly, public views into the site are very limited.

The size, scale and height of the proposed extension would not be out of character with that of the existing buildings and the use of timber cladding is appropriate to the school's woodland setting. Screening provided by existing development is such that no public views are likely from Warren Road. The extension would be visible from the public footpath which skirts the school's boundary, however, it would be set back from the site boundaries and seen in context with the wider developed site such that its overall visual impact on the green belt and the openness of the area would be limited.

In terms of the AWP, its visual impact would be largely limited to its fencing. Plans indicate that planting would be provided to screen this from residents. However, as with the rest of the site, the playing field is screened from public views by surrounding development and woodland and, as such, its impact on the openness of the wider green belt would be very limited.

Overall, given the developed nature of the existing site and the limited public views into it, it is not considered that the proposed development would have any significant adverse

impact on the visual amenities of the openness of the green belt in this location.

7.07 Impact on the character & appearance of the area

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

The proposed extension would be located towards the eastern end of the developed part of the site, linking to both the existing sports hall building and the DT block. Its size, scale, mass and two-storey height would be in keeping with that of existing buildings found across the school site.

Its modern design and use of metal effect cladding to the front of the extension would add a focal point and element of civic presence to the school building whilst the use of timber cladding would be appropriate to its woodland setting and assist in softening its visual impact.

The AWP and its associated fencing would need to be functional in their design to ensure they are fit for purpose for a range of sports to be played. However, landscape screening to the north of the facility would assist in reducing its visual impact on neighbouring residents.

The school site as a whole is largely screened from public views by residential development to the north and woodland to the east, south and west. Glimpses only of the site are available from Warren Road and, as such, the proposed development would have no significant detrimental impact on the visual amenities of the Warren Road streetscene. Although views are available from the Celandine Route, a public footpath which skirts the school's periphery through the adjoining woodland, the proposed extension would be set back from the boundary and seen in context with the existing school buildings. Very few trees would be removed to accommodate the proposed development and existing trees and planting would provide some screening and soften views from here. Accordingly, the development is considered to comply with the above mentioned policies and it is not considered that the development would have any significant detrimental impact on the character or appearance of the school site or the visual amenities of the surrounding area.

7.08 Impact on neighbours

Local Plan: Part 2 policies BE19, BE20, BE21 and BE24, in addition to the Council's Supplementary Planning Document on Residential Layouts, seek to safeguard residential amenity.

The Council's Supplementary Planning Document (SPD) on Residential Layouts states that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a minimum distance of 21m should be retained between facing habitable room windows in order to ensure there is no unacceptable overlooking.

The nearest residential properties would be located in excess of 50m away to the north of proposed extension. Given this distance, which exceeds minimum Council guidelines, it is not considered that the development would have any significant detrimental impact on residential amenity.

With regard to the AWP, this would be bounded by 3m high ball stop fencing. Although located only a few metres from the site boundary, this would be in excess of 30m from the

rear elevations of the nearest properties. Furthermore, the plans indicate a high landscape screen would be provided to reduce the visual impact of this on residential amenity. In light of the distance and proposed screening, it is not considered that this would result in such a loss in residential amenity that refusal could be justified.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed development, which has been designed to accord with Department for Education standards, would provide an appropriate environment for the future staff and pupils.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

A Transport Assessment, accompanied by a Travel Plan, has been submitted in support of the application.

The proposals seek to expand the school from 6FE to 8FE. Total pupil numbers would increase from 1151 to 1451 (including sixth form) and staff numbers would increase from 152 to 192, representing increases of 300 and 40 respectively.

Currently staff and visitor parking only is provided on site. Parents are required to use on-street parking available along local roads. No increase in car parking numbers is proposed, but the car park would be reconfigured to reflect the proposed reversal of the existing one-way system around the site.

The Transport Assessment confirms an increase in cycle parking from 120 spaces to 150 spaces (although it should be noted that there is an inconsistency in the numbers quoted across different documents). Notwithstanding this, Transport for London (TfL) have advised that a total of 46 additional cycle parking spaces (to provide a total of 166 spaces) should be provided in compliance with London Plan standards. This would be secured by way of condition should approval be granted.

No reference is made to the provision of electric vehicle charging points in the submission. In accordance with London Plan requirements 20% (10% active and 10% passive) of spaces should be served by electric vehicle charging points. This would be required by way of condition.

Despite the school's low PTAL, the Transport Assessment confirms that the majority (80%) of pupils travel by sustainable modes of transport, with most travelling on foot or by public transport. This is reflective of the fact that the majority of pupils attending the school are very local and also of an age where they are more able to travel independently than primary aged children. A significant number of staff (70%) however travel by car.

Based on current trip generation data, the Transport Assessment suggests that 32 additional two-way car trips would be generated in both the morning and afternoon peak periods by pupils, with a further 30 two-way trips by staff in the morning and afternoon periods. However, it concludes that providing appropriate mitigation measures are put in place through the adoption of a robust school Travel Plan, this would have no unacceptable impact on the local highway network.

Notably, in terms of parking, restrictions exist along Warren Road to prevent this during the school day. There is ample on-street parking capacity to cope with any overspill demand within the wider surrounding area. However, robust Travel Plan measures should help to reduce overall parking demand such that neither TfL or the Council's Highway Engineer have raised objections to the proposed parking provision.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. Accordingly, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified.

In terms of staff travel this is unlikely to occur during peak times as the majority of staff arrive before and depart after peak pupil start/finish times. Accordingly, it is not considered that the additional trips generated by staff would lead to a significant demand for additional parking or have any significant impact on the highway network.

It is not considered that the proposed development would have such a detrimental impact on the local highway network that refusal could be justified, providing a robust school travel plan is provided to encourage the use of more sustainable modes of transport to/from school. This would be required by way of S106 legal agreement should approval be granted. Notably, the Council's Highway Engineer has raised no objections to the proposed development.

Transport for London (TfL) are also supportive of the proposals, subject to conditions to secure cycle parking, disabled parking, a construction logistics plan, a travel plan and a contribution towards increased bus capacity. Conditions relating to the first three points would be attached should approval be granted. The latter two requirements would be secured by way of a S106 legal agreement. Negotiations are ongoing with TfL regarding the financial contribution required towards busses.

Resident concerns regarding the use of the eastern most access point by HGVs are noted. However, it is unlikely a school would generate large numbers of HGV movements and, notably, the Council's Highway Engineer has raised no objections in this regard. As mentioned above, a Construction Logistics Plan would be secured by way of condition to ensure impacts of construction vehicles are as limited as possible. Accordingly, it is not considered refusal could be justified on these grounds.

7.11 Urban design, access and security

- Urban Design

This issue has been addressed in parts 7.05 and 7.07 of the report. Taking into consideration the site constraints and the character and appearance of the surrounding area, the size, scale, height and design of the proposed development is considered to be visually acceptable in this instance.

- Security

The submitted Design and Access Statement confirms that security has been carefully considered by the applicant to ensure that a secure and welcoming environment is provided for pupils, whilst limiting opportunities for trespassing and vandalism. It demonstrates that daytime and out of hours security has been carefully considered and that a series of measures would be employed to ensure a safe and secure environment is retained. It confirms that access controlled entry would be provided and that the design has sought to ensure that passive surveillance is available of all areas around the school buildings. It confirms that the proposals would adhere to the principles of Secure by Design

and that the following measures would be incorporated: - The existing boundary fence will be retained. Where damaged or ineffective due to adjacent property/trees, this will be reviewed and amendments made accordingly to reinstate it;

- Lockable gates will be provided where appropriate;
- CCTV to cover new pedestrian and vehicular access points to both principal boundaries. Further CCTV will be provided in the ground floor common areas linked to the main alarm system;
- Appropriate zoning for site / building lock down for out of hours community use;
- Windows and doors are to be designed in accordance with SBD principles;
- New intruder alarm system to be provided and will be linked to the existing School alarm system.

Should planning permission be granted a condition requiring the development to adhere to Secure by Design principles would be attached.

7.12 Disabled access

The submitted Design and Access Statement confirms that the proposed development will achieve reasonable levels of accessibility with level access provided throughout the new extension, appropriate corridor and door widths, disability standard parking bays and provision of lifts. Ramped access would also be provided to the proposed AWP. It confirms that the development will comply with relevant educational design standards (BB99), Part M of the Building Regulations, BS5839 and BS8300.

Notably, access throughout the existing buildings is poor and no lift access is available to upper floors. Through the proposed first floor link to the DT block the scheme will significantly improve access to this part of the existing school site in addition to ensuring the new development is fully accessible throughout. Whilst the Access Officer has advised that opportunities should be taken at this stage to improve accessibility within existing school buildings it should be noted that no works requiring planning permission are proposed to them. It would be reasonable to require the applicant to make significant alterations or retrofit lifts to those existing parts of the site which do not form part of the current development proposals and refusal could not be justified on these grounds. However, should planning permission be granted it is recommended that an informative is attached to encourage the applicant to consider making improvements to accessibility during refurbishment and maintenance works.

The Access Officer has also sought further information regarding the type of surface which would be used for the access path to the AWP and regarding the hygiene room/changing places facility. These details would be sought by way of condition should approval be granted.

Finally, the Access Officer has sought the provision of an emergency evacuation plan for disabled persons. It is considered that this matter would be sufficiently addressed by building regulations and, accordingly, a condition to this effect could not be justified.

Overall, the application has demonstrated that careful consideration has been given to accessibility throughout the new development works and, accordingly, subject to imposition of appropriate conditions, it is not considered that refusal could be justified on grounds of accessibility.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

Trees, landscaping and Ecology

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings. Landscape proposals will need to ensure that new development is integrated and positively contributes to or enhances the streetscene. In addition, proposals should seek to create, conserve or enhance biodiversity and improve access to nature by sustaining and, where possible, improving the quality and extent of natural habitat enhancing biodiversity in green spaces and among developments. Local Plan: Part 2 7.15 7.16 Sustainable waste management Renewable energy / Sustainability policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Trees across the site are protected by way of a Tree Preservation Order (TPO). The school also lies immediately adjacent to a Nature Conservation Site of Borough Grade 2 or Local Importance. These designations reflect the school's woodland setting and characteristic of this, extensive tree planting exists around its east, west and southern boundaries.

Despite this, the proposals would predominantly be contained to existing areas of hardstanding or well maintained grass and, they therefore, would have limited impact on existing trees and landscape features of merit. Only two trees would be removed to accommodate the new extension and, whilst the loss of these two grade 'B' oak trees is regrettable, given the extensive tree planting present within and adjacent to the school site this will, in reality, have limited impact on the visual amenity of the school site or adjacent woodland. Replacement planting would be provided within wider landscape enhancements proposed across the school site.

Given the education need for the development, the existing site constraints and proposed new tree planting, the loss of these two trees is justified in this instance.

Notably, the Council's Trees/Landscape Officer has raised no objections subject to standard landscaping conditions.

Ecology

In terms of ecological impacts, an Ecological Appraisal, Woodland Survey and Nature Conservation Assessment with accompanying Advice Note, a Bat Building and Tree Inspection Report and a Bat Emergence/Re-entry and Activity Survey has been submitted in support of the application. These confirm that there are no protected species present on site, which would pose any significant constraint to the development proposals given that building works would be to existing developed areas and maintained playing field only. They do however highlight that the woodland is suitable for other protected species such as reptiles and stag beetles and that bats are present within the area and use the woodland for foraging.

A range of ecological enhancements are recommended in the reports to ensure that biodiversity features and enhancement of opportunities for wildlife are provided. Although limited details have been provided at this stage, the applicant has confirmed their commitment to taking on board the recommendations of the reports in their Design and Access Statement. Accordingly, a scheme of ecological enhancements would be secured by way of condition should approval be granted.

7.15 Sustainable waste management

No details of refuse provision have been provided. However, the applicant has verbally advised that existing refuse stores, which are understood to be located close to the school's kitchen, would continue to be used.

Notably, the school ultimately has discretion over which waste management methods are used on site and the Council's Waste Strategy Manager has raised no objections. Nevertheless, details of refuse storage would be required by way of condition to ensure that existing facilities have sufficient capacity and that these are expanded or new facilities are provided if needed.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 35% target reduction in carbon dioxide emissions will be achieved from 2013 Building Regulations, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures such as ensuring the building will be well insulated, use of high efficiency boilers, energy efficient lighting, natural ventilation, etc, photovoltaic panels would be provided to provide a portion of the site's energy needs through the use of a renewable energy.

These measures would achieve a 35.9% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements. The Council's Environmental Officer has notably raised no objections to the details submitted, subject to a condition requiring further details of the photovoltaic panels.

7.17 Flooding or Drainage Issues

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

The site does not fall within a flood zone or critical drainage area, but the woodland to the east of the school falls within Flood Zone 2. In accordance with London Plan policy a Flood Risk Assessment & Drainage Strategy has been provided.

The Council's Flood and Water Management Officer has advised that the submitted proposals provide insufficient information to demonstrate that the strategy proposed is feasible. Furthermore, they fail to provide sufficient detail or commitment to reducing potable water demand. Accordingly, the proposals cannot be supported at this stage.

The applicant is working to address the Flood and Water Management Officer's comments (provided in full in part 6 of this report). Given the need to provide school places in time and so to minimise delays to the programme, it has however been necessary to progress this application to Committee whilst these matters are resolved and this is reflected in the Committee recommendation.

7.18 Noise or Air Quality Issues

- Air quality

It is not considered that the proposed development would lead to such an increase in traffic

over and above its existing consented use that it would have a significant impact on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections on these grounds.

- Noise

This is an existing and established school with no current restrictions over use of its indoor or outdoor facilities. The AWP, in particular, would increase the intensity of use of existing playing field. However, no floodlighting is proposed and, as such, use of MUGA (and other outdoor space) would be restricted to reasonable daylight hours only. A Community Use Agreement would be sought by way of condition, which would enable further control over activities here to ensure they are carefully managed so to minimise their impacts on residential amenity.

Notably, whilst officers in the Council's Environmental Protection Unit have noted the intensification of use, no objections have been raised in this regard. Furthermore, subject to a condition to control noise from plant and machinery, it is not considered that the proposed building would give rise to any significant unacceptable increase in noise levels.

Overall, it is not considered that the proposed development would result in any significant increase in noise levels such that refusal could be justified.

7.19 Comments on Public Consultations

Point (i) to (iv), (vii), (ix) and (x) have been addressed in the body of the report, by way of condition or through the proposed S106 agreement.

Point (v) raises concerns over impact on property values. This is not a material planning consideration.

Point (viii) raises concerns over an increased number of balls from the school site being thrown/kicked into residential gardens and being dangerous to young children. Ball stop fencing, in addition to vegetative screening will be provided to the AWP. Furthermore, it must be noted that this is an existing playing field where no control exists over existing use and existing fencing is relatively low. Accordingly, refusal cannot be justified on these grounds.

Point (xi) suggests the AWP should be located on the opposite side of the A40. The AWP would provide a dual purpose facility for the school, which would be used for delivery of the PE curriculum and out of hours sports use but which would also provide playground space during break periods. Accordingly, it needs to be located on the school site for operational reasons. The principle of allowing the pitch here has been discussed at length in part 7.01 of the report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The 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.

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

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. Travel Plan: Prior to first occupation a full travel plan to be submitted to and approved in writing by the Council. Thereafter the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. The trigger points for review shall be agreed in writing by the Council. The Travel Plan shall include regular review of cycle parking provision and a commitment to the installation of additional spaces should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.

3. Community Use Agreement: Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the grass pitches, all weather pitch (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.

4. TfL bus contribution: A contribution towards the provision of additional bus services, the final figure to be agreed through negotiation with TfL.

5. Off site drainage improvements: A contribution towards the provision of drainage improvements to existing football pitches located at Hillingdon House Farm, to the east of the athletics track, the final figure to be agreed through negotiation with the Council's Green Spaces and Special Projects Teams.

6. Project Management & Monitoring: A contribution equal to 5% of the total cash contributions secured to enable the management and monitoring of the resulting agreement.

Notably, as the development is for educational use it would not necessitate a contribution towards the Mayoral or Hillingdon Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Community use:

Current local and London Plan policies encourage community use of sports facilities and the applicant has confirmed the school's support for out of hours use of their facilities. Nevertheless, the proximity of the site to residential properties is noted and the applicant acknowledges that this would need to be carefully managed.

To ensure that community use of the site is optimised, whilst also taking account of the need to safeguard residential amenity, the provision of a Community Use Agreement would be secured by way of legal agreement. This would set out the school's policy surrounding community use of their facilities and include details of hours of use and management practices.

This is notably something the Greater London Authority have sought and something Sport England would also typically were they to support the scheme.

Lighting:

An External Lighting Strategy Report has been submitted in support of the application. This confirms that 4m high post mounted LED lights will be located within the car park areas and designed to face away from residential properties. Furthermore, wall mounted LED lighting would be provided around the building to provide localised downward lights.

Details of proposed lighting, accompanied by lighting plots are provided to demonstrate that careful consideration has been given to any potential impact on residents. Notably, officers in the Council's Environmental Protection have not highlighted any concerns regarding these proposals.

No floodlighting of the AWP is proposed. However, during pre-application discussions Sport England strongly encouraged such provision and their comments on this application seek justification as to why no floodlighting is proposed. Whilst it is acknowledged that technology exists to significantly limit light pollution from floodlights, in this instance, given the likely height of the lighting required and the very close proximity of the AWP to exposed residential gardens officers would have concerns regarding such provision in this location. Notably, officers in the Council's Environmental Protection Unit have advised that notwithstanding measures which could be put in place to reduce lightspill, it would nevertheless be very difficult to sufficiently control this in this location so as to ensure no detrimental impact on residential amenity.

From an ecological perspective and also from a visual perspective in terms of impact on the openness of the green belt, the provision of tall floodlights in this location is also not ideal. Accordingly, notwithstanding Sport England's view on this matter, it is not considered that provision of floodlighting should be insisted upon in this instance or that the lack of floodlights proposed is sufficient grounds for refusal.

8. Observations of the Borough Solicitor

General

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

Material considerations are those which are relevant to regulating the development and use

of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposal is considered to fully comply with current Local Plan, London Plan and national planning policies which seek to encourage the enhancement and expansion of existing educational facilities.

Notwithstanding Sport England's objection, it is considered that in compliance with current policy requirements the applicant has sufficiently demonstrated that through a combination of onsite and offsite enhancements there will be no overall loss in the quantity or quality of sports provision. It is also considered that, on balance, the educational need for the development outweighs any impact the development might have on sports provision.

Furthermore, the applicant has argued a case of very special circumstances sufficient to justify the development in the green belt.

On the basis of the above, no objections are raised to the principle of the development.

It is not considered that the proposed development would result in an unacceptable impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential properties and it is not considered that the development would lead to such a significant increase in traffic and parking demand that refusal could be justified on highway grounds.

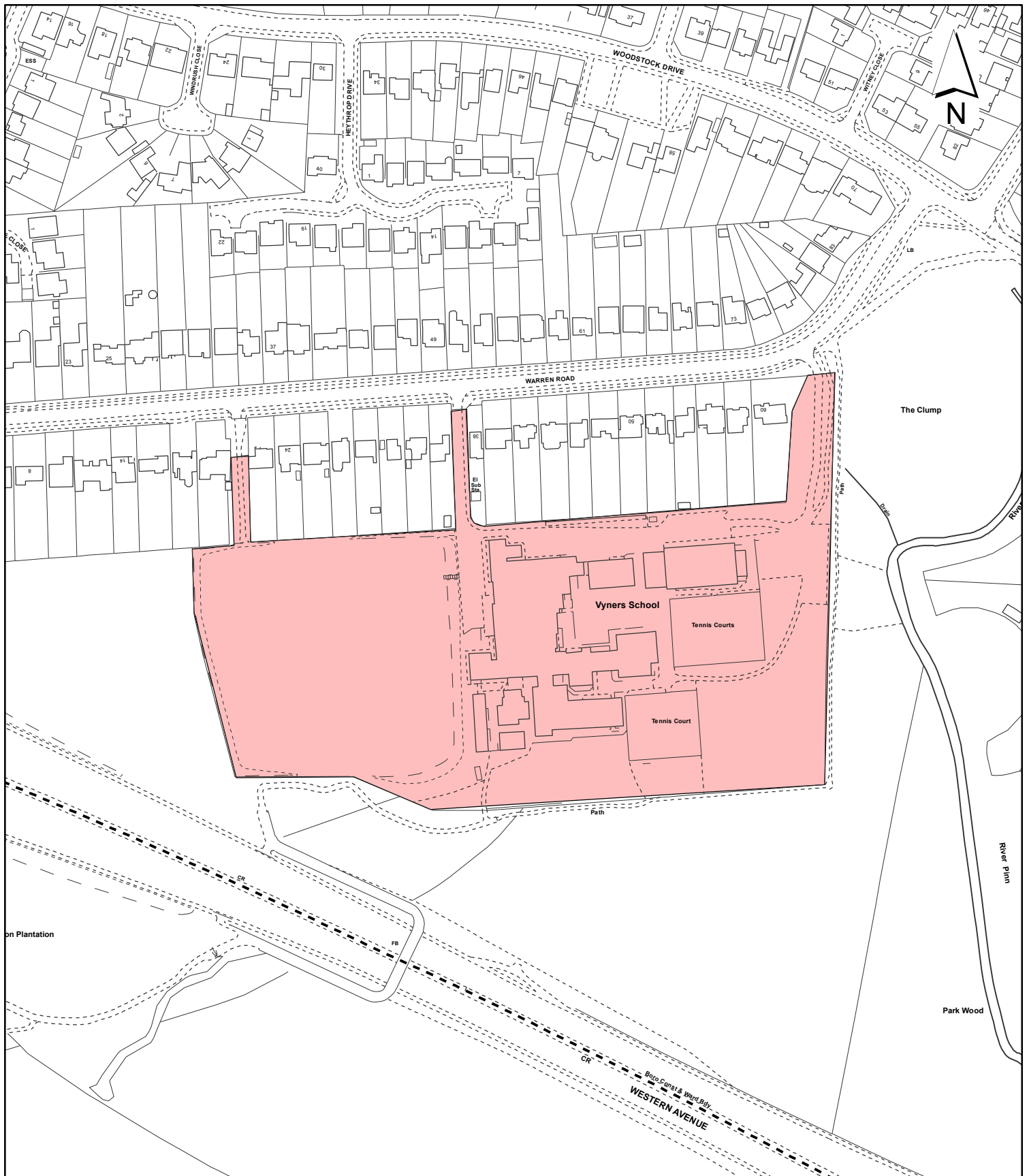
The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended, subject to referral of the scheme to the Secretary of State if needed.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address: **Vyners School
 Warren Road
 Ickenham**

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

Planning Application Ref:
4514/APP/2017/1771

Scale:
1:2,500

Planning Committee:
Major Page 80

Date:
July 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address LITTLE BRITAIN LAKE PACKET BOAT LANE COWLEY

Development: Proposed footbridge over the River Colne at the north end of Little Britain Lake

LBH Ref Nos: 52368/APP/2017/1844

Drawing Nos: Flood Risk Assessment For Proposed Footbridge On River Colne Adjacent To Little Britain Lake At Cowley
Design & Access Statement ((Including Heritage and Flood Risk Statements))
2017D217P002
2017D217P003
2017D217P004
2017D217P005
2017D217P001

Date Plans Received: 19/05/2017 **Date(s) of Amendment(s):**

Date Application Valid: 24/05/2017

1. **SUMMARY**

The proposed footbridge represents a compatible use within the green belt environment. It is sympathetically designed and modestly sized and would not overlook or impede upon the neighbouring residential property at Huntsmoor Weir.

It is therefore considered that the proposed footbridge constitutes acceptable green belt development and would not have any detrimental visual or amenity impact.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 SP01 **Council Application Standard Paragraph**

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

2 COM3 **Time Limit**

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

REASON

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

3 COM4 **Accordance with Approved Plans**

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

2017D217P001;
2017D217P002;
2017D217P003;

2017D217P004;
2017D217P005;

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

REASON

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

4 COM5 General compliance with supporting documentation

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

- Design and Access Statement (Including Heritage and Flood risk statements);
- Flood Risk Assessment For Proposed Footbridge On River Colne Adjacent To Little Britain Lake At Cowley;
- The bridge soffit must be at 27.72 metres AOD or above.

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

REASON

To minimise the impact of flooding on users of the bridge and to minimise the impact of the proposed development on the surrounding area. To comply with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with Policy EM 6 (Flood Risk Management) in the Hillingdon Local Plan: Part 1 Strategic Policies (Nov 2012), Policy 5.12 of the London Plan and the National Planning Policy Framework (NPPF).

5 COM7 Materials (Submission)

No development shall take place until details of the colours of the external finish to the bridge 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.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE4, BE13 and OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6 RES25 No floodlighting

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

REASON

To safeguard the amenity of surrounding properties and of the rural nature of the surrounding green belt in accordance with policies BE13, OE1 and OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 COM10 Tree to be retained

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

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

REASON

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

8 COM8 Tree Protection

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

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

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

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

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM7	Consideration of traffic generated by proposed developments.
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE34	Proposals for development adjacent to or having a visual effect on rivers
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
BE4	New development within or on the fringes of conservation areas
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL9	Areas of Environmental Opportunity - condition and use of open land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 5.12	(2016) Flood risk management
LPP 6.10	(2016) Walking
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature

LPP 7.21	(2016) Trees and woodlands
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology

3

Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed permanent or enabling works or structures, in, under, over or within eight metres of the top of bank of the River Colne, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. Please contact us at PSO-Thames@environment-agency.gov.uk for further information. The applicant will need to demonstrate:

- That access to the watercourse is not restricted for future maintenance or improvement works.
- That works will not obstruct flood flows thereby increasing the risk of flooding to nearby properties around Hartham Common and its locality.
- That works will not adversely affect the construction and stability of the river bank.
- That all the conditions/requirements of the Flood Risk Activity Permit are met.

Advice to applicant

Water voles (protected species under the Wildlife and Countryside Act) are known to be in the catchment, both upstream and downstream of the site. Part of the ecological information required for the Flood Risk Activity Permit will be for a water vole survey on the riparian areas affected by the works. This survey should be done in the same season as the works are proposed, in order to be valid. If burrows and presence are identified, this must be used to inform the method statement and demonstrate how no contravention of legislation will occur.

4 I15 Control of Environmental Nuisance from Construction Work

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

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

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

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

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

5 I32 Trees in a Conservation Area

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

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 I44A Prevention of Litter

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004.

Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

8 I45 Discharge of Conditions

Your attention is drawn to conditions 5, 6, 8, 10 and 11 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 - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

9 I47 **Damage to Verge - For Council Roads:**

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

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

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

10 IT05 **Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

3. CONSIDERATIONS

3.1 Site and Locality

The site spans a cut in the River Colne that splits from the main river, running over a weir and beside a former mill house before merging back with the main river.

The making of the cut has resulted in a broadly crescent shaped island being formed to which there is currently no direct access to the public. The island is within the ownership of the Council as is Little Britain Lake, which was formed by gravel extraction, and its banks which are followed by a public footpath with adjacent green space including picnic areas. The island itself is covered by fairly dense woodland.

The site, and surrounding area fall within the green belt and the land extending to the north, east, and south which occupies the area between the River Colne and the Grand Union Canal is designated as a nature conservation site of metropolitan importance. The boundaries of the Cowley Lock Conservation Area largely coincide with the nature conservation site perimeter.

The surrounding area is rural in nature and characterised by rivers and lakes which are generally bordered by trees and woodland. Packet Boat Lane and Old Mill Road are the only nearby roads and are both narrow and tree lined and, as such, do not compromise the rural nature of the surroundings. There is the occasional building which are sporadically positioned and are well screened by trees so as not to appear unduly disruptive within this rural setting. Huntsmoor Weir, which is a Grade II Listed residential dwelling, is located close by to the north.

The main line of the River Colne forms the boundary of Hillingdon Borough with land to the west of the river falling under the jurisdiction of South Bucks District Council who have been notified of the proposed development.

3.2 Proposed Scheme

The proposal involves the erection of a timber arched footbridge to provide pedestrian access to the island referred to as Little Britain Island which will allow members of the public to access the island as well as provide access to the weir for the Environment Agency and any other relevant waterway management operatives.

The bridge would be accessed from the existing footpath that extends around Little Britain Lake and is, itself, accessed from Old Mill Road.

The span of the bridge would be 21 metres with the walkway width being 1.5 metres. The walkway would be bordered by painted steel railings which would be 1.4 metres in height and every eighth vertical rail would feature oak cladding. Oak handrails will be mounted on top of the railings on both sides. The walkway would not feature any steps and would be finished with an anti-slip surface throughout.

3.3 Relevant Planning History

Comment on Relevant Planning History

No relevant history for the site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
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LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th July 2017**

5.2 Site Notice Expiry Date:- Not applicable

3rd July 2017

6. Consultations

External Consultees

A site notice was posted adjacent to the car park on Old Mill Road which serves visitors to Little Britain Lake.

A letter was sent to the neighbour at the adjoining the site, notifying them of the proposed development and inviting responses.

A notice was also published in the local press.

ONE LETTER OF OBJECTION RECEIVED - SUMMARY PROVIDED BELOW:

There is a deed in place allowing the Environment Agency access to the weir from Old Mill Road. The island is called Huntsmoor Island not Little Britain Island.

No notice was sent to any other property.

There was no consultation with neighbours.

The Mill House is a privately owned and occupied building and the Design and Access Statement says the footbridge will allow access to it.

There are no pathways or street lighting in the surrounding area and there is already an adequate picnic area toilet facilities and limited car parking available.

Visitor numbers are low except on fun days when there is congestion on the roads and damage to the verge.

There is a growing concern of anti-social behaviour.

The island is isolated with no public access and is a sanctuary for wildlife, plants and trees.

There are two known badger setts and a number of kestrel nests on the island.

The proposal will encroach an area reserved for wildlife and there is no public requirement for expansion of the picnic area.

The site is located in Flood Zone 3 and not 2 as stated in the application and there is significant risk of flooding.

There would be desecration and destruction to the island in order to provide footpaths.

There is insufficient car parking.

Will not be in keeping with surroundings and will harm neighbour amenities.

Will impact upon the character and setting of a Listed Building.

Issue of the public purse and cost benefit details have not been provided.

ENVIRONMENT AGENCY:

I confirm based on the FRA we have no objection to the proposed development. The site is located within Flood Zone 3, the bridge is classified as water compatible development with a design life of up to 100 years, and as such should not inhibit a design flow of 1:100 plus a 25% climate change allowance. The plans indicate that the bridge soffit will be 27.72mAOD, being above the 1:1000 flood level of 26.89mAOD and 300mm above the higher upstream bank top of 27.4mAOD. As the abutments shall be set back two metres from each bank edge there will be no reduction in channel capacity through the cross section.

Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed permanent or enabling works or structures, in, under, over or within eight metres of the top of bank of the River Colne, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can

be found at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. Please contact us at PSO-Thames@environment-agency.gov.uk for further information. The applicant will need to demonstrate:

- That access to the watercourse is not restricted for future maintenance or improvement works.
- That works will not obstruct flood flows thereby increasing the risk of flooding to nearby properties around Hartham Common and its locality.
- That works will not adversely affect the construction and stability of the river bank.
- That all the conditions/requirements of the Flood Risk Activity Permit are met.

Water voles (protected species under the Wildlife and Countryside Act) are known to be in the catchment, both upstream and downstream of the site. Part of the ecological information required for the Flood Risk Activity Permit will be for a water vole survey on the riparian areas affected by the works. This survey should be done in the same season as the works are proposed, in order to be valid. If burrows and presence are identified, this must be used to inform the method statement and demonstrate how no contravention of legislation will occur.

Internal Consultees

FLOOD OFFICER:

There are no objections in principle to the proposed bridge subject to the construction of the bridge in accordance with the flood risk information set out in the Design and Access Statement.

LANDSCAPE OFFICER:

The proposal to provide a pedestrian footbridge across the river to Little Britain Island will land close / amid the tree-lined embankment on the island. While there is no topographic or arboricultural impact assessment to confirm that it is feasible to land the bridge on the island without affecting trees, the drawing indicates that the intention is to land between the nearest trees. It is also understood that trees on the island are due to be thinned / managed in the interest of good arboricultural practice. No objection, subject to the recommended conditions.

CONSERVATION OFFICER:

The site lies within the Cowley Lock CA and also within the proposed Colne Valley APZ. It is not considered that the proposal would detract from the character or appearance of this part of the conservation area. As such, no objections are raised to the proposals, the structure of the bridge should be painted in appropriate colours, to be covered by condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the green belt and is therefore subject to strict controls in relation to the nature and amount of development that would be deemed acceptable.

Para. 89 of the National Planning Policy Framework (NPPF) states that the construction of new buildings within the green belt should be regarded as inappropriate. The paragraph then goes on to list exceptions to this general directive, one of which is provision of appropriate facilities for outdoor recreation as long as it preserves the openness of the green belt and does not conflict with the purposes of including land within it. Policy 7.16 of the London Plan directs to the NPPF as guidance for appropriate development in the green belt whilst Policy OL 1(ii) of the Local Plan identifies open air recreational use as an

acceptable green belt use.

The site is located within the Colne Valley, which is part of the wider Blue Ribbon Network. One of the key strands of Policy EM3 of the Local Plan: Part 1- Strategic Policies (November 2012) is to improve access to and the quality of Hillingdon's river and canal corridors, thereby providing a healthier lifestyle accessible to all whilst Strategic Policy EM4 states that the Council will safeguard, enhance and extend the network of open spaces.

It is considered that the footbridge will enhance the existing outdoor recreation offer at Little Britain Lake and, therefore, qualifies as an exceptional case and represents appropriate green belt development.

7.02 Density of the proposed development

Not relevant to this application.

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

The proposed bridge has a low profile and would be well screened by surrounding trees. The design is simple and unobtrusive and the use of timber handrails and cladding creates a traditional appearance that is compatible with historic features within the surrounding area as well as its overall rural nature.

Given its modest size and the amount of screening surrounding it, it is not considered that the bridge will adversely impact upon the setting of the neighbouring Grade II Listed Building at Huntsmoor Weir.

It is therefore considered that the proposed development is in accordance with Hillingdon Strategic Policy HE1, Policy BE4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.8 of the London Plan (March 2016).

7.04 Airport safeguarding

Not relevant to this application.

7.05 Impact on the green belt

The proposed bridge is a modestly sized feature that would be largely finished in timber. The railings would allow views to permeate through the bridge and the structure would therefore not appear as a visually obstructive feature. The bridge would not be located close to any other significant built forms and would therefore not result in unacceptable clutter or coalescence. Whilst it would stand alone, it would not appear as an alien feature within the countryside given the context, with a bridge not being an unexpected feature in a riverside environment.

No significant area of green space would be lost to accommodate the bridge and it has been sited so as to require minimal works to existing woodland on the island. The bridge would not cause shading that could compromise the growth of vegetation and would not interrupt or alter the current flow of the river colne.

The development does not include any external lighting that may compromise the rural nature of the surrounding area and the oak and green painted railing finish would result in a visually recessive appearance that would be compatible with the surrounding environment.

It is therefore considered that the proposed bridge would not result in any harmful impact upon the character and integrity of the green belt and is therefore in compliance with Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.16 of the London Plan.

7.07 Impact on the character & appearance of the area

The bridge is sympathetically designed and located and is of a modest size. It would be largely screened from view by surrounding soft and hard landscaping and would only be visible from a small area immediately surrounding the site. In any case, the bridge is considered to be an appropriate feature within the surrounding riverside environment, which forms part of the Blue Ribbon Network and, as set out in sections 7.03 and 7.05 it would not compromise the setting or integrity of the surrounding historic environment or the green belt.

It is therefore considered that the proposed development meets the standards of Policies BE13 and BE34 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 7.4, 7.28 and 7.30 of the London Plan (March 2016).

7.08 Impact on neighbours

The proposed footbridge would be positioned approximately 10 metres to the south of the southern boundary of Huntsmoor Weir. This boundary is marked by approximately 2 metre high timber fencing. The most elevated part of the bridge walkway would be at the centrepiece and would be raised approximately 0.35 metres above the height of the land adjacent to the boundary fence. As such, it is not considered that pedestrians using the bridge would be able to obtain intrusive views into Huntsmoor Weir as any views will be interrupted by the existing site boundary treatment.

The screening offered by the site boundary treatment combined with the low profile of the proposed footbridge would ensure that the footbridge does not appear overbearing towards Huntsmoor Weir nor will it cause any demonstrable overshadowing of the property.

The footbridge will allow access to Council owned greenspace which would be ancillary to the overall greenspace area around Little Britain Lake and it is not considered that it would lead to any unacceptable intensification in recreational use that would be to the detriment to the amenities enjoyed by the occupants of neighbouring dwellings.

It is therefore considered that the proposal is in accordance with Policies BE20, BE21, BE24 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.6 of the London Plan (March 2016).

7.09 Living conditions for future occupiers

Not relevant to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The footbridge would not be located on or adjacent to the highway. It would be accessible via the existing pathway that encircles Little Britain Lake. The slope angle of the footway is gentle and its width will allow adequate room for pedestrian movement. The footbridge would not be used by motorised vehicles.

It is therefore considered that the proposed footbridge does not conflict with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

The proposed development would improve access to publicly owned land within the Blue Ribbon Network, providing an enhancement to the surrounding provision of public open space, allowing members of the public to experience more of the qualities of the surrounding environment and aiding the practicality of managing, maintaining and enhancing the island site for nature conservation purposes.

It is therefore considered that the proposed development complies with Policies EM3 and EM4 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Local Plan Policies BE34 and EC1 Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan Policies 6.10, 7.19, 7.27 and 7.30.

7.12 Disabled access

The proposed footbridge has step free access and the arch is not steeply inclined. The walkway would be 1.5 metres in width and this is adequate to allow for wheelchair access.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

The site is located within a Metropolitan and Borough Grade 1 Site of Importance for Nature Conservation (SINC). Policy EM7 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) provides objectives for the management of such sites and this includes the aim to work with partners, private landowners and other utility providers to achieve multi-functional use of land use that promotes and enhances biodiversity, adds to the green grid or achieves other open space outcomes, including improved accessibility.

A Flood Risk Activity Permit will be required for the works and part of the application process involves the submission of a water vole survey on the riparian areas affected by the works along with protection and mitigation measures to be adopted should water voles be found to be present.

The western side of the footbridge would be landed on the bank of the island which is currently under dense tree cover. The precise positioning of the footbridge would be carefully considered so as to prevent the need to cut back trees and to ensure no harmful disturbance to root protection areas. The footbridge would not require any significant foundations to be dug and, as such, would not result in any harmful disturbance or destabilisation to the banks of the river.

The proposed footbridge would not obstruct or alter the flow of the river nor adversely impact upon any significant habitat space on the banks of the river.

It is therefore considered that the proposed footbridge is in accordance with policies BE34, BE38, EC1 and OL9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 7.19 and 7.21 of the London Plan (March 2016).

7.15 Sustainable waste management

Not relevant to this application.

7.16 Renewable energy / Sustainability

Not relevant to this application.

7.17 Flooding or Drainage Issues

The footbridge would span the banks of the cut of the Colne River, within Flood Zone 3 and the functional flood plain (Flood Zone 3b). The footbridge has been positioned at a suitable level so as to prevent obstruction to the flow of the river or jamming with debris so as to safeguard against the potential for presenting a flood risk.

Table 2 of the Flood Risk and Coastal Change guidance which supplements the NPPF classifies amenity open space as a water compatible use whilst Table 3 of the same guidance recognises water compatible use as appropriate for Flood Zone 3b provided that any structure is designed and constructed to

- remain operational and safe for users in times of flood;
- result in no net loss of floodplain storage; and
- not impede water flows and not increase flood risk elsewhere.

The Environment Agency have assessed the proposals and have raised no objections. The key issue relates to the height of the bridge soffit which must be sufficient to be resilient to flooding.

The proposed bridge soffit height has been deemed acceptable by the Environment Agency and the height of 27.72 metres AOD and a condition will be used to ensure the footbridge is built in accordance with these details.

The bridge would be raised above the river and therefore not impede water flow whilst the fact that the bulk of it is over the river will prevent any net loss in floodplain storage.

It is therefore considered that the proposed footbridge, provided it is built in accordance with approved details, will accord with Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OE7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2016).

7.18 Noise or Air Quality Issues

The bridge would not result in any material increase in the generation of noise. As mentioned earlier in the report, it would not be used by motorised vehicles.

It is therefore considered that the proposed footbridge satisfies Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.19 Comments on Public Consultations

Issues relating to the visual and amenity impact of the proposed footbridge are discussed within the main body of this report. The island does not have an official name according to Ordnance Survey maps and the location of the proposed footbridge is clearly shown on the location plan to provide clarity. The Environment Agency require a more reliable and accessible means to reach the weir. The land is publicly owned greenspace and members of the public are therefore entitled to access and utilise it.

7.20 Planning obligations

No Section 106 agreement or CIL payment is required for this application.

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.

10. CONCLUSION

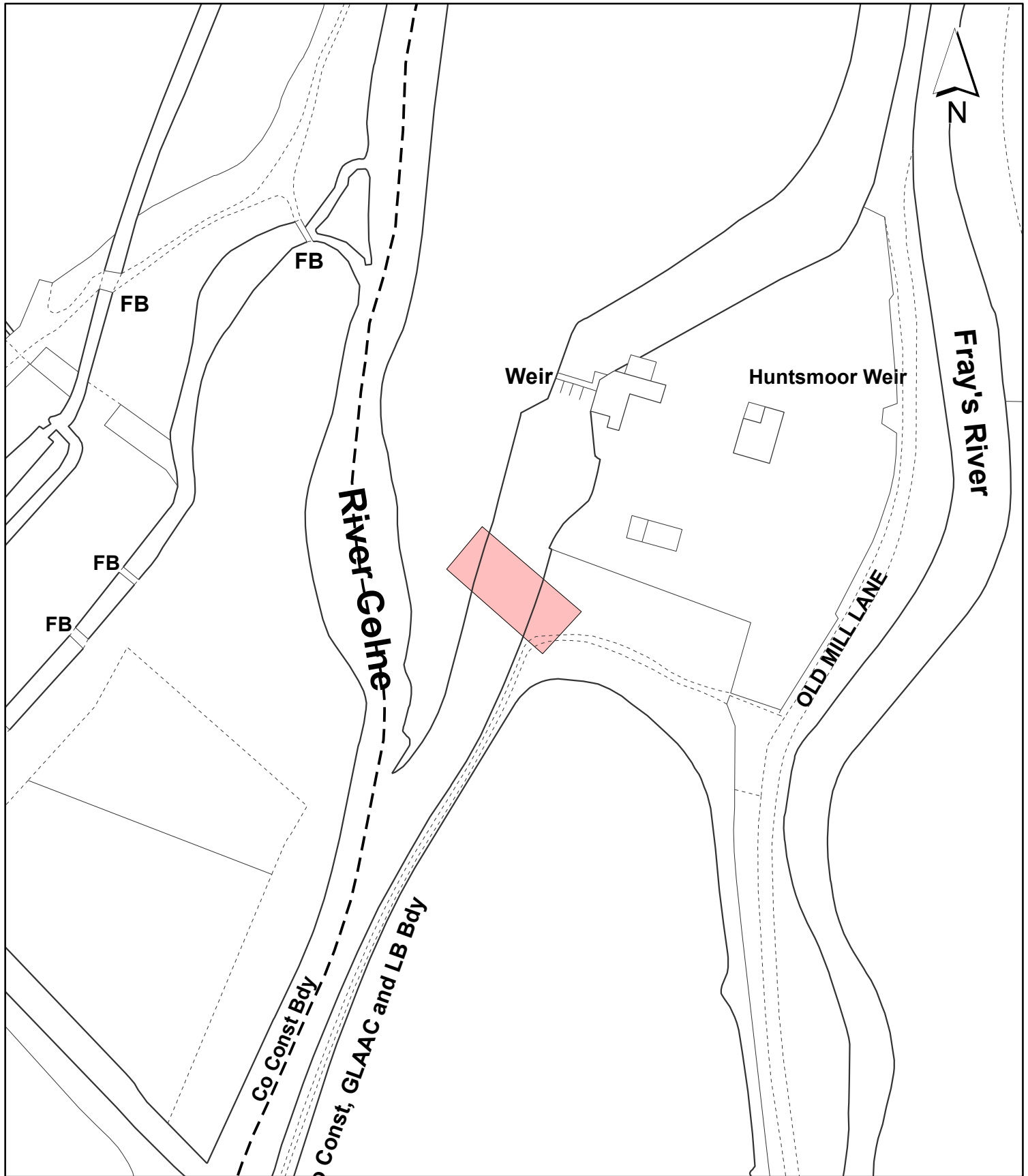
It is recommended that the application is approved, subject to relevant conditions as set out in this report.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (March 2016)
Hillingdon Planning Obligations SPD
Accessible Hillingdon SPD
National Planning Policy Framework (NPPF)
Hillingdon Open Space Strategy 2011 - 2026

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Little Britain Lake (Footbridge),
 Packet Boat Lane**

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

Planning Application Ref:

52368/APP/2017/1844

Scale:

1:1,250

Planning Committee:

Major Page 98

Date:

July 2017



HILLINGDON
 LONDON

Agenda Item 8

Report of the Head of Planning, Sport and Green Spaces

Address PROLOGIS PARK WEST LONDON HORTON ROAD YIEWSLEY

Development: Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

LBH Ref Nos: 37977/APP/2017/1634

Drawing Nos: 05015
05016
27122/PL/100
05901
IA-407-LD-P01
IA-407-LD-P02
IA-407-LD-P03
IA-407-LP-P01
05005
05006
Consultant Advice (G-006[1.0]) by Norman Disney & Young
05705
05706
A05801
A05802
05003
05004
05013
05014
05703
05704
Design & Access Statement by TTSP
Framework Travel Plan
Energy Strategy (Revision 3.0) by Norman Disney & Young
Economic Statement by Maddox Planning Consultants
Planning Statement by Savills
Planting Statement by Ireland Albrech
Transport Statement (70032265-01) by WSP Parsons Brinckerhoff

Date Plans Received: 05/05/2017

Date(s) of Amendment(s):

**Major Applications Planning Committee - 2nd August 2017
PART 1 - MEMBERS, PUBLIC & PRESS**

Date Application Valid: 12/05/2017

1. SUMMARY

The proposed data centre use is compatible with the character of the business park and would support the continued viability of the Industrial and Business Area (IBA).

Additional works required will be mitigated visually by improved landscaping whilst noise and emissions from associated plant can be suitably restricted and managed.

The gantries and associated plant, as well as the mezzanine will be removed if and when use as a data centre ceases, allowing the flexibility of the buildings to be maintained.

2. RECOMMENDATION

Approval, subject to delegated powers being given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and the following:

a) That the Council enter into a deed of variation to the legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the legal obligations secured under the original consent (reference 51588/APP/2011/2253 dated 27/03/12).

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) That if any of the heads of terms have not been agreed and the S106 legal agreement has not been finalised within 3 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

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 Reserved matters - submission (Phase 2)

Approval of the details of the layout, scale and appearance of the buildings and the landscaping of the site for the land shown as 'Area of Outline Application' on the approved Planning Layout (Drawing no. 27122/PL/056B) (hereinafter called "Phase 2") shall be obtained from the Local Planning Authority in writing before any development is commenced on the Phase 2 site.

Reason

The land referred to in condition 1 within the application site is in part an outline permission and the reserved matters shall be made to the Local Planning Authority.

2 COM4 Time Limit- (Phase 2)

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of the original planning approval notice, this being the 14th of December 2015.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

3 COM5 Time Limit- (Phase 2)

Plans and particulars of the reserved matters referred to in condition 1 above, relating to the layout, scale and appearance of any buildings to be erected, including the means of access to the phase 2 site and the landscaping of the Phase 2 site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved. All reserved matters shall be begun before the expiry of 2 years from the date of the decision to which the reserved matters development relates.

Reason

The land referred to in condition 1 within the application site is in part an outline permission and the reserved matters shall be made to the Local Planning Authority.

4 NONSC Time Limit - (Phase 1)

The development shown in detail (hereinafter called "Phase 1") on drawing no. 27122/PL/056B and all other related drawings and details hereby permitted (hereinafter called "Phase 1") shall be begun before the expiration of three years from the date of original planning approval notice, this being the 14th of December 2015.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

5 RES18 Approved Plans (Phase 1)

Phase One of 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:

Phase One of 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:

- Michael Sparks 27122/PL:
- TTSP: 05001, 05002, 05003, 05004, 05005, 05006, 05011, 05012, 05013, 05014, 05015, 05016, 05701, 05702, 05703, 05704, 05705, 05706, 05801, 05802, 05900 and 05901;
- Barry Chins: 02A, 03C, 11B, 12B, 13A, 14A and 22A;
- WSP: 6377-ATR-003 and 6377-SK-003B
- Ireland Albrecht: IA-407-LD-P01, IA-407-LD-P02, IA-407-LD-P03, IA-407-LP-P01

REASON

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

6 COM7 Approved Documents (Phases 1 & 2)

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

- Geo-Environmental Assessment - WSP 10/03/2015
- Preliminary Risk Assessment (Phase 1 Report) - WSP 10/03/2015
- Air Quality Assessment - AECOM Limited March 2015
- Ecological Assessment - Ecology Solutions March 2015
- Design and Access Statement - Michael Sparks ref. 27122 March 2015
- Sustainability and Energy Statement - Turley Sustainability March 2015
- Sustainability and Energy Statement Addendum - Turley Sustainability June 2015
- Noise Assessment - AECOM Limited March 2015
- Flood Risk Assessment - WSP 10/03/2015
- Landscape Design Statement 1469/14/Rp02 - Barry Chinn Associates June 2015
- Landscape & Visual Assessment Addendums - Barry Chinn Associates March 2015
- Canal Frontage Landscape Statement - Barry Chinn Associates June 2015
- Pre-Development - Tree Survey Midland Tree Surgeons Limited (Feb 2015)
- Transport Assessment - WSP 11 March 2015
- PERS Audit - WSP 15 May 2015
- Design and Access Statement including Site Photographs and Air Quality Statement TTSP Architects May 2017
- Planting Design Statement prepared by Ireland Albrecht
- Transport Statement - WSP May 2017
- Travel Plan Summary - WSP May 2017
- Energy Strategy - Norman Disney & Young May 2017
- Acoustic Consultancy Report - Lee Cunningham Partnership May 2017
- Economic Statement - Maddox Associates May 2017
- Consultant Advice Note (G-006[1.0]) - Norman, Disney & Young July 2017

Thereafter the development shall be retained/ maintained in accordance with these details for as long as the development remains in existence, unless alternative details are approved in respect to another condition on this consent.

REASON

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

7 TL6 Parameters - Floor Space, Height and Car Parking (Phase 2)

Notwithstanding any illustrative information contained in supporting documentation, within Phase 2 of the development, the siting, maximum and minimum width and length of any buildings shall accord with Drawing Number 27122/PL/056B 'Parameters Plan', unless otherwise agreed in writing by the Local Planning Authority.

The proposed floor area/size and heights of any buildings or structures parts of buildings or structures within Phase 2 of the development, as identified on Parameters Plan 27122/PL/056B, including any plant and equipment, shall not exceed 26,100sqm of floorspace (GIA) and 18.7 metres in height (to ridge).

Car parking arrangements for Phase 2 shall demonstrate that parking provision is commensurate with the scale of development and shall ensure that following the completion of the building(s) approved on Phase 2, no more than 250 additional car parking spaces are provided within the Phase 2 site. Following completion of all buildings within Phases 1 and 2, no more than 430 car parking spaces are to be provided on the site at any time. In addition cycle and motorcycle parking shall be provided for each building within each phase.

REASON

i) To prevent over development of the site, to ensure that the scale and massing of the buildings are appropriate to their setting, to comply with the terms of the application and to accord with Policy BE13 of the Hillingdon Local Plan (November 2012),

ii) To safeguard the visual amenities of the Green Belt and to accord with Policies OL1, OL2 and OL5 of the Hillingdon Local Plan (November 2012) and to accord with London Plan (March 2015) Policy 7.16.

iii) 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).

8 RES9 Levels (Phases 1 & 2)

For each phase of the development detailed plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings within each phase of the site 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 and no building within the site shall exceed the maximum height of 67.93m AOD. 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).

9 RES11 Landscape Plan (Phases 1 & 2)

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 positions, heights and materials proposed

2.c Car Parking for;

i. Phase 1: 180 parking spaces, including demonstration of 18 parking spaces for disabled users and 54 parking spaces are served by electrical charging points (of which 36 active and 18 passive; and,

ii. Phase 2: a maximum of 250 parking spaces (including demonstration that 20% active and 10% passive provision for electric vehicles) and 10% parking spaces are allocated for disabled users.

2.d Cycle and Motorcycle parking for each building within each phase of the development

2.d Hard Surfacing Materials

2.e External Lighting

2.f CCTV or any other structures (such as play equipment and furniture)

3. Living Walls and Roofs

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

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

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

Thereafter the approved details shall be implemented prior to first occupation of the buildings within 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 condition 3(v) and 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).

10 NONSC Landscaping Scheme - Implementation (Phases 1 & 2)

For each phase of the development 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).

11 NONSC Landscaped Adjacent to Development Areas (Phase 1)

Notwithstanding any illustrative information contained in supporting documentation, the landscape areas shown on Drawings 03C, 09A, 11B, 12B, 13A and 22A shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Phase 1, whichever is the earlier period.

REASON

To ensure that the landscaped areas are laid out 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).

12 NONSC Bird Hazard Management Plan (Phases 1 & 2)

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).

13 NONSC Ecological Enhancements (Phases 1 & 2)

Prior to the commencement of each phase of the development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings within each phase of the development including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. Each phase of 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.

14 NONSC Trees to be Retained (Phases 1 & 2)

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

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

REASON

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

15 NONSC Floodlighting (Phases 1 & 2)

For each phase of the development no floodlighting 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 policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.1 of the London Plan (March 2015)

16 NONSC Facilities for People with Disabilities (Phases 1 & 2)

For each phase of the development the plans and details relating to disabled access, circulation and facilities shall ensure that:

(i) External areas, including landscaped areas are designed to be inclusive with any gravel surface to be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.

(ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:18 with handrails and a level landing provided at every 8 metres of ramp flight,

(iii) Level access is provided to all buildings

(iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,

(v) All buildings, including their approach, are designed in accordance with BS 8300:2009,

The facilities approved shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

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.

17 NONSC Existing Access Closure (Phase 1)

No building within the development shall be occupied until the existing access from the site to Iron Bridge Road has been permanently closed and any kerbs, verge, footway, fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented.

REASON

To restrict access onto the public highway where it is necessary in the interest of highway safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

18 COM15 Canalside Risk Assessment and Method Statement

Prior to the commencement of any works adjacent to the water in the Grand Union Canal, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water Grand Union Canal must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

REASON

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

19 COM31 Canalside Water Run-off and Ground Water Drain

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

REASON:

To determine the potential for pollution of the waterway and likely volume of water

20 RES16 Submission Energy Assessment (Phases 1 & 2)

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

The assessment shall clearly set out the baseline energy performance of each phase of the development, and the detailed measures to reduce CO2 emissions of each phase by 35%. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment. The assessment shall also include full details of the photovoltaics including type, specification, and a detailed roof layout which must be reflected in other plans and elevations.

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

Each phase of the development must proceed in accordance with the approved scheme.

REASON

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

21 NONSC Secure by Design (Phases 1 & 2)

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

REASON

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

22 NONSC Contaminated Land (Phases 1 & 2)

(i) Each phase of 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 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

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

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON:

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

23 NONSC Sustainable Water Management (Phases 1 & 2)

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

a) **Manages Surface Water.** The scheme shall demonstrate ways of controlling the surface water on site.

i. (following the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by WSP

ii. incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.

iii. provide information on all Suds features including the method employed to delay and control the water discharged from the site to Greenfield run off rates 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).

iv. Demonstrates capacity and structural soundness in the receptors of Thames Water network and receiving watercourse as appropriate.

v. **During Construction**

a. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

b. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

b) **Foul water**

i. The Scheme shall demonstrate capacity in the receiving foul sewer network or provides suitable upgrades agreed by Thames Water.

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

i. incorporate water saving measures and equipment.

- ii. provide details of water collection facilities to capture excess rainwater;
 - iii. provide details of how rain and grey water will be recycled and reused in the development.
- e) Long Term Management and Maintenance of the drainage system.
- i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
 - ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

The development shall not be occupied until the approved details have been implemented and thereafter retained/maintained in accordance with the approved details for as long as the development remains in existence.

REASON

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

24 NONSC Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

25 COM30 No additional internal floorspace (Phases 1 & 2)

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional structural internal mezzanine floorspace that can be used for storage, excluding that intended to be used for a data centre, shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

26 NONSC No External Storage Above 3 Metres (Phases 1 & 2)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), and unless otherwise agreed in writing by the Local Planning Authority, external storage associated with the use of any part of the site shall not exceed 3 metres in height within any part of the development hereby approved.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure the development does not detrimentally impact upon the Green Belt and streetscene.

27 NONSC Use Restrictions (Phases 1 & 2)

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the units within Phase 2 shall not be used as a data centre.

REASON

To ensure compliance with policies within chapter 5 of the London Plan (March 2015).

28 NONSC Reporting Energy Usage

Prior to the occupation of the development a scheme for the reporting of energy usage and CO2 emissions should be submitted to and approved in writing by the Local Planning Authority. The report shall be submitted on a 6 monthly basis for 5 years on commencement of operation of the development. The report shall detail the amount of energy consumed (kWhrs) and the related CO2 emissions. The report shall also provide a commentary of the actual performance of the data centre in relation to the anticipated performance set out in the Energy Assessment (and addendum). Measures to ensure compliance with the agreed reductions of the Energy Assessment will also be detailed where there is a difference (+/- 3%) from the predicted performance. These measures must be agreed in writing with the Local Planning Authority. The development must be modified and/or operated in accordance with the measures where appropriate, unless agreed in writing with the Local Planning Authority.

REASON

To ensure compliance with the Energy Assessment and London Plan Policy 5.2.

29 COM7 Substation Details

Construction of the electricity substation buildings shall not commence until details of the design, dimensions and all external finishes and materials have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

30 NONSC Green Walls

Prior to the occupation of each data centre building, the Green Walls for that building shall be constructed and planted in accordance with details to be submitted to and approved in

writing by the Council.

The details submitted shall include

- i) Method of construction,
- ii) Schedule of framework materials;
- iii) Schedule of the species to be planted, method of planting, height and spread at planting and growth projections;
- iv) An ongoing management and maintenance regime for the green wall to include irrigation methods and an inspection programme to allow dead or dying plants to be identified and replaced.

The green walls shall thereafter be retained in accordance with the submitted details in perpetuity and shall not be removed or altered without the prior written consent of the Local Planning Authority.

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).

31 NONSC Reinstatement and Restoration

Prior to the occupation of any of the buildings within Phase 1 of the planning permission reference 37977/APP/2015/1004 for a any use other than as a data centre, details of the reinstatement of the hard and soft landscaping, removal of mezzanine floors, removal of the external gantries and removal of all external plant and machinery shall be submitted to and approved in writing by the Council and all works carried out in accordance with these details.

REASON

In the interests of amenity and the future functionality and flexibility of the buildings and their uses in accordance with Policies BE 13, LE 1 and LE 2 of the Hillingdon Local Plan (November 2012).

32 NONSC Air Quality Assessment

Prior to occupation, a detailed air quality assessment shall be submitted to and approved by the Local Planning Authority.

This should assess levels of both nitrogen dioxide and PM10, and should use the IAQM/EPUK2017 guidelines to describe and assess impacts.

The air quality modelling will use an advanced dispersion model taking into account the 3D data of the surrounding buildings and the exhaust stack height to the overall impact of the emissions on nearby receptors.

The study will have to demonstrate that the release environment and stack design will not result in adverse air quality impacts. Both long term and short term limit values for NO₂ and PM are to be assessed using a series of scenarios:

- a) all units are on for 50 hours per year
- b) all units are on for 200 hours per year

The estimates above must assume that generators will join STOR and undertake triad

management and capture the range of plausible run hour outcomes.

- c) half of the units are on 50 hours per year
- d) half of the units are on 200 hours per year

The study should optimise both location and height of of flues and use worst case meteorological conditions.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 7.15

33 HO4 Materials

Details of the design and appearance of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to, and approved, by the Local Planning Authority prior to the commencement of development.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policies BE 13 and BE 15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

34 M3 Boundary treatment - details

Notwithstanding the details on the approved plans, no boundary treatment will be erected until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area, with particular reference to the visual quality of the Grand Union Canal, in accordance with Policies BE 13 and BE 32 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

35 N8 Limit for site noise level

The level of noise emitted from the site shall not exceed 5dB below background level, as measured at the boundary of the nearest noise sensitive premises. A post completion test to demonstrate the plant noise level will be at least 5dB below the background sound level at the nearest sensitive receptor shall be submitted within 6 months of the commencement of operations on each site.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE 1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 7.15

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.

AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
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 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
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 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 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
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 159 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

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 resubmitted as part of this new planning permission where those details would remain the same.

5 158 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

6 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.

7 115 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.

8 12 Encroachment

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

9 121 Street Naming and Numbering

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

10 13 Building Regulations - Demolition and Building Works

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

11 145 Discharge of Conditions

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

12 I48 **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. It is worth drawing the applicants' attention to the Waste Manager's advice, as follows:-

a) The proposal is for industrial units. The occupiers would have to make an arrangement with a licensed waste carrier for the collection of the waste produced from the premises.

b) The area of the first unit is 18900 sqm. Based on BS 5906 guidance the estimated waste generated would be 5 litre per 1 sqm equating to a total of 94,500 litres per week. This would require 86 x 1,100 litre eurobins. It would be logical therefore to use a larger container either a large front end loader type bin could be used - of the 12 cubic yard capacity or a 40 cubic yard roll on roll off bin. The latter could be loaded through a compactor to maximise use of the bin and reduced transport movements.

c) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, and plastic bottles. Some of the waste containers should be allocated to collect recyclable items.

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

d) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) Vehicular access to the waste storage area should be suitable for a 32 tonne rigid goods vehicle if 40 cubic yard bins are used for waste storage.

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).

13 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.

14

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>)

15

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

16 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)

17

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>).

18

You are encouraged to ensure that facilities are provided to enable the easy watering of the planting and soft landscaped areas in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

19

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).

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

The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. Natural England has published Standing Advice on protected species. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If the applicant has any specific questions on aspects that are not covered by the Standing Advice for European Protected Species or have difficulty in applying it to this application please contact Natural England with details at consultations@naturalengland.org.uk.

23

The applicants attention is drawn to the fact that the Environment Agency should be informed if contamination is identified that poses a significant risk to controlled waters. The applicant should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination.
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with:

- BS 10175:2011+A1:2013 Code of practice for the investigation of potentially contaminated sites.
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- BS ISO 5667-18:2001, BS 6068-6.18:2001 Water quality. Sampling. Guidance on sampling of groundwater at contaminated sites

The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

The Environmental Permitting Regulations 2010 make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit. This development may require an environmental permit from us. The applicant is advised to telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

3. CONSIDERATIONS

3.1 Site and Locality

The site encompasses Phase 1 of an approved development consisting of two large detached industrial buildings which are metal clad with shallow double arch roofing. Each building is mainly single-storey although both have a two-storey flat roof section which incorporates office space. The buildings are currently vacant and have been since the time of completion in late 2016/early 2017. They are fitted with loading bays to the front which open out onto a hard surfaced servicing yard. The yard areas are enclosed by a mix of approximately 2 metre high wire mesh and timber close boarded fencing. There are designated car parking areas adjacent to the side of each building. Car parking spaces have been marked out and cycle parking facilities have also been installed. Landscape planting has been provided within the car parks and around the site perimeter.

The site levels fall from north to south, with the southernmost building being at a lower level than the adjacent building.

The site is served by a road to which access is controlled by a manned barrier. On the opposite side of the access road is undeveloped land which is allocated to Phase 2 of the approved development, for which works have not yet commenced.

The site is located within the wider Stockley Park development which is characterised by units of a variety of scales which accommodate office, commercial and industrial uses and are set within a planned landscaped environment consisting of trees, hedging and shrubbery, grass verging, topographical features such as grass banks and water features. Surrounding buildings are generally in industrial or commercial use although there is a building used as a day nursery on Iron Bridge Road North, adjacent to the site to the east. The nearest residential dwellings are on Horton Road, approximately 300 metres to the west.

The Grand Union Canal and towpath is close by to the south of the site. It is approximately 4 metres below the level of the southern part of the site, which is positioned on a raised grass embankment. A footpath passes along the top of the embankment, following the course of the canal. The opposite bank of the canal is lined by industrial buildings behind which runs the main railway line.

3.2 Proposed Scheme

The proposal seeks to vary a number of conditions attached to the original approval in order to allow the buildings to be occupied by a data centre use. The variations to conditions will apply to Phase 1 of the development only and are as follows:-

Variation to condition 5: This relates to the approved drawing for the scheme;

Variation to condition 6: This relates to approved studies and documents;

These above variations are required to allow for the alteration in appearance and layout of the building and the need for accompanying documents to reflect this.

Variation to condition 25: This is to allow for a mezzanine floor to be installed within both buildings;

Variation to condition 27: This is to allow for the buildings to be used as a data centre which, whilst classified as a B8 use is prohibited under the current condition.

A number of changes to the existing buildings, landscaping, yard area and boundary treatment are proposed.

The existing loading bays would be removed from the building and a two-storey gantry structure would be attached to each building. These structures would provide space for plant and machinery required for the operation of the data centre use. Across the full development the plant provided would consist of 35 No. air cooled chillers, 35 No. auxiliary generators and associated flues and ducting. The majority of the generators will be positioned outside of the gantry, at ground level.

The gantry structure attached to unit 1 would project from the western elevation by 27 metres and extend along the full width of the building. Overall height would be approximately 13.5 metres. The southern and western elevations will include louvre walls whilst the northern elevation will be clad in materials to match the cladding used on the existing building.

The gantry structure attached to unit 2 would also project 27 metres from the western elevation. It would be approximately 112 metres in length, extending across the bulk of the western elevation of the building but stopping short of the office area. This gantry would also be approximately 13.5 metres in height with louvre walls. The southern elevation would be screened by a living green wall which would reach the same height as the top of the gantry.

Provision of mezzanine flooring within both buildings to allow for additional space for the siting of data centre equipment.

Provision of two electric substations, one in the north west corner of the site and one in the south west.

Provision of new hard and soft landscaping including an approximately 13.5 metre high living green wall, 1.5 metre high mesh fencing to the edge of car parking areas in place of the existing post and rail fencing, 4 metre high timber close board fencing adjacent to the proposed substation buildings and 3 metre high mesh security fencing following the general line of existing mesh fencing on the site perimeter but also included to the rear of each building.

3.3 Relevant Planning History

37977/APP/2015/1004 Phase 3 Stockley Park Stockley Road West Drayton Middlesex

Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

Decision: 09-09-2015 Approved

37977/APP/2016/1078 Stockley Park Phase 3 Iron Bridge Road West Drayton

Application for a Non Material Amendment (NMA) to planning permission 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000 sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space) for administrative changes to wording of

condition 5 (Drawing Nos)

Decision: 04-05-2016 Approved

37977/APP/2016/2263 Stockley Park Phase 3 Iron Bridge Road West Drayton

Land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works to the offsite land parcels (Land Parcel A (10.67 hectares) - Land bounded to the north by Stockley Road and B465 to the west, Goulds Green to the south and the residential area of Goulds Green to the east; Land Parcel B1 (0.52 hectares) - Land to the south of Park View Road and to the east of the residential area of Yiewsley; Land Parcel B2 (0.60 hectares) - Land to the east of Willow Avenue and Chestnut Avenue; Land Parcel C1 (1.19 hectares) - Land to the west of Bolingbroke Way and south of Dawley Road and bound by Stockley Park Golf Club to the west; Land Parcel C2 (0.53 hectares) - Land to the west of Bolingbroke Way and bound by Stockley Park Golf Club to the west (No works are sought to Land Parcel C2); Packet Boat Lane (2.83 hectares) - Land to the north of Packet Boat Lane, to the east of Old Mill Lane and Fray's River and to the east of Cowley Lake) associated with the approved development at Phase 3 Stockley Park (Planning permission ref. 37977/APP/2015/1004 dated 14/12/2014)

Decision: 21-02-2017 Approved

37977/APP/2016/240 Stockley Park Phase 3 Iron Bridge Road West Drayton

Details pursuant to condition 8 (ground levels) of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 16-03-2016 Approved

37977/APP/2016/242 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to condition 12 (bird hazard management plan) for Phase only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 10-05-2016 Approved

37977/APP/2016/243 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to condition 13 (Ecological Enhancement) for Phase 1 only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination).

Decision: 04-05-2016 Approved

37977/APP/2016/244 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to Part (i) of Condition 22 (contamination) for Phase 1 only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 20-06-2016 Approved

37977/APP/2016/245 Stockley Park Phase 3 Iron Bridge Road West Drayton

Details pursuant to condition 23 (Sustainable Water Management Scheme) for Phase 1 only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 14-07-2016 Approved

37977/APP/2016/246 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to condition 20 (Energy Assessment) for Phase 1 only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated

infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 30-11-2016 Approved

37977/APP/2016/247 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to condition 9 (landscaping scheme) for phase 1 only of planning permission ref. 37977/APP/2015/1004 dated 14-12-2015 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination).

Decision: 29-09-2016 Approved

37977/APP/2017/1551 Stockley Park Phase 3 Iron Bridge Road West Drayton

Details pursuant to condition 22(iii) (Contamination) for Phase 1 only of planning permission ref: 37977/APP/2015/1004 dated 09-09-2015 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination)

Decision: 05-07-2017 Approved

37977/APP/2017/244 Stockley Park Phase 3 Iron Bridge Road West Drayton

Submission of details pursuant to condition 15 (Floodlighting) of planning permission ref. 37977/APP/2015/1004, dated 09-09-15 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination)

Decision: 23-03-2017 Approved

37977/APP/2017/343 Stockley Park Phase 3 Iron Bridge Road West Drayton

Submission of details pursuant to condition 18 (Canalside Risk Assessment and Method

Statement (Phases 1 & 2)) of planning permission ref. 37977/APP/2015/1004, dated 09-09-15 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination)

Decision: 27-03-2017 Approved

37977/APP/2017/344 Stockley Park Phase 3 Iron Bridge Road West Drayton

Submission of details pursuant to condition 21 (Secured By Design - Phases 1 & 2) of planning permission ref. 37977/APP/2015/1004, dated 09-09-15 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination)

Decision: 27-03-2017 Approved

37977/APP/2017/345 Stockley Park Phase 3 Iron Bridge Road West Drayton

Submission of details pursuant to condition 19 (Canalside Water Run-off and Ground Water Drainage - Phases 1 & 2) of planning permission ref. 37977/APP/2015/1004, dated 09-09-15 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination)

Decision: 23-03-2017 Approved

Comment on Relevant Planning History

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.CI2 (2012) Leisure and Recreation
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM4 (2012) Open Space and Informal Recreation

Part 2 Policies:

- AM10 Incorporation in new developments of additions to the proposed cycle network
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE25	Modernisation and improvement of industrial and business areas
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
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 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
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 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity

LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 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
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **8th June 2017**
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GREATER LONDON AUTHORITY (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.

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

TRANSPORT FOR LONDON (TFL):

It is understood from the transport statement that the proposed data centre would generate up to 26 two- way vehicular trips during both of the AM and PM peaks therefore TfL has No objection.

Having said that, it is noted that the original proposal comprises of 100 car parking spaces, TfL therefore asks the applicant to make reduction given the demand of the data centre would be significantly less than the original proposal.

OFFICER COMMENT: The parking spaces have already been provided as required by condition of the original application. Removing spaces would not be practical and would also restrict the flexibility of the future use of the site.

CANAL & RIVER TRUST:

The Trust is keen to ensure that the proposed development protects, and if possible enhances, the character of the waterway corridor in this location. We believe that this is consistent with the need to achieve high quality public realm in policy BE1 of the Council's Local Plan.

We seek clarification on whether the applicant proposes a 3m security fence to the south of unit 2 (as shown on the plan marked "Landscape Details 2 - Unit 2") or a 1.5m fence (as shown on the Proposed Site Plan and plan marked "Unit 2 - Ground Floor Proposed").

In addition, we consider that the applicant should provide further details of the type of fence proposed, beyond the simple description of a "mesh fence".

Whilst we would want to reserve our position until the clarification / further details that we have requested are made available, we believe that planting in front of the proposed fence to the south of the site could help to screen it and soften the impact when viewed from the canal corridor and adjacent public realm.

The submitted Location Plan shows land within the Canal & River Trust's ownership within the red line boundary. However, it appears that the applicant does not propose any development on this land.

OFFICER COMMENT: Revised plans clarifying fence height are to be submitted by the applicant in due course. The mesh fencing will be similar in appearance to the current fencing and a condition will be attached requiring final design and colour to be submitted to the Council and approved prior to

construction. Additional planting adjacent to the fencing forms part of the proposed landscaping scheme.

HEATHROW AERODROME SAFEGUARDING:

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observations:

Heathrow would expect that the previous conditions made against this application would remain.

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicants 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.

OFFICER COMMENT: Previous conditions will be carried over to any approval. An informative regarding crane operation will be attached.

NATURAL ENGLAND:

Natural England currently has no comment to make.

Internal Consultees

SUSTAINABILITY OFFICER:

The provided information is satisfactory and I consider the applicant to be doing as much as is expected under planning policy requirements.

I have no objections to the proposed development but would request that the applicant be required to monitor the energy usage and carbon footprint and submit an annual report to the Local Authority to ensure the development is doing what is claimed it will do.

TREES & LANDSCAPE OFFICER:

The S.73 variation involves amendments to the landscape treatment of the northern and southern boundary of the loading areas /vehicle yard and the need for additional site security fencing.

NORTHERN YARD BOUNDARY A 4 metre high close board fence is proposed to provide additional security and block views of unsightly plant. A system of cables will be used to provide initial support for the climbing plants which will be grown over the fence with the intention of softening the appearance of this boundary. Plants will be selected which are suitable for a north face with a mix of evergreen and deciduous species. No objection.

SOUTHERN BOUNDARY Minor amendments to the car park / cycle store are proposed with additional climbing plants and 5 No Betula utilis (birch) specimens (30-35cm girth / 7.0 metres high. At a higher level, a bespoke green wall system by ANS (or similar) will screen the external racking systems of plant and generators. The parameters for the plant selection have been considered to reduce the risk of bird nesting and feeding opportunities (airport-related bird strike avoidance) and cope with the challenge of a south-facing wall. It is possible that an alternative green wall company will be offered by the contractor and final details of the wall type and species selection will follow by condition. No objection.

SECURITY FENCING The existing perimeter fencing is to be removed and replaced with a higher

welded mesh fence, finished in grey. Additional fencing between the buildings and around the eastern side of the buildings is required to secure the site and reduce the risk of unauthorised incursion into the site. No objection.

RECOMMENDATIONS No objection subject to the final specification of the green wall and all planting mixes and long-term management and maintenance of the planting. The green wall installation should be complete prior to practical completion of the building. Conditions COM8, COM9 (parts 1,2,3,4 and 5) and COM10 should cover the above issues.

AIR QUALITY OFFICER:

For this particular application, given the size of the proposed development and the number of backup units required to meet the full backup energy supply plus the proximity of sensitive receptors of the application site we will require a detailed air quality assessment to support the planning application.

FLOOD & WATER MANAGEMENT:

Documents appears to contain contradictory information detailing different height security fencing between 1.5 m and 3m along the car parking.

OFFICER COMMENT: This is to be addressed on revised plans that will be submitted in due course.

WASTE STRATEGY:

The proposal is for a large commercial office building. As the waste is from a commercial premise the site operators have a Duty of Care to contain the waste safely until it is collected by a licensed waste carrier.

ENVIRONMENTAL PROTECTION UNIT (NOISE):

The report suggests they will be able to design the plant noise to be at least 5dB below background sound level. I would suggest a condition requiring a post completion test to demonstrate the plant noise level will be at least 5dB below the background sound level at the nearest sensitive receptor.

URBAN DESIGN:

The proposed additions need to reflect something of the appearance of the original structures to avoid looking rather like ad hoc add ons. It is suggested that:

The north and south elevation of the gantry screens are curved to reflect the roof form of the existing buildings. They could be curved to one side to drop below the eaves of the building if it is not possible to drop on both sides.

That the screens have vertical louvres, or angled fins, that would give more interest to the long west elevations. An alternative would be to use a metal mesh covering with an interesting punched pattern and varied depth.

The 3m security fence on the site boundary would need to be carefully detailed and should include planting to soften its appearance and also to help screen the low level generators.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the Stockley Park Industrial and Business Area (IBA) which is itself part of the wider Heathrow Opportunity Area. Policy LE 2 of the Local Plan seeks to preserve the vitality of IBA's by maintaining a presumption against development that does not fall within a B1 - B8 use or a sui generis use that is compatible with industrial development.

The proposed variation to allow for the buildings to be used as a data centre will not lead to a conflict with Policy LE 2 as a data centre is designated as a B8 use. It is also noted that Strategic Policy E 2 recognises Stockley Park as a cluster site for IT industries and it is considered that the proposed use as a data centre is compatible with this trend and will strengthen the existing cluster and support growth within the Heathrow Opportunity Area, in accordance with the aims and objectives of Strategic Policy E 3.

Para. 21 of the National Planning Policy Framework (NPPF) also states that planning authorities should plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.

The application was referred to the Greater London Authority under Categories 1B and 3D of the Town & Country Planning (Mayor of London) Order 2008. A response was received confirming that the Mayor of London did not need to be consulted further on the application and that the Council may, therefore, proceed to determine the application without further reference to the GLA.

The original application included a condition (No. 27) precluding the use of any buildings as data centres. The single reason stated for this was due to the energy demands of data centres. The application was for a large development consisting of a number of buildings whilst the current application seeks to use only part of the overall development for data centre use. As such, it is considered that there are reasonable grounds to allow for data centre usage for part of the overall development. Energy matters are discussed in more depth in section 7.16 of this report.

7.02 Density of the proposed development

Not applicable to the proposed development.

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

Not applicable to the proposed development.

7.04 Airport safeguarding

The application has been assessed by Heathrow Aerodrome Safeguarding who have raised no objections subject to the conditions attached to the original approval being carried over. These relate to the use of cranes during construction as well as the choice of plants used in site landscaping which will need to avoid the use of berries that may attract large flocks of birds.

7.05 Impact on the green belt

The site is at the southern end of a wedge of green belt land maintained between Yiewsley and Hayes but does not fall within the green belt itself. The green belt land immediately to the west already benefits from outline permission for further industrial development whilst the green belt land to the north is occupied by a golf course.

The proposal will involve the addition of a two tiered gantry to both buildings. However, it is not considered that this will be detrimental towards the surrounding green built area as views its appearance will be softened by screening including an approximately 13.5 metre high living green wall and the additional structures will be located directly adjacent to established buildings so as not to appear isolated and visually obstructive.

It is therefore considered that the proposed development is in accordance with Local Plan Policy OL 5.

7.06 Environmental Impact

Please see section 7.18 of this report.

7.07 Impact on the character & appearance of the area

The gantry structures will occupy a large proportion of the existing service yard area associated with each building. It should be noted that the yard areas would be expected to be used for storage purposes for other industrial uses that could occupy the buildings. The gantry structure is sizeable and, as such, it is imperative that effective screening is used to soften its visual impact. The screening required will, itself, be substantial and, therefore, it is also important that the appearance of the screening is compatible with the surrounding environment.

The screening of the gantry involves the installation of an approximately 13.5 metre high living green wall which will entirely screen the gantry from view from the banks of the Grand Union Canal to the south. It is considered that a green wall of this scale represents an innovative feature that compliments both the modernity of Stockley Park as well as the comprehensive landscaping scheme that is a distinctive and valuable feature of the surrounding environment.

The other side of the gantry will be screened by extending out the cladding of the existing building, ensuring a visually consistent appearance whilst views to the front will be in the context with the main buildings behind and, due to the open nature of the front of the gantry, it is not considered that this view will be substantially altered as a result.

The proposed electricity substations to the front of the site are single-storey structures but will, nevertheless, have a visible presence within the street scene. Details of the final design of the substations are not available at this stage as this is subject to discussions with the Distribution Network Operator (DNO). As such, a condition will be attached to any approval granted which will require submission of design details for the substation buildings, to include the use of sympathetic external materials, prior to development commencing.

The proposed main security fencing would be in similarly positioned to the existing fencing and the proposed increase in height is not excessive. The fencing along the car park boundaries, particularly alongside the banks of the canal adjacent to unit 2, should be minimal in height and, given its proximity to the public realm and the wider blue ribbon network, it is considered that further details of this fencing should be submitted to, and approved, by the Local Planning Authority prior to occupation of the buildings.

The gantry structures will be attached to the existing buildings and the roof top height will match the eaves height of the buildings whilst the footprint will not be as large as that of each building. As such, it is considered that, whilst large, the gantry structures will appear visually subservient towards the existing building. In order to ensure that the appearance of the structures is acceptable, a condition requiring further details of the design and appearance of the louvre walls and cladding will be attached to any approval.

It is therefore considered that the proposed development would be in accordance with Policies BE 13, BE 15, BE 25, BE 31 and BE 32 of the Local Plan and Policies 7.4, 7.6, 7.24, 7.28 and 7.30 of the London Plan.

7.08 Impact on neighbours

There are no residential buildings within the immediate vicinity of the site and the vacant land opposite is to be developed for industrial use. Surrounding buildings are generally in industrial or office use although there is a day nursery close to the east of the site.

The proposed gantry will be site on the western elevation of the buildings and will not border any neighbouring buildings. They will be screened from view from buildings on Iron Bridge North Road, to the west of the site, by the existing buildings which are greater in height than the gantry structures. It is therefore considered that the proposed additions would not appear overbearing towards neighbouring buildings or cause undue levels of overshadowing or overlooking.

The data centre use requires externally site plant, which will be mounted on both tiers of the proposed gantry structures. This will include chiller units that will operate in order to mitigate against the heat generated by operating machinery within the building. Back up generators are also required to power the data centres in the event of mains power failure. Further generators are also required to be held in reserve should any of the other generators fail. This plant will result in the generation of noise and air emissions which could impact upon the occupants of neighbouring buildings as well as members of the public using the canal side footpath.

The back up generators require maintenance and testing at times to ensure they are in operational condition. Para. 3.3 of the accompanying External Plant Assessment states that testing will be restricted to a maximum frequency of once per month for a period of no more than one hour between 09.00 and 17.00 Monday - Friday (not including bank holidays). It is considered that this will prevent frequent and sustained noise generation as a result of testing.

The proposed use will not result in any intensification in projected trips to and from the building by staff and visitors and the level of HGV traffic will be below that expected for the majority of industrial uses.

It is therefore considered that the proposed development would be in accordance with Policies BE 20, BE 21, BE 24 and OE 1 of the Local Plan and London Plan Policies 7.4 and 7.6.

7.09 Living conditions for future occupiers

The proposed gantries will be sited away from the windows serving the office space within the buildings and will be positioned to the north of the office space so as not to cause restrict the permeation of natural light into the office space.

Acoustic screening and other noise prevention measures will ensure that occupants of the office are not subject to unacceptable noise whilst stack heights for generators will prevent air quality issues within the building.

The proposed development therefore complies with Local Plan Policy BE 20.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposed gantry structures will be positioned within the yard areas allocated to each building and, as such, would not result in the loss of any car parking spaces, of which there are 141 shared between the two buildings.

In any case, the existing number of parking spaces provided are in excess of that which would be required for data centre use. This has been noted by Transport for London (TFL) who have raised no objections to the proposed development. TFL commented that there is

an oversupply of parking but these spaces have already been surfaced and laid out and it would not be practical to remove any. Further, the removal of car parking spaces would potentially prevent other industrial uses from occupying the site in the future.

It is therefore considered that the proposed development is in accordance with Policies AM 7 and AM 14 of the Local Plan and Policy 6.13 of the London Plan.

7.11 Urban design, access and security

The security of the site would be strengthened by additional fencing that would largely be in a similar position to the existing fencing. The access road serving the site is also controlled by a manned barrier. The external works will not result in the formation of any secluded spaces that may attract anti-social activity.

Secured by Design details were also submitted to the Council and approved under application 37977/APP/2017/344, in accordance with Condition 21 of the original approval.

It is therefore considered that the proposed development accords with Local Plan Policy BE 18 and London Plan Policy 7.13.

7.12 Disabled access

The original approval included a condition (16) requiring the following accessibility criteria to be met for each phase of the development:-

(i) External areas, including landscaped areas are designed to be inclusive with any gravel surface to be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.

(ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:18 with handrails and a level landing provided at every 8 metres of ramp flight,

(iii) Level access is provided to all buildings

(iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,

(v) All buildings, including their approach, are designed in accordance with BS 8300:2009

The existing buildings were constructed in accordance with approved details and the proposed works will not compromise any of the approved access measures.

It is therefore considered that the proposed development complies with London Plan Policy 7.2.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, Landscaping and Ecology

Stockley Park is valued for its high quality landscaping and, as such, it is critical that these standards are maintained for any landscaping of the site. The proposed green wall is considered to be an innovative feature that reflects the overall modern and verdant nature of Stockley Park. The green wall also provides a level of screening that is considered to be vital due to the degree to which it will soften the appearance of the proposed gantry structures.

Further landscaping is proposed around the replacement and additional fencing that will be

provided around the site perimeter and also around the yard areas. This involves planting that will augment with existing landscaping to produce a high quality green environment. Climbing species that will use the proposed new fencing for support will be included and will help reduce the visual impact of the fencing.

No major digging is required for the installation of the new fencing and its positioning will not compromise or remove any of the existing site landscaping that is in place. A condition will be attached requiring details of landscaping protection methods to be adopted during construction to be submitted to the Council for approval prior to development commencing.

It is therefore considered that the proposed development complies with Local Plan Policies BE 38 and BE 39 and London Plan Policies 5.10 and 5.11.

7.15 Sustainable waste management

It is not considered that the proposed use will generate waste of a volume or nature that would require special waste management considerations.

7.16 Renewable energy / Sustainability

Submitted details of energy consumption and carbon emission rates demonstrate that the development would accommodate a 45% annual CO² reduction in regulated energy loads, therefore meeting flat rate carbon saving requirements of 35% as set out in para. 2.4.3 of the London Plan Sustainable Design and Construction SPG and London Plan Policy 5.2.

Savings in unregulated energy use will also be achieved at a projected level of 26.29% through the use of energy saving features including free Cooling Chillers, variable speed fan Computer Room Air Conditioners (CRAC), variable speed pumps, hot aisle containment, energy efficient lighting, low loss transformers and UPS (battery power supply) systems.

Existing air source heat pumps and roof mounted solar panels will serve the office and support areas of the buildings. These features were installed to comply with condition 20 of the original approval, to the details specified in documents submitted as application 37977/APP/2016/246 and will be retained for use.

7.17 Flooding or Drainage Issues

The gantry will be located over an existing hard surfaced area and does not include any roofing that could lead to an increase in run off or a build up in storage of surface water. The existing drainage and surface water management arrangements, as approved under applications 37977/APP/2017/245 and 37977/APP/2017/345, will be utilised for the development and will not be compromised by the proposed works.

It is therefore considered that the proposed development would be in accordance with Local Plan Policy OE 8, London Plan Policy 5.13 and the National Planning Policy Framework (NPPF).

7.18 Noise or Air Quality Issues

Due to the nature of plant to be installed on site, a condition will be attached to any approval requiring a detailed air quality assessment to be provided prior to occupation of the buildings. This is to ensure that the release environment and stack design will not result in adverse air quality impacts towards nearby receptors.

The acoustic statement submitted with the application, which would become an approved document should permission for the proposed development be granted, states that noise levels caused by machinery and plant on site will reach higher than 5dB below background sound levels when measured from the nearest sensitive receptor.

A condition will be attached to ensure that this level of noise is not be exceeded and that a monitoring report is supplied to demonstrate that this is the case.

It is therefore considered that the proposed development would comply with Local Plan Policy OE 1 and London Plan Policies 7.14 and 7.15.

7.19 Comments on Public Consultations

7.20 Planning Obligations

The original development was covered by a Section 106 agreement that included a number of covenants attached to phase 1 and/or phase 2 of the development, many of which have now been fulfilled.

A deed of variation has been prepared to include reference to the current application and this will need to be signed prior to any approval being issued.

7.21 Expediency of enforcement action

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

It has been demonstrated within this report that the proposed development and variation of conditions accord with relevant Local, Regional and National planning policies and guidance.

It is therefore recommended that the application is approved, subject to conditions.

11. Reference Documents

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

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

The London Plan (2016)

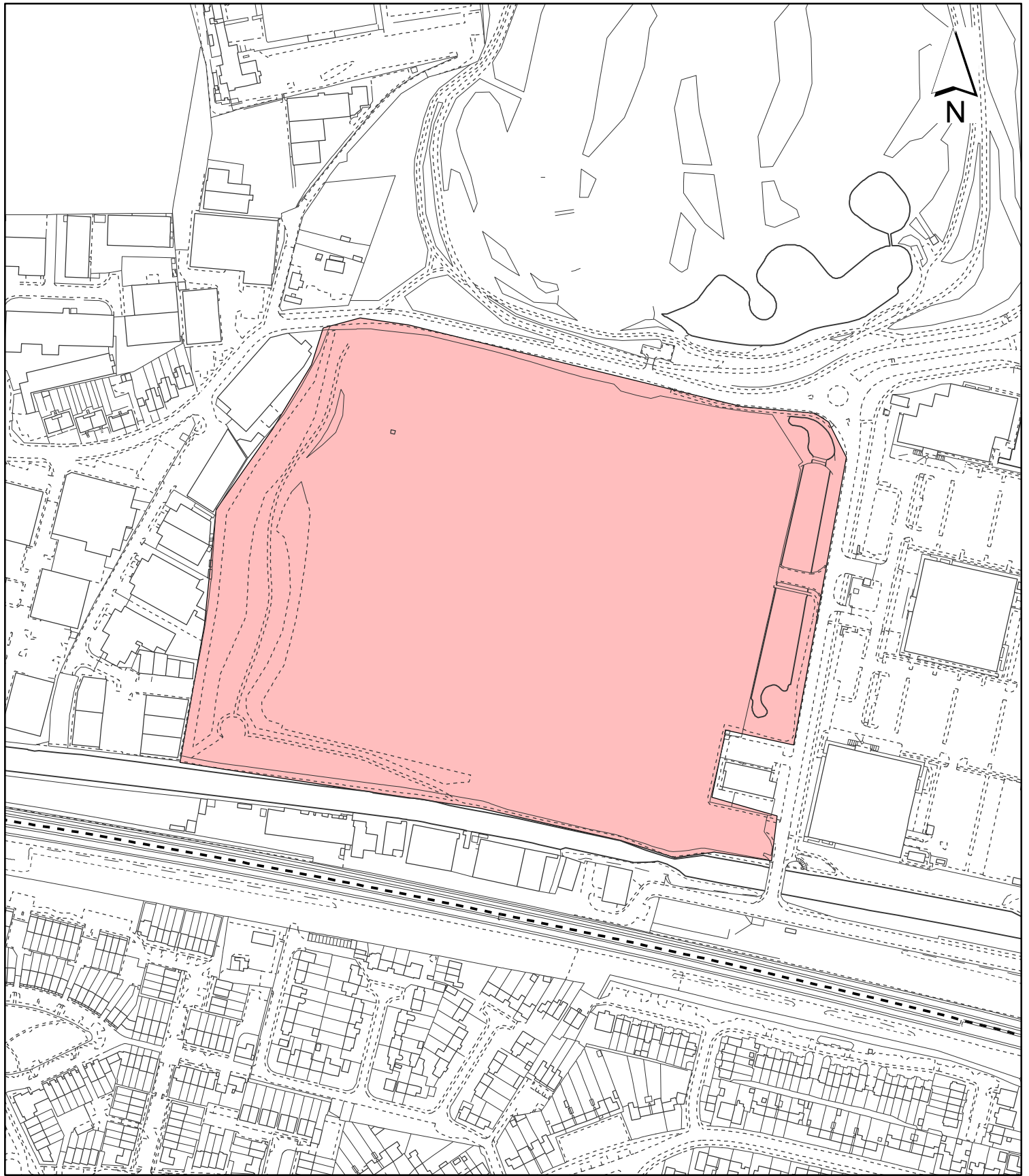
Mayor of London's adopted Supplementary Planning Guidance - Sustainable Design & Construction

Hillingdon Planning Obligations SPD

National Planning Policy Framework (NPPF)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address: **Prologis Park
 West London
 Horton Road
 Yiewsley**

Planning Application Ref:
37977/APP/2017/1634

Planning Committee:
Major Page 140

Scale:
1:3,500

Date:
July 2017

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



Report of the Head of Planning, Sport and Green Spaces

Address SITE AT THORNEY MILL ROAD OUTBOROUGH MIDDLESEX

Development: Importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching plant and associated infrastructure at Thorney Mill Sidings, Thorney Mill Road, Iver (Consultation by Buckinghamshire County Council).

LBH Ref Nos: 39707/APP/2017/2356

Drawing Nos:

Date Plans Received: 28/06/2017

Date(s) of Amendment(s):

Date Application Valid: 28/06/2017

1. SUMMARY

This out of borough application is being reported because it is a major application that would impact the residents of West Drayton. This report relates to an application made to Buckinghamshire County Council (BCC) for the proposed concrete batching plant and associated infrastructure at Thorney Mills Sidings, Buckinghamshire. The Local Planning Authority is providing comments on the merits of the submission made to BCC as a statutory consultee. BCC remain the decision maker on the application.

2. RECOMMENDATION

That an objection should be lodged to Buckinghamshire County Council concerning the proposals being inappropriate development within the Green Belt and potential noise disturbance to residents in the London Borough of Hillingdon.

That informatives be recommended to ensure other impacts are as set out in the planning submission and to ensure no adverse highway impacts should a consent be granted.

1 NON2 Objection

The scale and intensity of the use is considered to be inappropriate development within the Green Belt and therefore inherently harmful. The applicant has not justified the proposed development through very special circumstances.

2 NON2 Objection

Insufficient information has been provided to demonstrate that the proposal will not result in an unacceptable increase in noise, which would be to the detriment of residential amenity, or that appropriate measures will be put in place to sufficiently mitigate against such impacts.

INFORMATIVES

1

Notwithstanding this Council's objection, should Buckinghamshire County Council be minded to grant planning permission, the London Borough of Hillingdon request that a legal agreement be attached to any consent granted to require the following:

That data be produced bi-annually on the throughput of the various elements of the site including the deliveries made from the site and that a travel plan is provided and made available to the two highway authorities involved.

Reason

It is important that the proposed tonnage are conditioned and monitored to ensure there is no 'creep' of the permission, which could result in a significant increase in traffic to/from the site to the detriment of the highway network.

2

Notwithstanding this Council's objection, should Buckinghamshire County Council be minded to grant planning permission, the London Borough of Hillingdon request that a condition be attached to any consent granted to require the following measures:

- i) Ameliorative noise mitigation measures such as a 5m high acoustic barrier and appropriate natural screening in sensitive locations;
- ii) Management strategies for the control of dust.

REASON

In the interest of protecting residential amenity.

3

Notwithstanding this Council's objection, should Buckinghamshire County Council be minded to grant planning permission, the London Borough of Hillingdon request that it should be subject to a Legal Agreement requiring the developer to, prior to the commencement of development, submit a HGV deliveries and servicing management plan to the Local Planning Authority for its written approval. The plan shall detail:

- i) Traffic management and access arrangement which includes details of vehicles accessing trunk roads and motorways and measures in which the vehicles avoid local roads and peak hours; and
- ii) providing information to all operators of the preferred route avoiding existing weight and width restrictions on the local road network.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced.

3. CONSIDERATIONS

3.1 Site and Locality

The application site extends to approximately 2 hectares (ha) and includes access to the public highway and is presently vacant. The site is located within a wider parcel of land which has had a variety of uses historically and which is known as Thorney Mill Aggregate Depot. Presently, the Aggregate Depot is largely vacant, save for a large industrial type building.

The Aggregates Depot is situated to the west of West Drayton, to the northeast of the M4/M25 junction and to the east of Thorney. The application site boundaries consist of woodland and a river to the north, vacant industrial land to the east, Thorney Mill Road to the south and a rail line and golf course to the west.

The site is located within the Green Belt and within Colne Valley Regional Park.

3.2 Proposed Scheme

The proposal relates to a planning application submitted to BCC for the importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching plant and associated infrastructure, at Thorney Mill Sidings, Thorney Mill Road, Iver, Buckinghamshire, UB7 7EZ.

This application seeks to allow the use of the site as an aggregates depot, whereby aggregates will be imported to the site, primarily via the existing rail siding, and sorted for onward distribution by road. The applicant seeks unrestricted operation of the site as the nature of rail freight routing is such that trains will need to be offloaded at any time of the day or night during the week. A teamster is proposed to be used to unload the rail wagons which will convey the aggregates directly into purpose built aggregate storage bays where the materials shall be temporarily stored.

The proposed concrete batching plant and machinery will include:

- Silos;
- Ready Mix Batching Plant;
- Wedge Pits;
- Storage Bays associated with concrete production; and
- Storage Bays associated with Aggregate Storage.

It is understood that around 210,000 tonnes of aggregates would be imported to the site by rail each year. This, it is anticipated, would result in the onward distribution by road of around 100,000 tonnes per annum of aggregate using HGV's, with an average load of 30 tonnes. Assuming 275 days worked each year, this would mean that around 13 loads of aggregates will be transported off site per day (26 HGV movements).

The target market for the proposed batching plant will typically be within a 20 mile radius of the site but aggregates may travel further than this.

3.3 Relevant Planning History

39707/APP/2002/1740 Buckinghamshire County Council Outborough Middlesex

TO INCREASE HEIGHT OF EXISTING ASPHALT PLANT EXHAUST FROM 2.1 METRES TO ;
METRES HIGH AT BARDON AGGREGATES, THORNEY MILL ROAD, WEST DRAYTON
(CONSULTATION BY BUCKS COUNTY COUNCIL)

Decision: 20-08-2002 NO

Comment on Relevant Planning History

It is understood that the lawful use is operational railway land, but that for a number of years now it has been vacant.

4. Planning Policies and Standards

The application is made to Buckinghamshire County Council and would be determined in accordance with that County's Development Plan.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

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
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
MIN13	Proposals for chalk extraction
OE1	Protection of the character and amenities of surrounding properties and the local area

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The Council erected several site notices around West Drayton advising residents to write to Buckinghamshire County Council with their objections. Nevertheless, letters of objection have been received from the local ward Councillor, the Yiewsley & West Drayton Town Centre Action Group, the Garden City Estate Residents' Association and a local resident. The concerns raised are summarised below:

- There is very little detail to base a judgement on.
- Concern about the increase of HGVs through West Drayton;
- Concerns raised in relation to noise and dust control;
- Concerns regarding light pollution; and
- Concerns relating to the highways impact of the proposal in West Drayton.

Officer comment:

The first point is noted. Matters relates to traffic, dust and noise are addressed in the report. With regard to light pollution it should be noted that the site is located well in excess of 200m (as the crow flies) from the nearest residential properties in Hillingdon to the east. This distance, combined with extensive tree planting which exists along the Colne Valley corridor and provides a significant visual screen is such that it is not considered an objection on this basis could be justified. Mayfield Caravan Park is located to the south east of the site, approximately 50m from the site entrance. However, sufficient screening exists such that it is not considered light pollution would cause an unacceptable nuisance to those residents. Notably, lighting diagrams have been provided which show that there would be no light spill into this borough.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 89 of the NPPF (2012) makes it clear that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 of the NPPF (2012) states that:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

The proposal should be resisted in principle as the site lies within the Green Belt and the proposal is therefore inappropriate development which would be inherently harmful and consequently only acceptable if shown to be justified through the existence of very special circumstances.

Whilst it is acknowledged that there was a historic form of industrial use on the site, the existing site is largely vacant and the proposed use would increase the scale and intensity of industrial use conflicting with the purpose of the Green Belt. As such the London Borough of Hillingdon strongly objects to the principle of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

This application made to Bucks CC is to develop a aggregate storage and concrete batching plant on a site directly off Thorney Mill Road in Iver. The site is immediately adjacent to the railway line and a few hundred metres from the Borough boundary to the west. The site has a wide access onto Thorney Mill Road with adequate visibility for a 40 mph speed limit road. The site already has rail sidings so the delivery of any materials would be covered by an existing arrangement. The applicant has produced a Transport Statement by the Hurlstone Partnership in support of the application.

The Transport Statement (TS) suggests that the Annual Average Daily Traffic (AADT) for Thorney Mill Road was approximately 9000 vehicles per day and the average speed along this road was 40mph. There is a 40mph speed limit in place at present. There are restrictions on HGV movements to the east of the site using a 5t weight limit between Midnight and 8am and between 6.30pm and midnight. For the rest of the day HGV movement is unrestricted. However there is a 7ft width restriction that is permanently in place further to the east at the River Colne. This width restriction effectively limits access to the area to the east (West Drayton and beyond) as most larger lorries are in excess of 7ft wide.

The proposals on the site involve the creation of storage facility for aggregates and the construction of a concrete batching plant to serve the surrounding area.

Approximately 210,000 tonnes of material will be imported to the site by rail and that will be used as 100,000 tones of aggregate for onward distribution as well as the remainder used in the making of 50,000 cubic metres of ready mixed concrete.

There will be 4 concrete mixers based on site that make local deliveries. According to the Transport Statement 'all HGVs would travel west to Ritchins Way in order to access the A4 and M4'. The TS estimated HGV movements for the aggregates at 26 HGV movements per day, 82 HGV movements for the ready mixed concrete and 14 movements for staff resulting in 96 movements per day. This additional traffic (+13%) on Thorney Mill Road would be a significant increase in traffic levels but the HGV traffic would be using links to the west through Ritchings Way. The applicant indicates that the vast majority of vehicles would travel through Thorney Mill Road along Riching Way towards Slough.

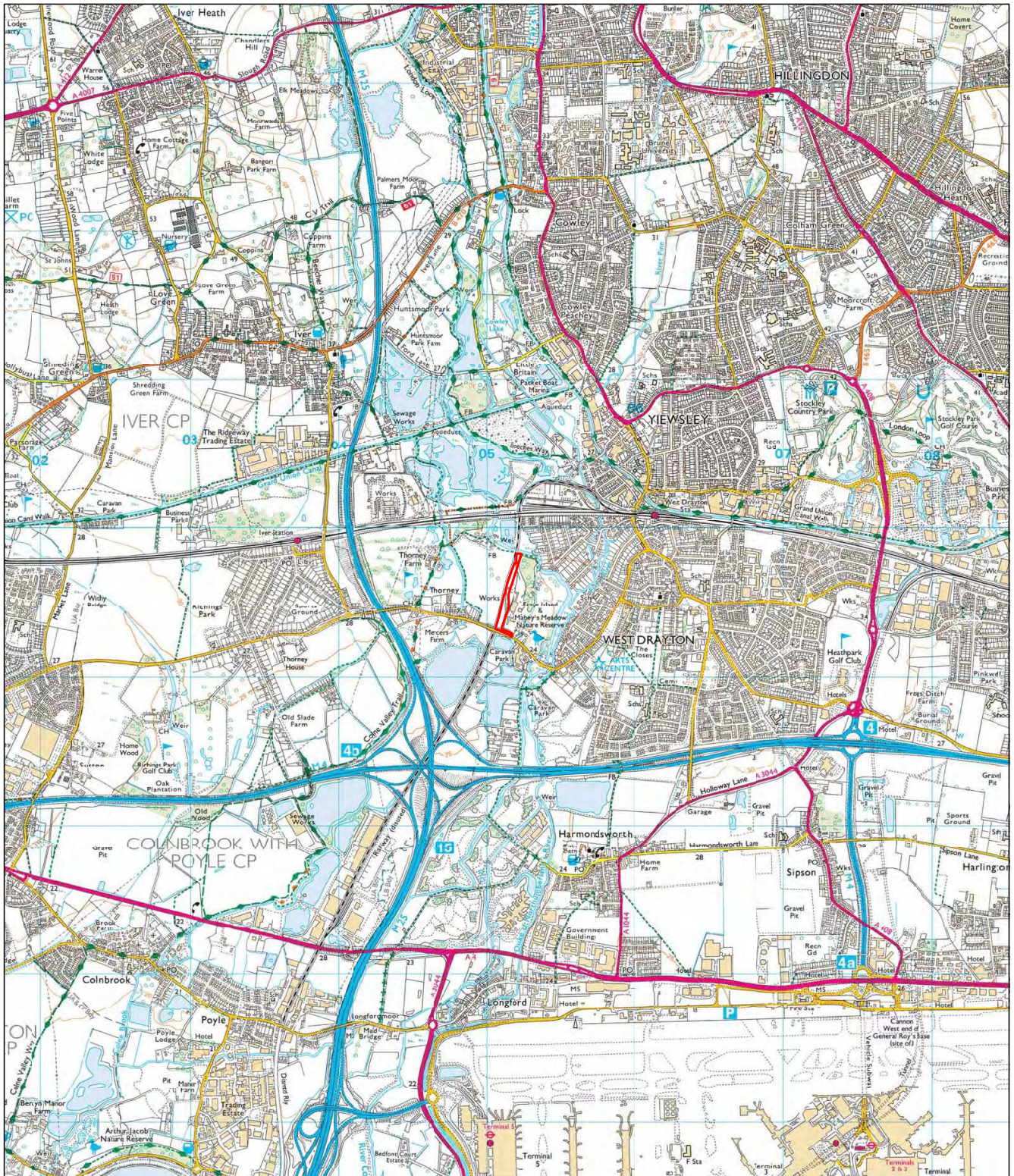
In terms of the traffic impacts to this Borough there will be some smaller vehicles that can use the roads to the east within Hillingdon. There would be significant concerns over any large operation generating large tonnages of materials through the London Borough of Hillingdon, but in this case the existing measures in terms of weight and width restrictions in place along Thorney Mill Road should prevent such impacts. It is important that the proposed tonnage is conditioned and monitored to ensure there is no 'creep' of the permission. An informative is suggested that requires data to be produced bi-annually on the throughput of the various elements of the site including the deliveries made from the site. The development should also produce a travel plan that must be made available to the two highway authorities involved.

7.18 Noise or Air Quality Issues

Nearby residents and local communities have raised serious concerns relating to noise and dust that would be generated by the proposal. The proposal would impact on day time and night time living standards. It is considered that the planning submission does not satisfactorily address potential noise impact and an objection should be raised in this regard. It is considered that London Borough of Hillingdon strongly recommends that Buckinghamshire County Council seek ameliorative noise mitigation measures such as a 5m acoustics barrier, enhanced natural screening in sensitive locations and management strategies for the control of dust.

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Legend

 Application Boundary

PROJECT
Thorney Mill

DRAWING TITLE
Location Plan

DATE
April 2016

SCALE
1:10,000 @A3

DRAWING NO.
M15.145.D.002

DRAWING STATUS
FINAL



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Plans for Major Applications Planning Committee

Wednesday 2nd August
2017



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Report of the Head of Planning, Sport and Green Spaces

Address FORMER GARAGE SITE R/O 6-16 NELSON ROAD HILLINGDON

Development: Proposed demolition of the existing garage blocks and erection of 6 houses with rear dormers, parking spaces, all associated external works and changes to the front and rear gardens of 13 Nelson Road to widen the existing access.

LBH Ref Nos: 72704/APP/2017/1068

Date Plans Received:	23/03/2017	Date(s) of Amendment(s):	23/03/2017
Date Application Valid:	24/03/2017		05/07/2017



Scale 1:1250

NOTES: - DO NOT SCALE FROM THIS DRAWING The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project FORMER GARAGES SITE AT REAR OF 6-16 NELSON ROAD, UXBRIDGE, UB10 0PU		Scale 1:1250 @ A4	Drawn by SAM
Description SITE LOCATION PLAN		Date 16/03/17	Checked by SV
		Drawing No. 2016/D176/P/01	Rev.



HILLINGDON
LONDON

RESIDENTS SERVICES, CAPITAL PROGRAMME
 2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW

Tel: 01895 250 111
 Fax: 01895 277 224

NOTES:
 This drawing is a site plan of an existing site and is not a site plan for a new development.
 It is not to be used for any other purpose without the written consent of the author.
 It is not to be used for any other purpose without the written consent of the author.



RESIDENTS SERVICES, CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 3JW Tel: 01895 250 111 Fax: 01895 277 224	
PROJECT:	FORMER GARAGES SITE AT REAR OF 6 TO 18 NELSON ROAD UXBRIDGE, UB10 0PU
DESCRIPTION:	EXISTING SITE PLAN
SCALE:	1:500 @ A3
DRAWN BY:	SAM SV
CHECKED BY:	SV
DATE:	17/03/17
DRAWING NO:	
REV:	
2016/D/176/P/02	

NOTES:
 1. All landscaping works shall be in accordance with the New Zealand Resource Management Act 1991 and the Resource Management Act 1991.
 2. All landscaping works shall be in accordance with the Resource Management Act 1991 and the Resource Management Act 1991.
 3. All landscaping works shall be in accordance with the Resource Management Act 1991 and the Resource Management Act 1991.
 4. All landscaping works shall be in accordance with the Resource Management Act 1991 and the Resource Management Act 1991.



- KEY
- Existing Trees
 - Proposed Trees
 - Proposed Shrub
 - Proposed Shrub
 - Proposed Shared Space in Existing Access Road
 - Paving Block
 - 4 Bed House
 - 3 Bed House
 - Proposed Parking Space in Permeable Block/Block Pavement
 - Paved/Gravel Path/Slab

Rev	Description	Station	Date
1	Issue for tender		17/03/17
2	Issue for tender		17/03/17
3	Issue for tender		17/03/17
4	Issue for tender		17/03/17
5	Issue for tender		17/03/17
6	Issue for tender		17/03/17
7	Issue for tender		17/03/17
8	Issue for tender		17/03/17
9	Issue for tender		17/03/17
10	Issue for tender		17/03/17
11	Issue for tender		17/03/17
12	Issue for tender		17/03/17
13	Issue for tender		17/03/17
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49	Issue for tender		17/03/17
50	Issue for tender		17/03/17



RESIDENTS SERVICES: CAPITAL PROGRAMME
 22/10, CIVIC CENTRE, LUXBRIDGE, 1088 10th
 LONDON, UK
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT:
 FORMER GARAGES SITE AT REAR OF
 NELSON ROAD, LUXBRIDGE,
 HILLINGDON, UB10 0PU

DESCRIPTION:
 PROPOSED SITE PLAN

SCALE:
 1:400 @ A3

DRAWN BY:
 J. SAM


CHECKED BY:
 J. SV

DATE:
 17/03/17

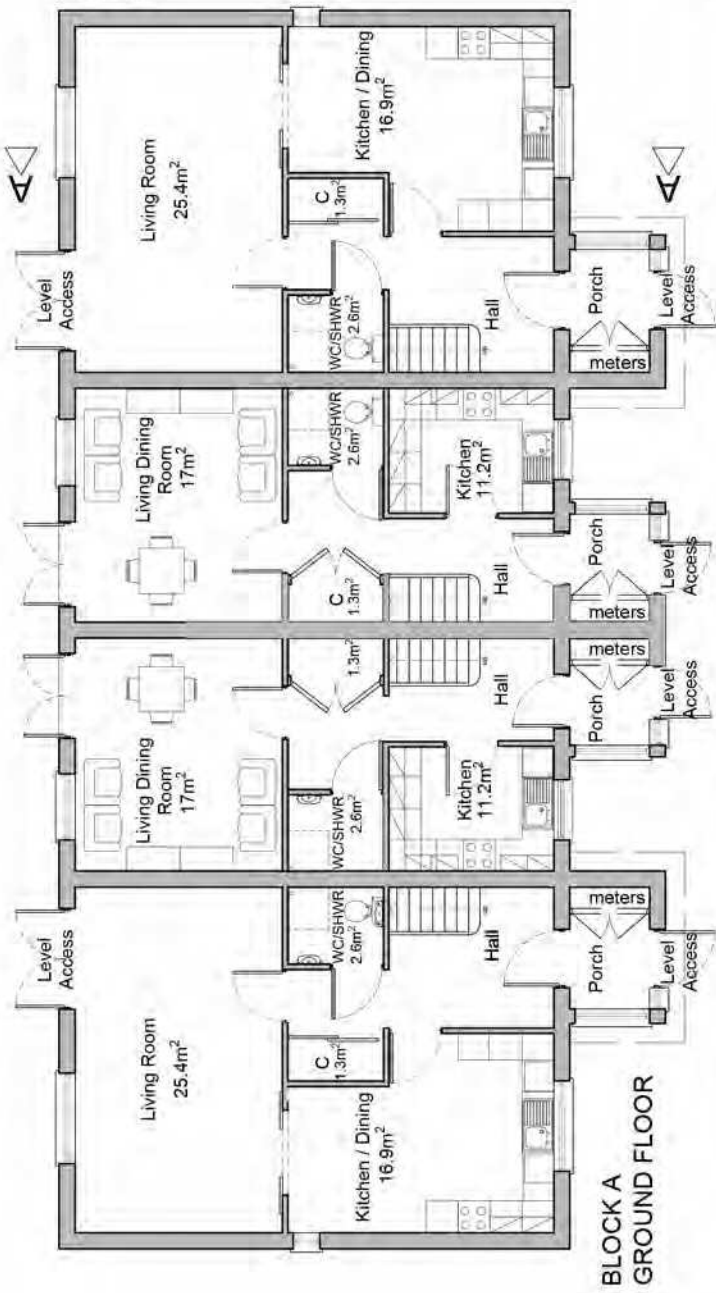
REV:
 B



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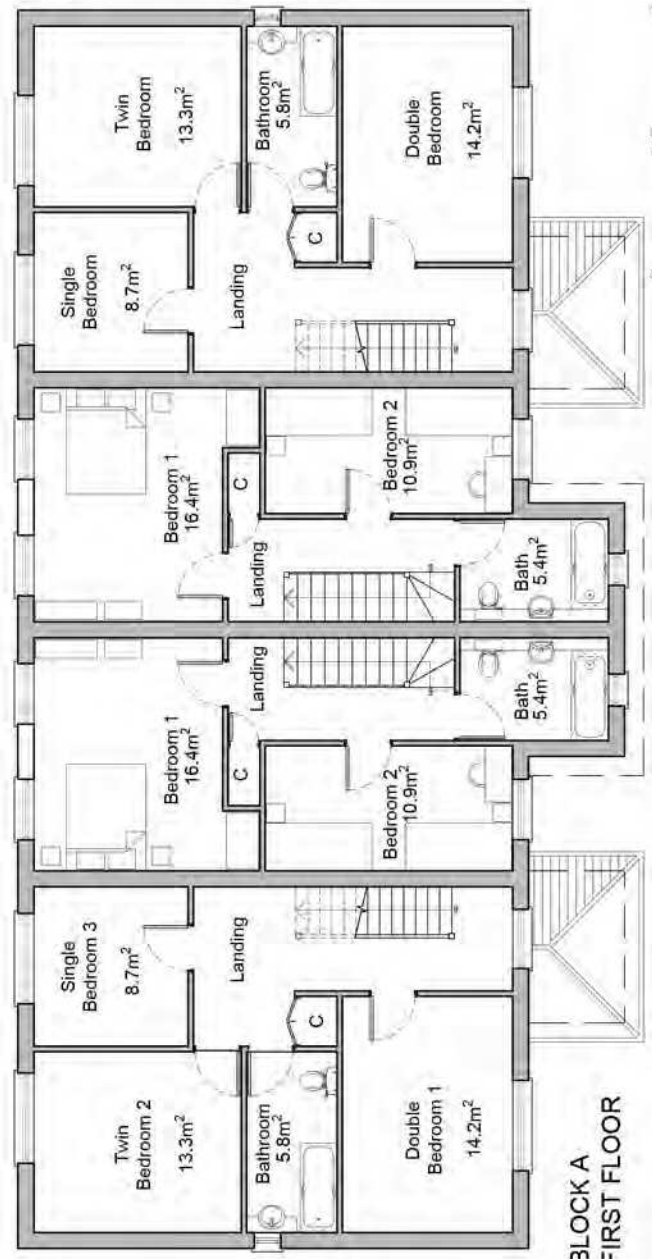
Rev	Revisions	Issued	Date
			
RESIDENTS SERVICES: CAPITAL PROGRAMME 22/10, 5/16 CENTRE FOR SENIORS, 1000 TEL: 01895 250 111 FAX: 01895 277 224			
PROJECT: FORMER GARAGES SITE AT REAR OF NELSON ROAD, LUXBRIDGE, UB10 0PU			
DESCRIPTION: BLOCK A GROUND AND FIRST FLOOR PLANS			
SCALE	DATE	DATE	DATE
1:50 @ A3	15/01/17	15/01/17	15/01/17
1:50 @ A3	15/01/17	15/01/17	15/01/17
2016/D/176/P/04			

GIA GROUND FLOOR 62.6m²
 HOUSES 1, 4, 5 AND 6
 GIA GROUND FLOOR 43.1m²
 HOUSES 2, AND 3



**BLOCK A
 GROUND FLOOR**


GIA FIRST FLOOR 58.5m²
 HOUSES 1, 4, 5 AND 6
 GIA FIRST FLOOR 42.9m²
 HOUSES 2, AND 3



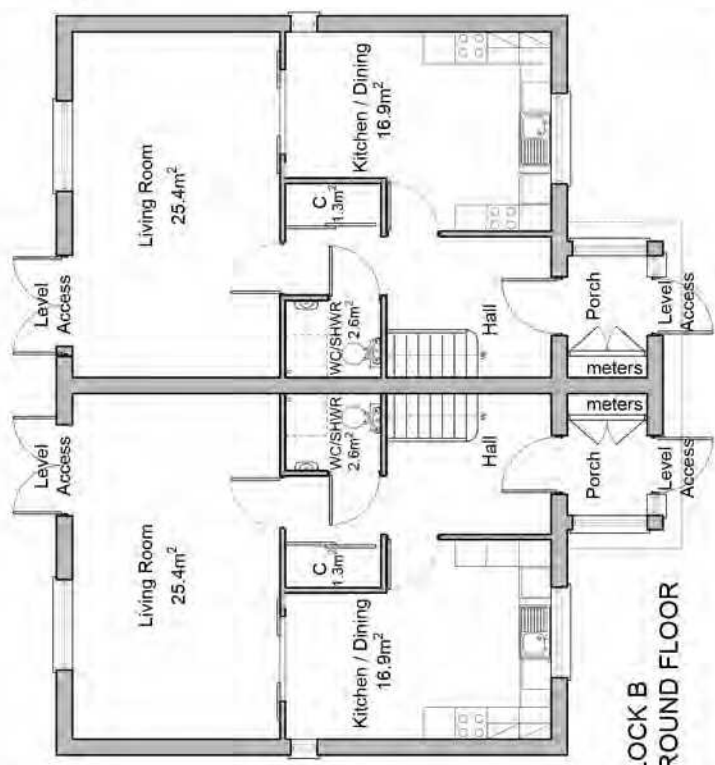
**BLOCK A
 FIRST FLOOR**



100000
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Rev	Revisions	Date
		
RESIDENTIAL SERVICES, CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, UXBIDGE, UBS 10N Uxbridge, Middlesex, UK Tel: 01895 250 111 Fax: 01895 277 224		
PROJECT FORMER GARAGES SITE AT REAR OF NELSON ROAD, UXBIDGE, UB10 0PU		
DESCRIPTION BLOCK B GROUND AND FIRST FLOOR PLANS		
SCALE	DATE	UNIT
1:50 @ A3	20/03/17	SY
Drawn by:	Checked by:	REV
2016/D/176/P/05		

GIA GROUND FLOOR 58.5m²
 HOUSES 1, 4, 5 AND 6

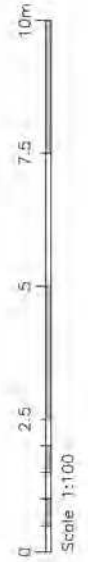


**BLOCK B
 GROUND FLOOR**

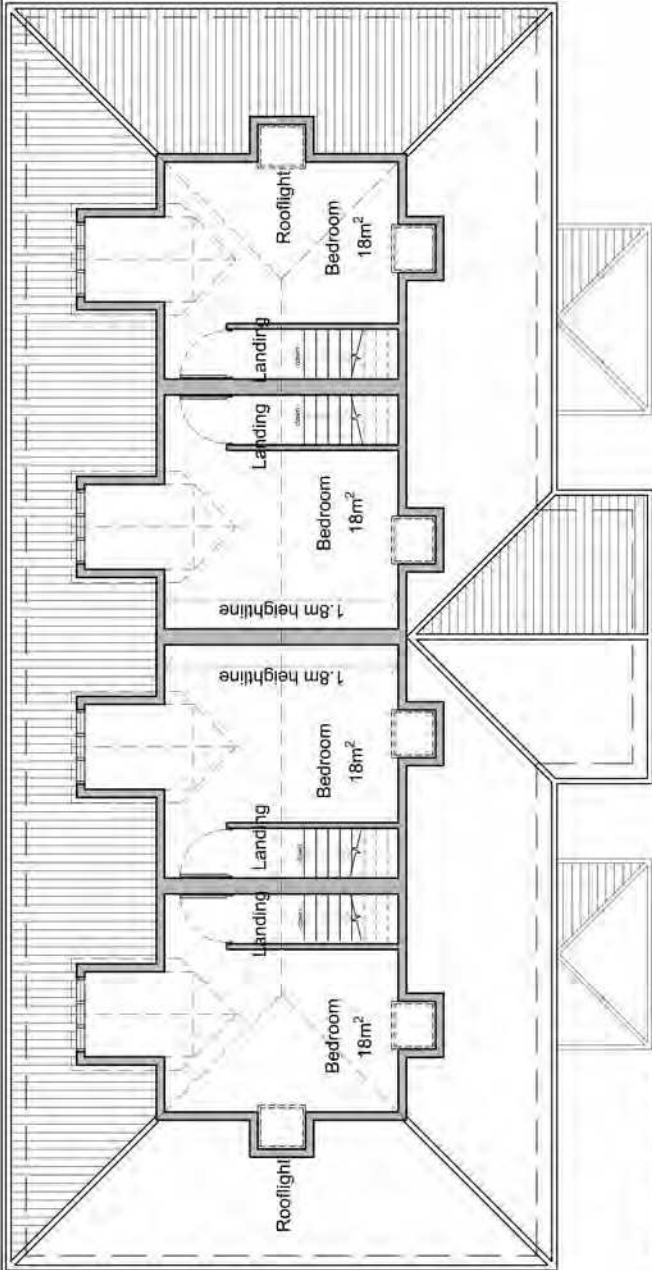
GIA FIRST FLOOR 58.5m²
 HOUSES 1, 4, 5 AND 6



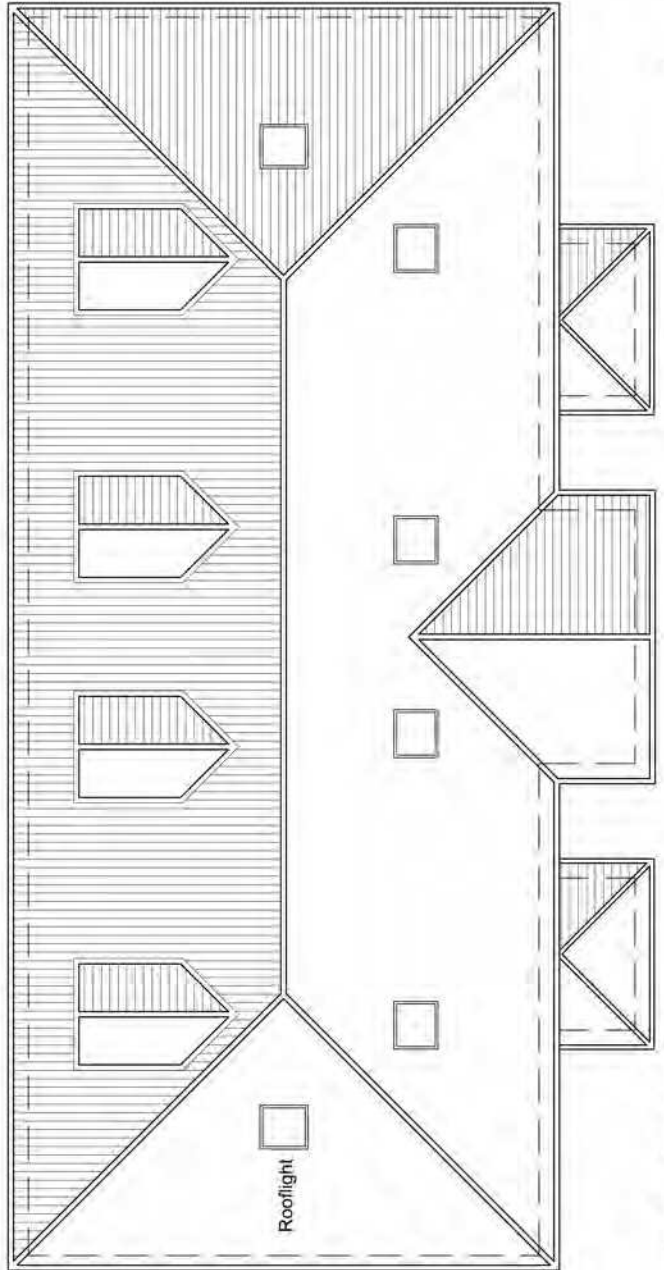
**BLOCK B
 FIRST FLOOR**



GIA LOFT FLOOR 21.7m²
 HOUSES 1, 4, 5 AND 6
 GIA LOFT FLOOR 22.0m²
 HOUSES 2, AND 3



BLOCK A LOFT PLAN




BLOCK A ROOF PLAN

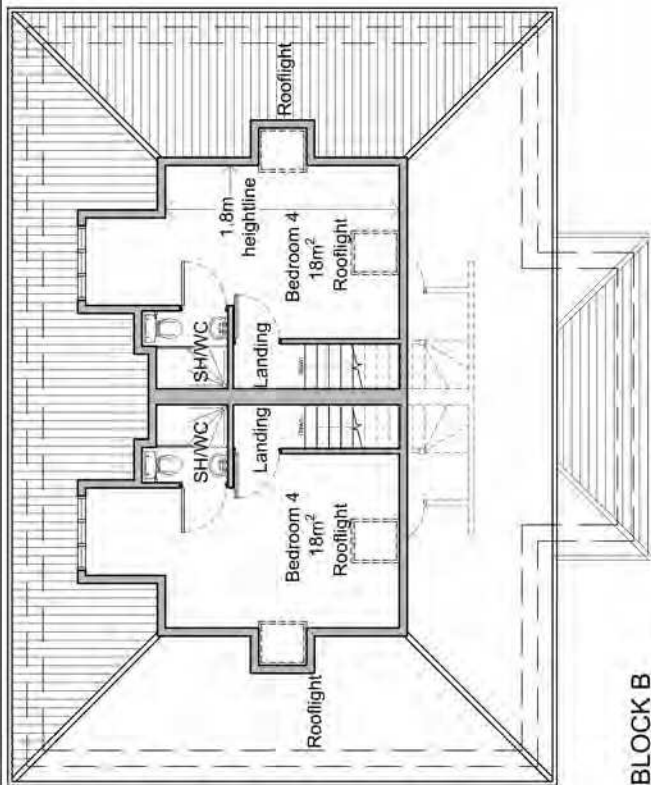


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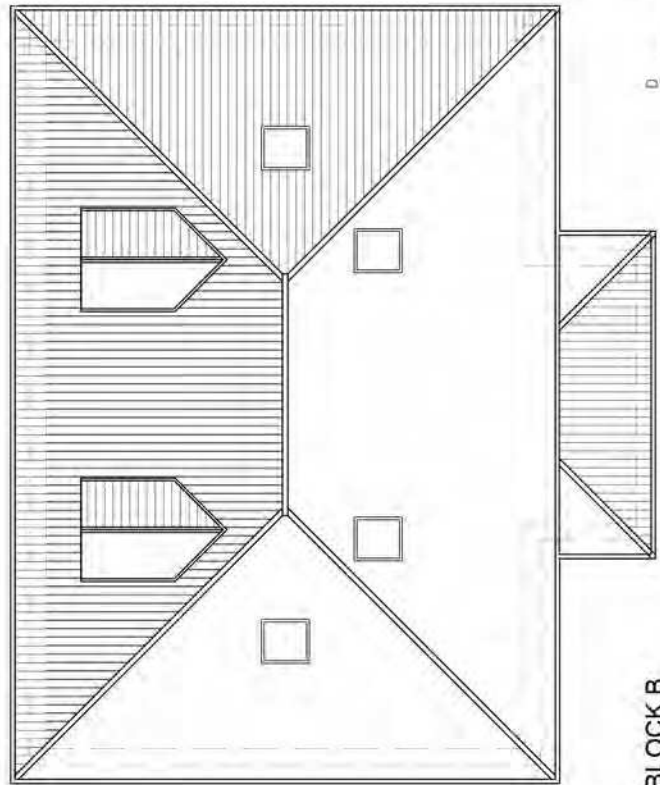
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PROJECT FORMER GARAGES SITE AT REAR OF NELSON ROAD, UXRIDGE, HILLINGDON, URB10 0PL			
DESCRIPTION BLOCK A - LOFT & ROOF PLANS			
SCALE	DRAWN BY	CHECKED BY	DATE
1:100	13B	13B	17/03/17
DRAWING No:			REV
2016/D/176/P/06			

GIA LOFT FLOOR 21.7m²
 HOUSES 1, 4, 5 AND 6
 GIA LOFT FLOOR 22.0m²
 HOUSES 2, AND 3



**BLOCK B
 LOFT PLAN**



**BLOCK B
 ROOF PLAN**



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RESIDENTS SERVICES, CAPITAL PROGRAMME
 2E/10, CIVIC CENTRE, MARKET, URB 11UN
 TEL: 01895 250 114
 FAX: 01895 277 224

PROJECT
 FORMER GARAGES SITE AT REAR OF
 NELSON ROAD, UXBRIDGE,
 HILLINGDON, UB10 0PL

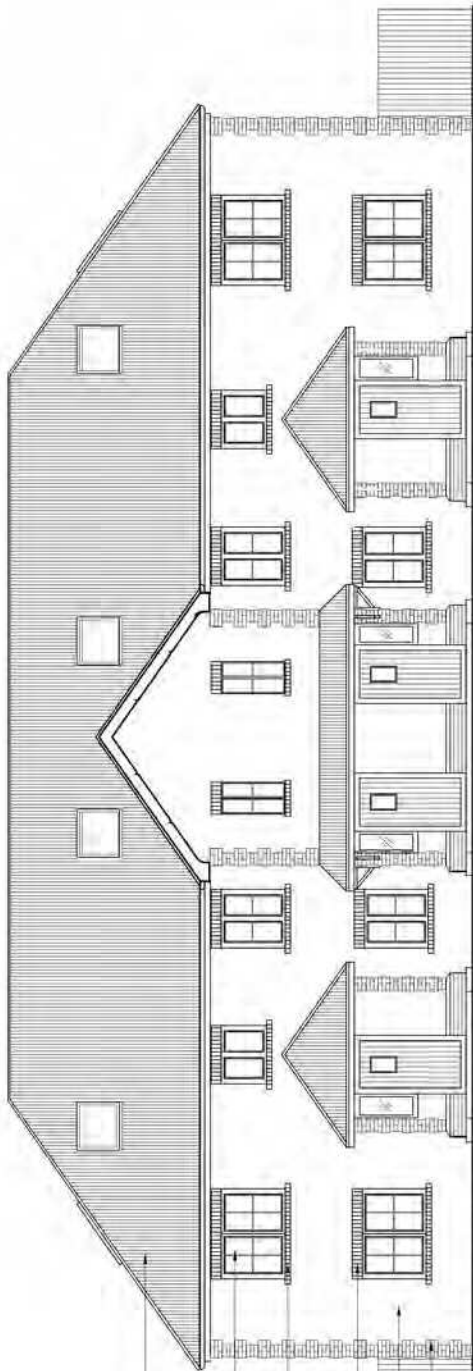
DESCRIPTION
 BLOCK B AND LOFT AND ROOF PLANS

SCALE	DRAWN BY	CHECKED BY	DATE
1:100	JSB	JSV	10/03/17

2016/D/176/P/07

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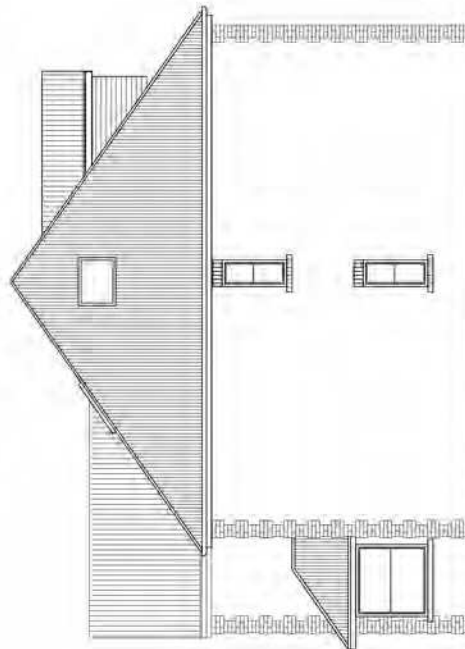
Plain tiles on 35° pitched roof.

Timber Windows

Brick soldier course head & sill.


Fairfaced brickwork
Projected quoins in fairface brickwork

BLOCK A - FRONT ELEVATION



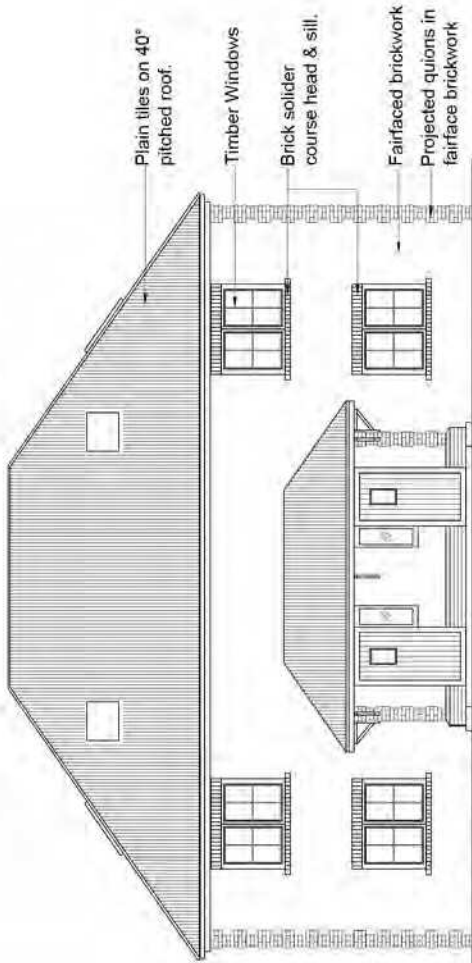
BLOCK A - SIDE ELEVATION (NORTH)



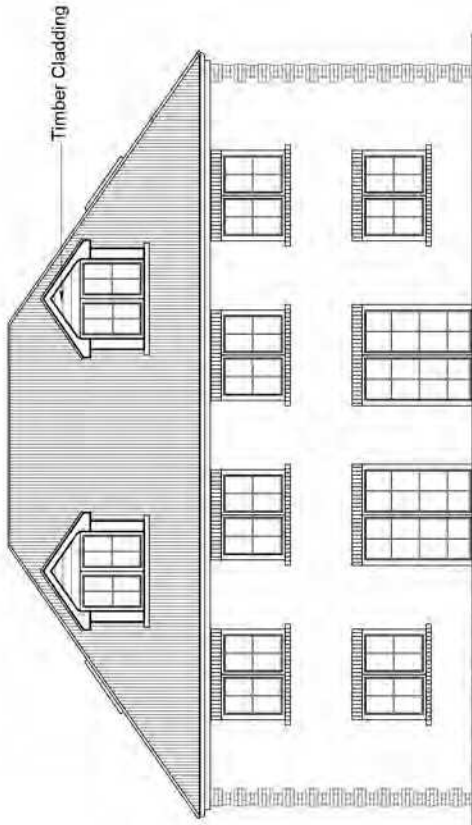
Rev	Revisions	Issued	Date
			
RESIDENTS SERVICES, CAPITAL PROGRAMME 26/10, GYMPIE ROAD, HILLINGDON, LONDON, B64 7JN Tel: 01895 250 111 Fax: 01895 237 224			
PROJECT FORMER GARAGES SITE AT REAR OF 6 TO 15 NELSON ROAD HILLINGDON, UB10 0PL			
DESCRIPTION BLOCK A FRONT AND SIDE ELEVATION 1 of 2			
SCALE	DRAWN	CHECKED	DATE
1:100 @ A3	J SAN	J SV	17/03/17
DESCRIPTION	REV		
2016/D/176/P/08			

NOTES

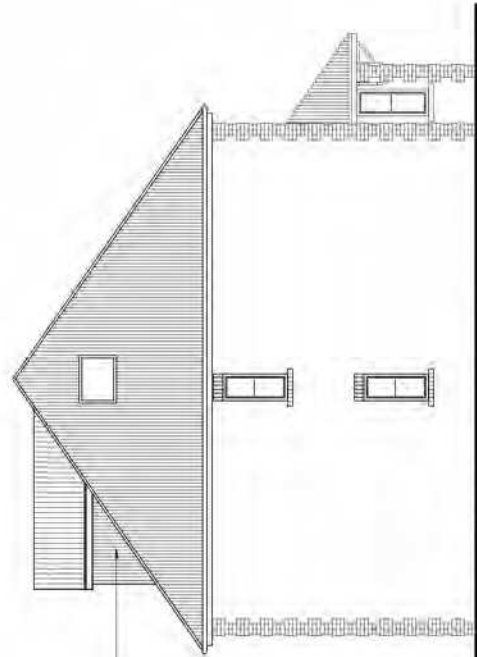
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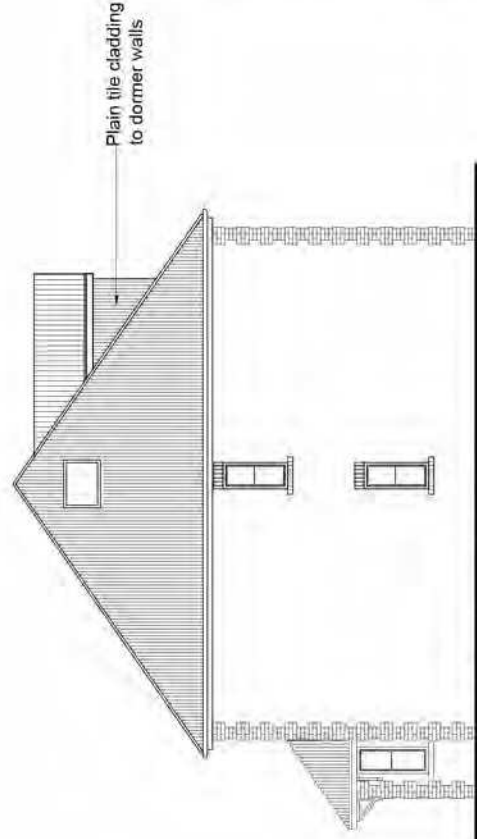
BLOCK B - FRONT ELEVATION



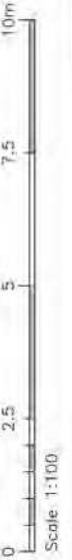
BLOCK B - REAR ELEVATION



BLOCK B - SIDE (WEST) ELEVATION



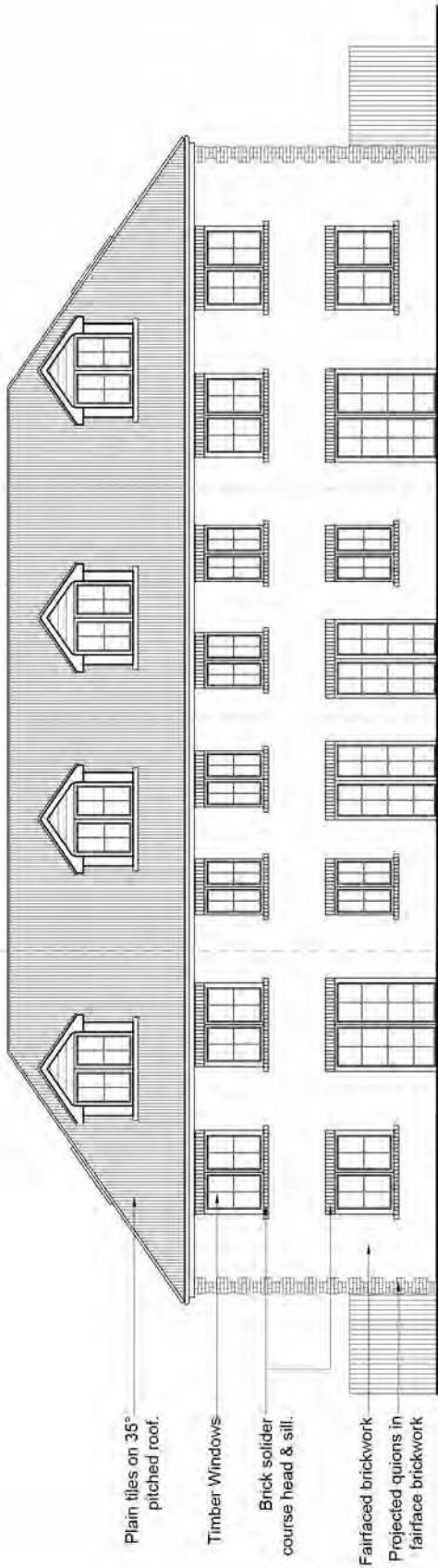
BLOCK B - SIDE (EAST) ELEVATION



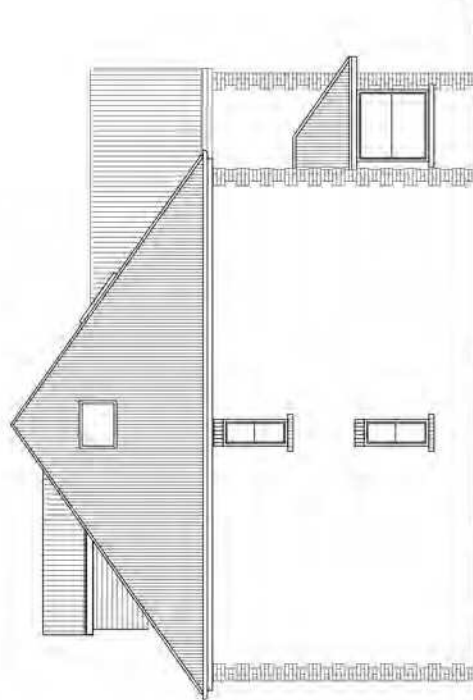
Rev	Revisions	Issued	Date
RESIDENTS SERVICES: CAPITAL PROGRAMME 24/10, 519C CENTRAL LONDON, UBB 10M TEL: 01895 250 117 FAX: 01895 277 224			
PROJECT: FORMER GARAGES SITE AT REAR OF 6 TO 15 NELSON ROAD HILLINGDON, UB10 0PL			
DESCRIPTION: BLOCK B FRONT, REAR AND SIDE ELEVATIONS			
SCALE:	1:50 @ A3	1:50 @ A4	1:25 @ A1
DRAWING No:	2016/D/176/P/10		REV:

NOTES

All buildings must comply with the provisions of the Building Act 2004 and the Building Regulations 2004. The Building Act 2004 and the Building Regulations 2004 are available on the Department of Building and Construction website. The Building Act 2004 and the Building Regulations 2004 are available on the Department of Building and Construction website.




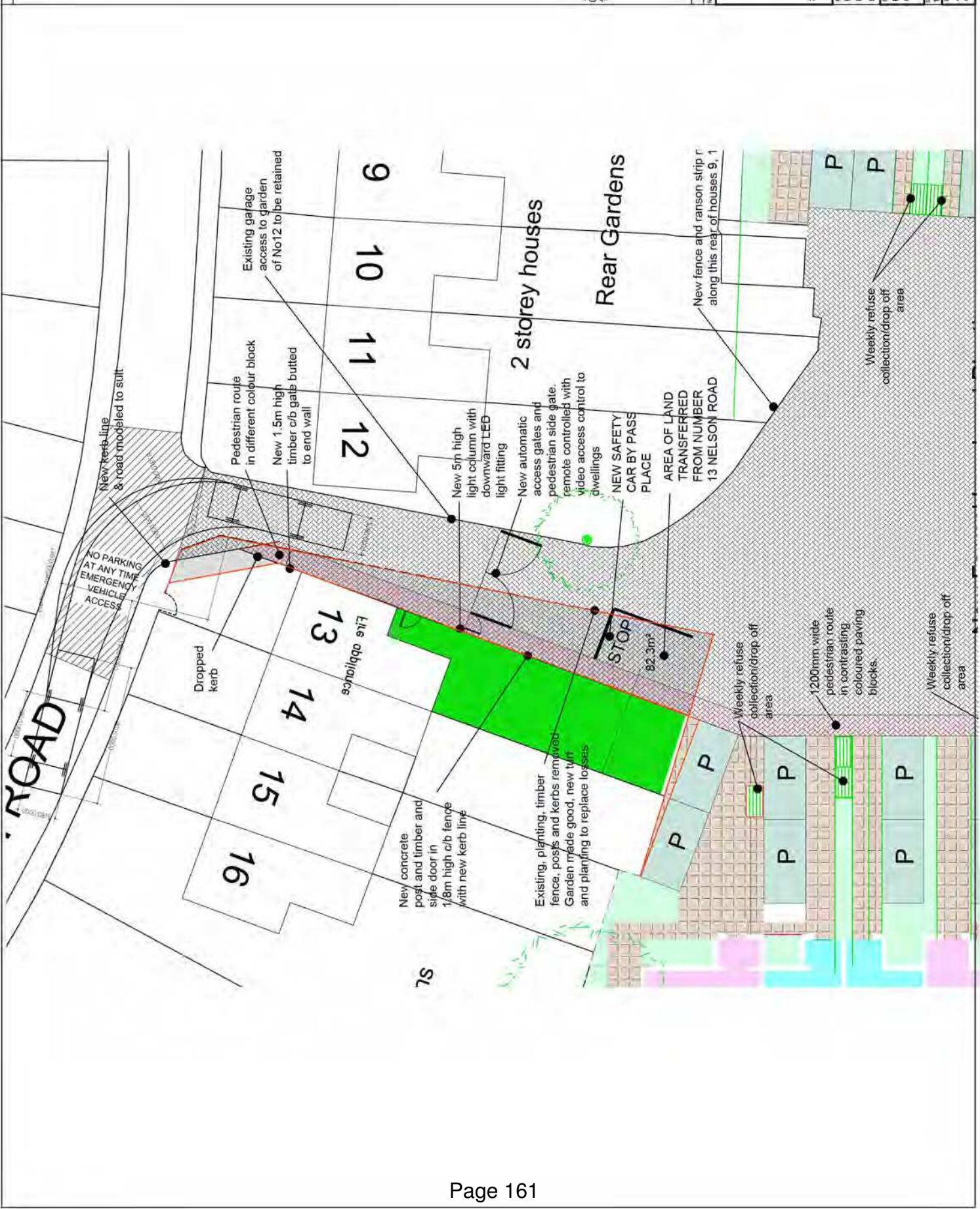
BLOCK A - REAR ELEVATION

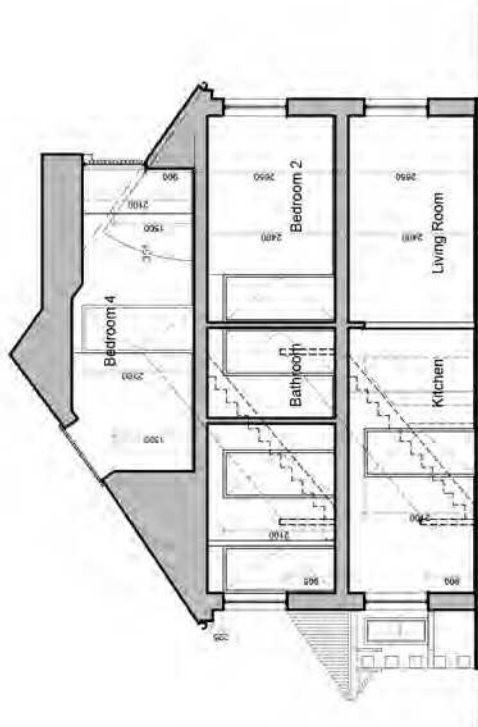


BLOCK A - SIDE ELEVATION (SOUTH)



Rev	Revisions	Issued	Date
			
RESIDENTS SERVICES, CAPITAL PROGRAMME 26/10, GYMPIE ROAD, HILLINGDON, LONDON, GB, UK Tel: 01895 250 111 Fax: 01895 237 224			
PROJECT FORMER GARAGES SITE AT REAR OF 6 TO 15 NELSON ROAD HILLINGDON, UB10 0PL			
DESCRIPTION BLOCK A REAR AND SIDE ELEVATION 2 of 2			
SCALE	DRAWN BY	CHECKED BY	DATE
1:50 @ A3	J SAN	J SV	10/03/17
DESCRIPTION	REV		
2016/D/176/P/09			





TYPICAL SECTION A-A
Scale 1:100



GROUND FLOOR PLAN
Scale 1:200



Rev	Description	Issued	Date

HILLINGDON
(199203)

RESIDENT SERVICES CAPITAL PROGRAMME
24/10, GARDEN COURT, URBROOK, URB1 1JH
Tel: 01895 200 111
Fax: 01895 277 224

TYPICAL SECTION
FORMER GARAGES SITE AT REAR OF
NELSON ROAD, UXBRIDGE,
HILLINGDON, UB10 0PL

TYPICAL SECTION

AS SHOWN	SAM	CONCEPT SVU	17/03/17
2016/D/176/P/11			1/11



NOTES
 No Certificate issued until all dimensions of the site have been fully and accurately measured and recorded on a plan showing the site boundaries and all dimensions. The plan must be signed by the surveyor and the client. The plan must be submitted to the Council for approval. The plan must be submitted to the Council for approval. The plan must be submitted to the Council for approval.



HILLINGDON
 LANDSCAPE ARCHITECTURE
 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

NOTE
 This survey is of a preliminary nature. The trees were inspected from the ground only on the basis of the Visual Tree Assessment method. No samples were taken for analysis. No decay detection equipment was employed. The survey does not cover the arrangements that may be required in connection with the laying or removal of underground services. Branch spread in metres is taken at the four cardinal points to deliver an accurate representation of the crown.
 Root Protection Areas (RPA) are derived from stem diameter measured at 1.5m above adjacent ground level (taken on sloping ground on the upslope side of the tree base) or immediately above the root flare for multi-stemmed trees.

Site : Nelson Road
 Drawing Title : Arboricultural Impact Assessment March 2017
 Key:
 Category A High Quality
 Category B Moderate Quality
 Category C Low Quality
 Category R Poor Quality
 Crown Spread
 Tree Number
 Species
 Category
 Root Protection Area

16/13/15

No. Contours used: 50% of all dimensions of the site. All contours used are based on the Visual Tree Assessment method. Contour lines are shown for the 50% and 100% contours. All contours are shown in green. Contour lines are shown in green.

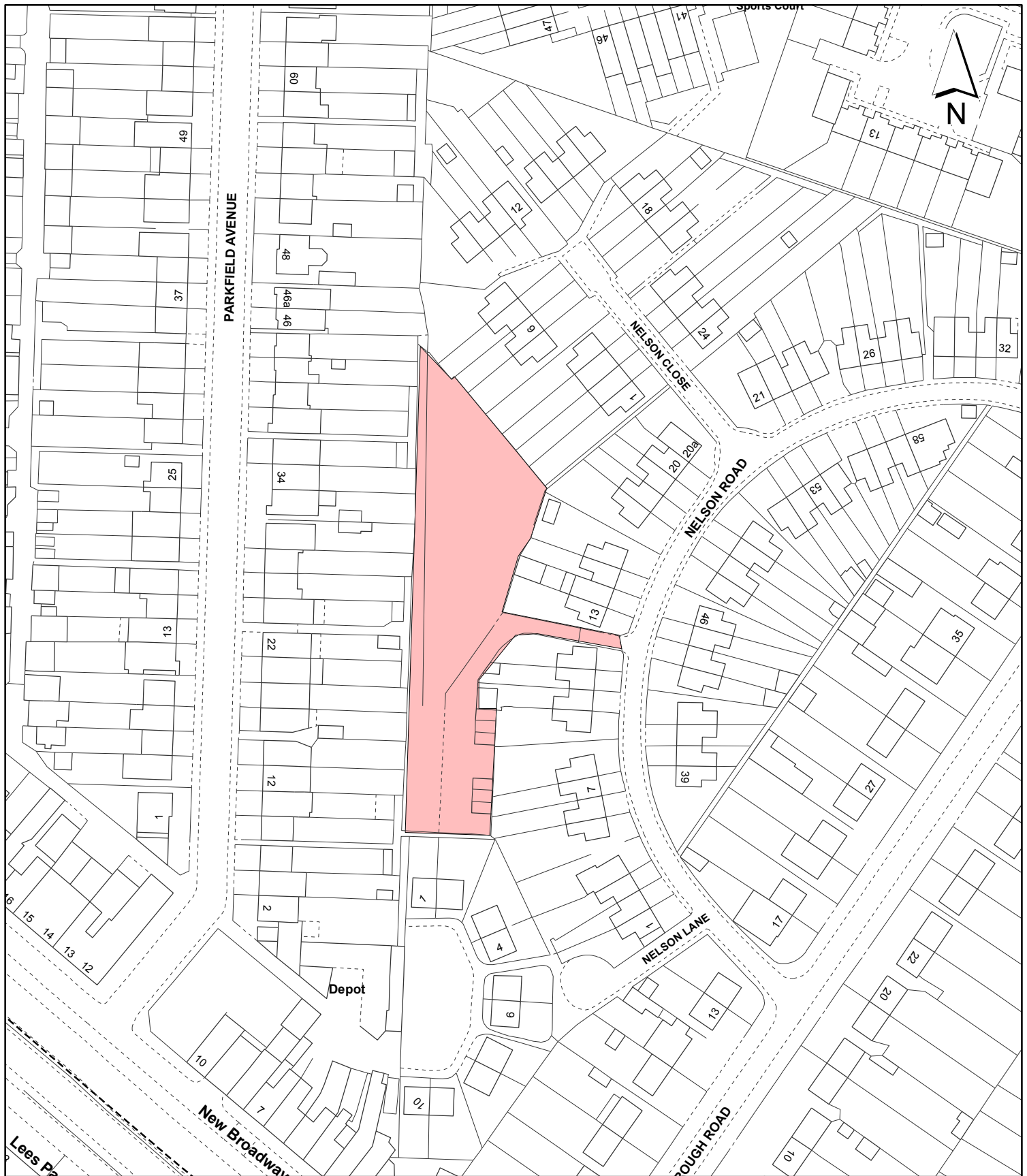
(1:500 SCALE FROM THE DRAWING)



NOTE
This survey is of a preliminary nature. The trees were inspected from the ground only on the basis of the Visual Tree Assessment method. No samples were taken for analysis. No decay detection equipment was employed. The survey does not cover the arrangements that may be required in connection with the laying or removal of underground services. Branch spread in metres is taken at the four cardinal points to deliver an accurate representation of the crown.
Root Protection Areas (RPA) are derived from stem diameter measured at 1.5m above adjacent ground level (taken on sloping ground on the upslope side of the tree base) or immediately above the root flare for multi-stemmed trees.

Site :	Nelson Road	Scale:	1:500
Drawing Title :	Tree Constraints Plan	Date:	March 2017
Key:	DWG 2016/D176/P/13		
Category A	High Quality	Green	Tree Number
Category B	Moderate Quality	Blue	Species
Category C	Low Quality	Black	Category
Category R	Poor Quality	Red	Root Protection Area





Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Former Garage Site,
 To the Rear of
 6-16 Nelson Road**

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

Planning Application Ref:

72704/APP/2017/1068

Scale:

1:1,250

Planning Committee:

Major Page 165

Date:

July 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address VYNERS SCHOOL WARREN ROAD ICKENHAM

Development: Extension to sports hall to create a new two-storey teaching block comprising classrooms, dining room, library, admin space and ancillary facilities; provision of new All Weather Pitch (AWP); reconfiguration of parking layout and reversal in direction of existing vehicular one-way system; increased cycle parking; landscaping; creation of off-site cricket run; and associated development.

LBH Ref Nos: 4514/APP/2017/1771

GENERAL NOTES
 1. All dimensions are to be taken from the finished ground level unless otherwise stated.
 2. Notes and technical specifications are typical for similar conditions unless otherwise indicated.
 3. Do not scale from this drawing.

REV. NO.	DATE	DESCRIPTION
A	12/07/17	Scale bar corrected

PROJECT
 Vyners Secondary School

CLIENT
 London Borough of Hillingdon

CALLISON|TKL
 A DESIGN CONSULTANCY OF ARCADIS
 CALLISON|TKL PLANNING DIVISION, 100 THE SQUARE, LEWIS, LEWIS WA4 6AA

TITLE
 PROPOSED SITE BLOCK PLAN

STATUS
 Planning

PROJECT NO.
 000-100009

DATE
 11/06/17

DRAWN BY
 OC

CHECKED BY
 AMB

REVISION
 A

PROJECT NO.
 A-10005

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GENERAL NOTES
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 Notes and material designations are typical for similar conditions unless otherwise indicated.
 Do not scale from this drawing.

REV. NO.	DATE	DESCRIPTION

PROJECT
 Wyners Secondary School

CLIENT
 London Borough of Hillingdon

CALLISONRTKL
 A DESIGN CONSULTANCY OF ARCADIS
 CALLISONRTKL LIMITED, 180 FIVE LANE WAY, 6TH FLOOR, LONDON, E14 4AA, UK
 SHEET IDENTIFICATION

TITLE
 EXISTING SITE LOCATION PLAN

STATUS
 Planning

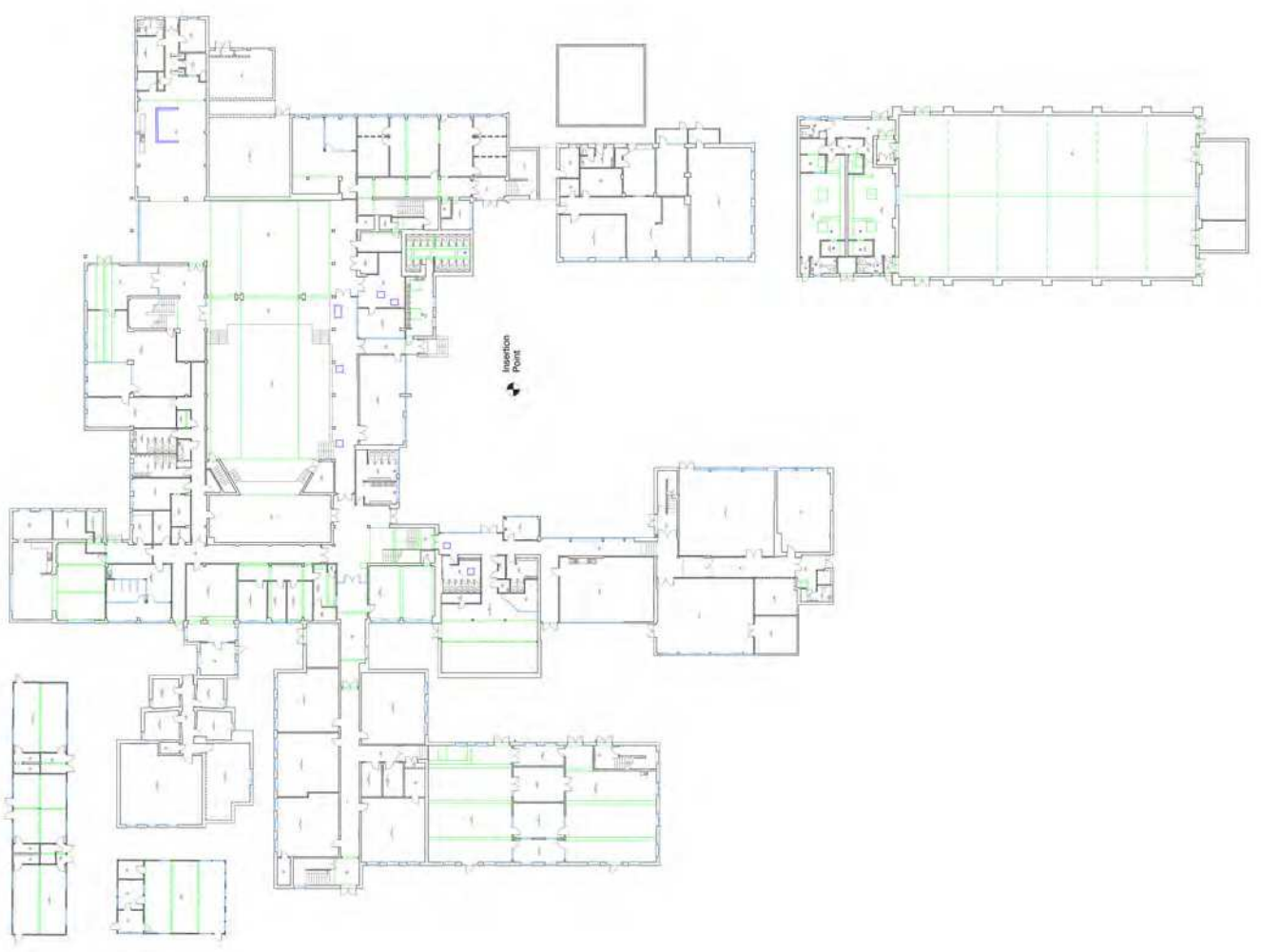
Drawing No.
 000-100009

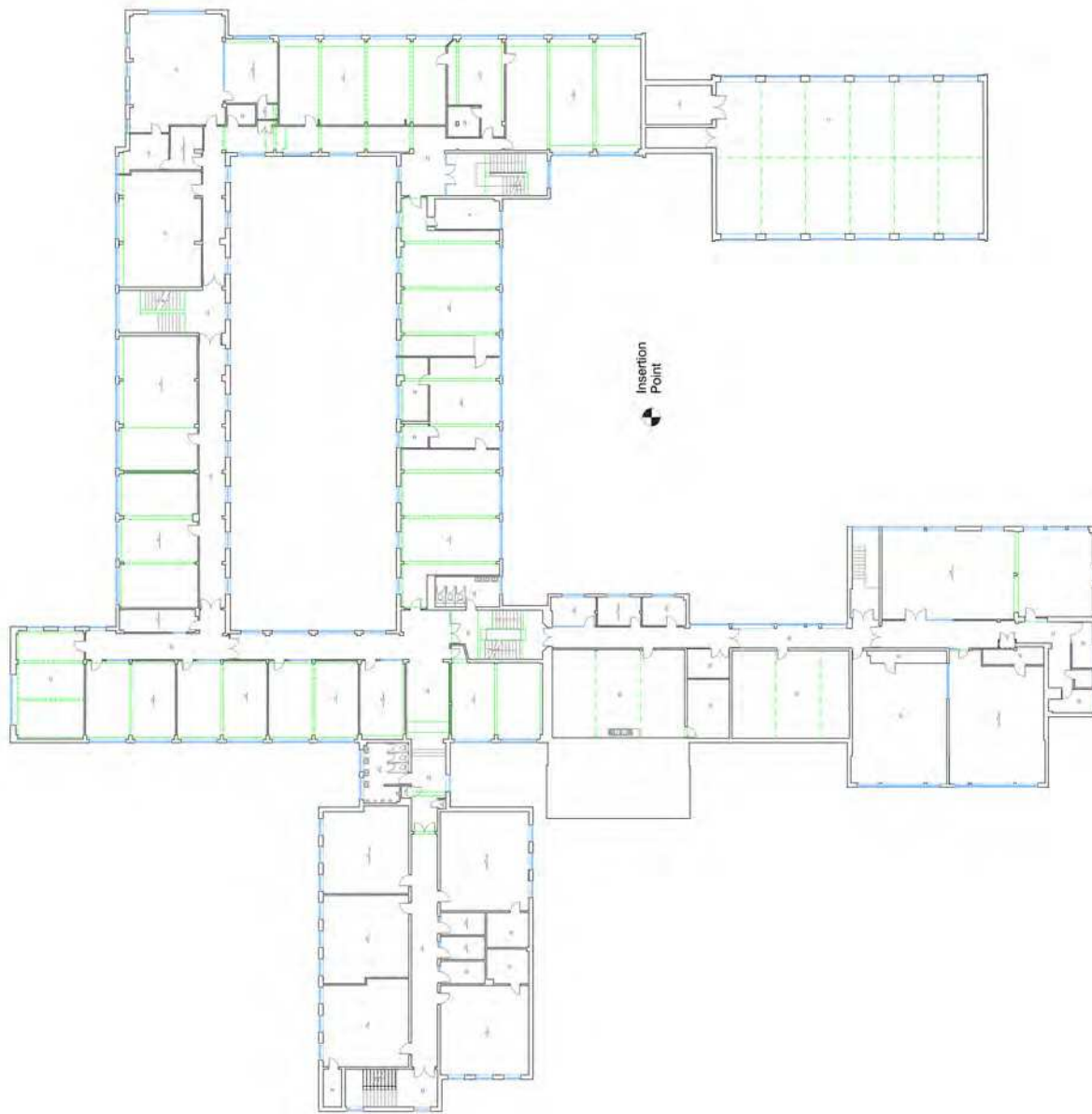
DATE
 11/10/14

SCALE
 1:1250

PROJECT NO.
 A-10000







WYMERS SCHOOL
WARREN ROAD
ICKNESHAM

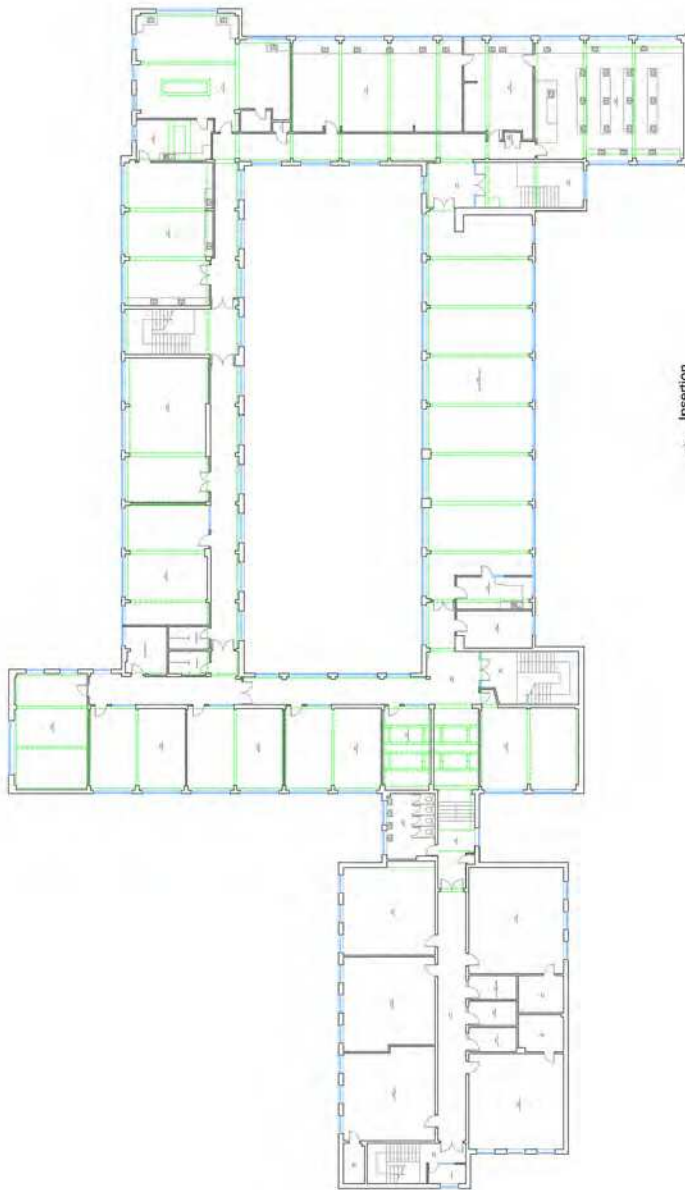
1ST FLOOR
LAYOUT PLAN

PICK EVERARD

21573_06_180_01.4

NW	A1	22.10.15
	PG	1,200

3DSURVEYSCAN



Insertion
Point

WINTERS SCHOOL
WARREN ROAD
ICKNHAM

2ND FLOOR
LAYOUT PLAN

PICK EVERARD

21573_06_180_01.5

NW	A1	22.10.15
	PG	1,200

3DSURVEYSCAN

WYNIERS SCHOOL
WARREN FLOOR
ICR08PH01

MEZZANINE
LAYOUT PLAN

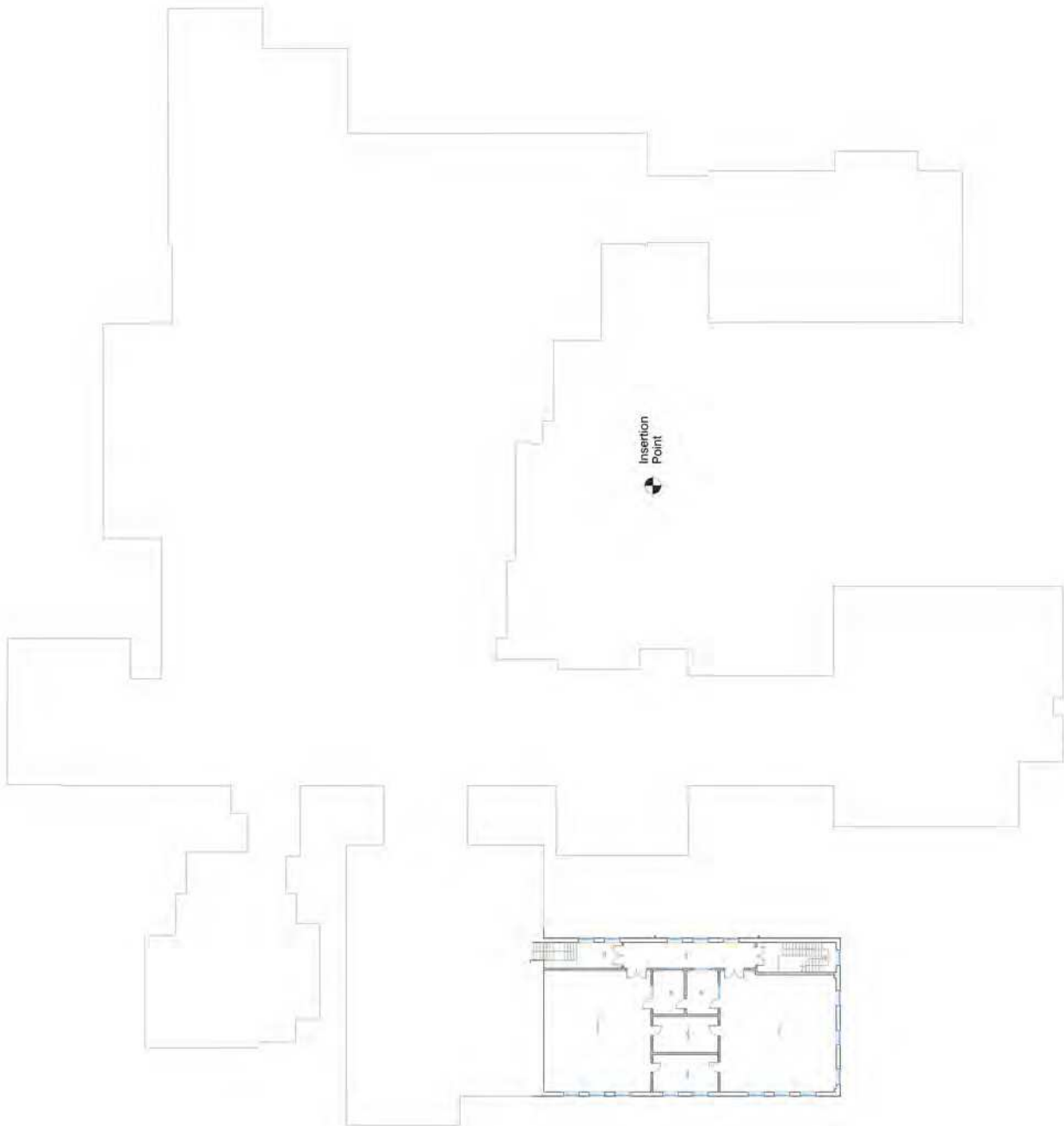
PICK EVERARD

71573_06_180_013

A1 22.10.15

MW PG 1/309

3DSURVEYSCAN



PROPOSED WORKS
 This plan shows the proposed works to the existing building. It is intended to provide a general overview of the proposed works and is not intended to be used for construction purposes. It is subject to the approval of the relevant authorities and the final design may vary from this plan.

LEGEND

- Existing Walls
- Demolished Walls
- New Walls
- Existing Rooms
- Relocated Rooms
- New Rooms

REVISIONS

NO.	DATE	DESCRIPTION
1	20/11/15	Issue for approval
2	20/11/15	Issue for approval
3	20/11/15	Issue for approval
4	20/11/15	Issue for approval
5	20/11/15	Issue for approval
6	20/11/15	Issue for approval
7	20/11/15	Issue for approval
8	20/11/15	Issue for approval
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98	20/11/15	Issue for approval
99	20/11/15	Issue for approval
100	20/11/15	Issue for approval

Wyners Secondary School
 London Borough of Hillingdon

CALLISONRTKL
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PROPOSED GROUND FLOOR PLAN

Planning
 005-10009

A-12001

F



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 This drawing is for information only.

LEGEND

- Existing Walls
- Demolished Walls
- New Walls
- Existing Rooms
- Relinquished Rooms
- New Rooms

REV NO. DATE DESCRIPTION

1	2019-03-15	Issue for design development
2	2019-03-15	Issue for design development
3	2019-03-15	Issue for design development
4	2019-03-15	Issue for design development
5	2019-03-15	Issue for design development
6	2019-03-15	Issue for design development
7	2019-03-15	Issue for design development
8	2019-03-15	Issue for design development
9	2019-03-15	Issue for design development
10	2019-03-15	Issue for design development

Wyners Secondary School
 London Borough of Hillingdon

CALLISON|TKL
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 ARCHITECTS

PROPOSED SECOND FLOOR PLAN

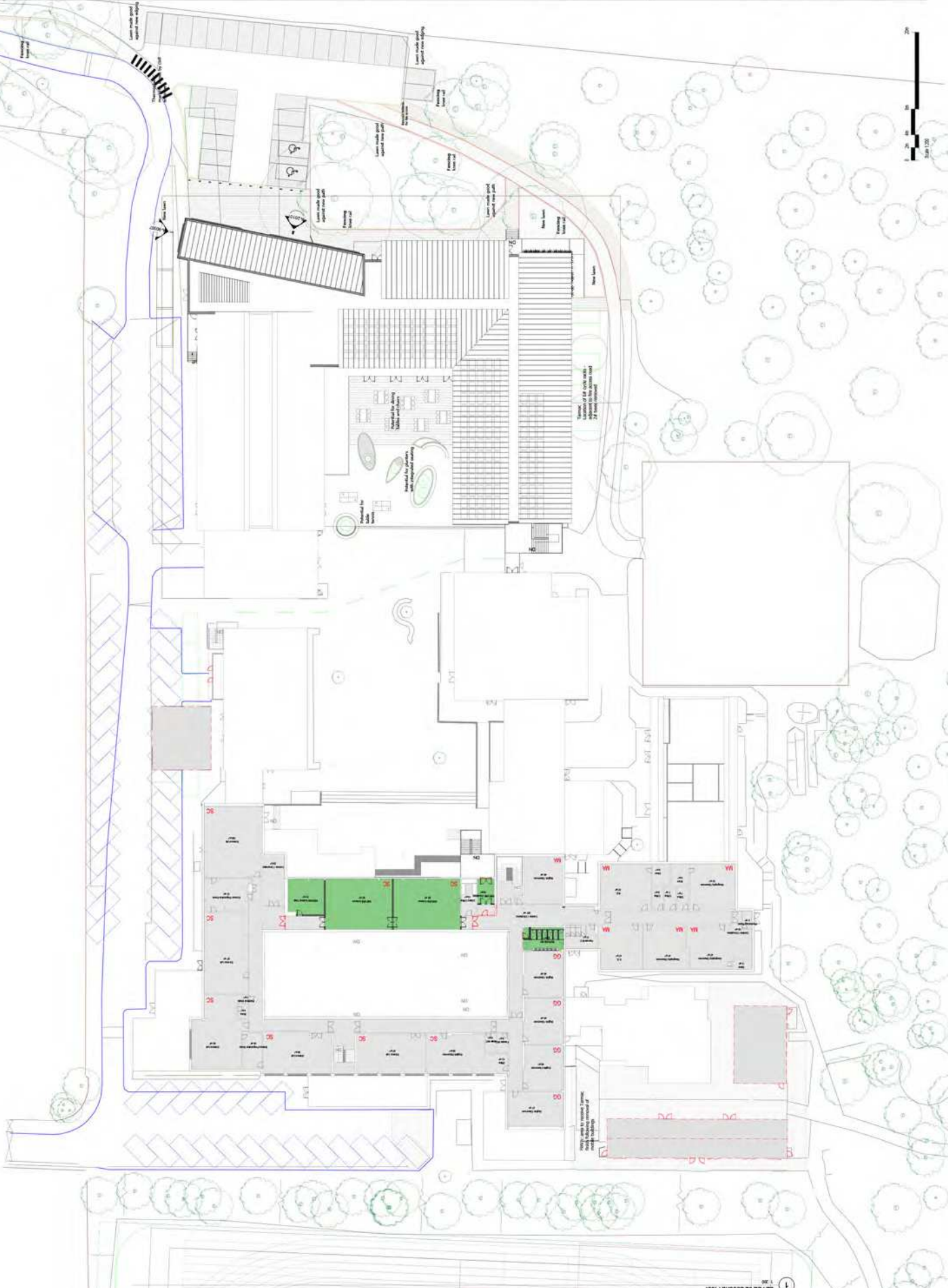
STAGE: **Planning**

PROJECT NUMBER: **000-100009**

DATE: **2019-03-15**

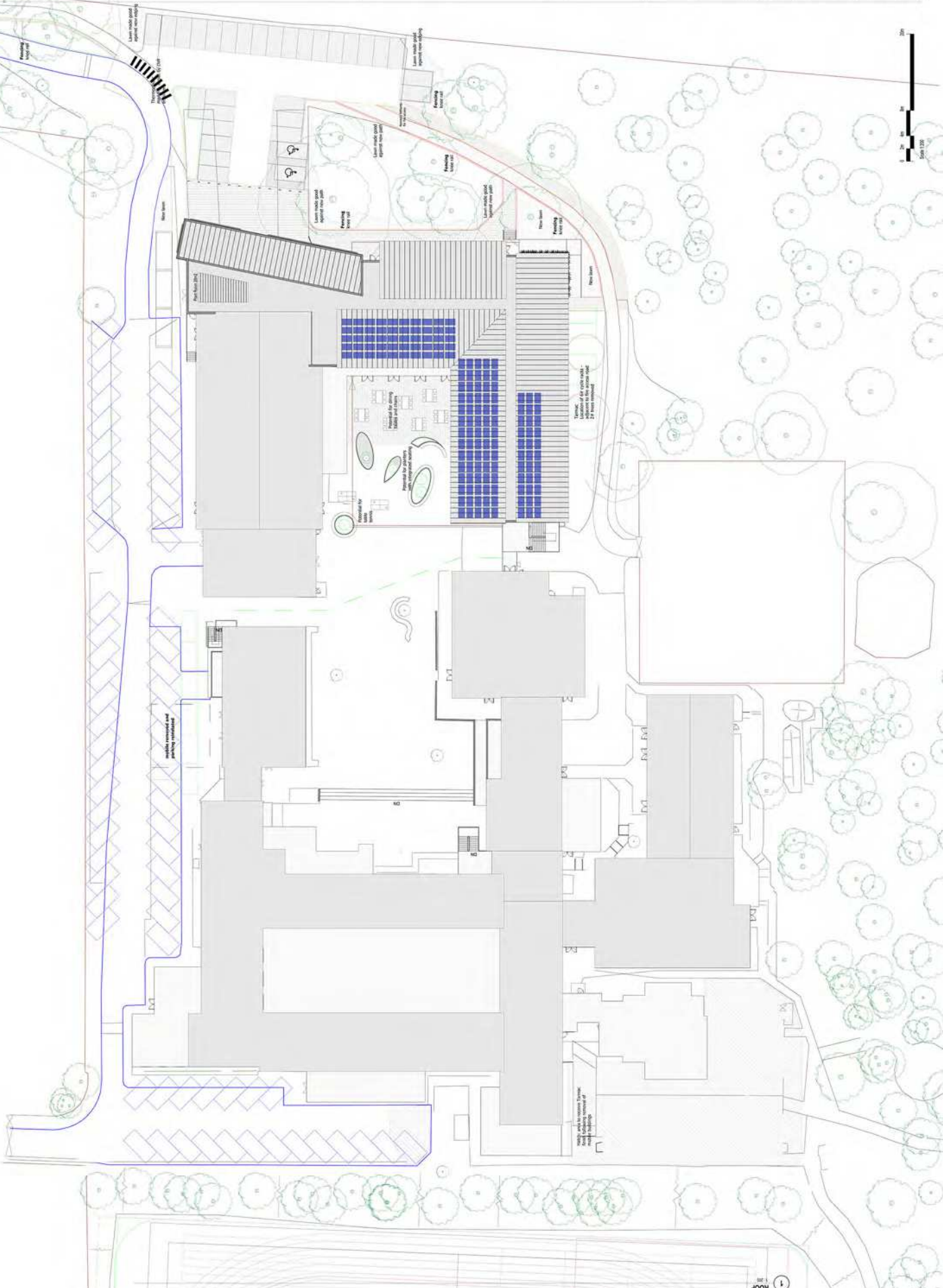
PROJECT: **A-12003**

REVISION: **F**



LEVEL 02 Second Floor

GENERAL NOTE
 All dimensions and levels are given in meters above sea level unless otherwise stated. The client is responsible for the accuracy of the information provided. The architect is not responsible for the accuracy of the information provided. The architect is not responsible for the accuracy of the information provided.



CLIENT
 Wyners Secondary School
 London Borough of Hillingdon

STATUS
 Planning

PROPOSED ROOF PLAN

DATE
 05-10-2018

PROJECT NUMBER
 05-10-2018

DESIGNER
 CALLISON|TKL
 A DESIGN CONSULTANCY OF ARCHITECTS

SCALE
 1:500

PROJECT NUMBER
 05-10-2018

DATE
 05-10-2018

PROJECT NUMBER
 05-10-2018

DATE
 05-10-2018

PROJECT NUMBER
 05-10-2018

DATE
 05-10-2018

WINNERS SCHOOL
WARREN ROAD
TORBERRY

BASEMENT
LAYOUT PLAN

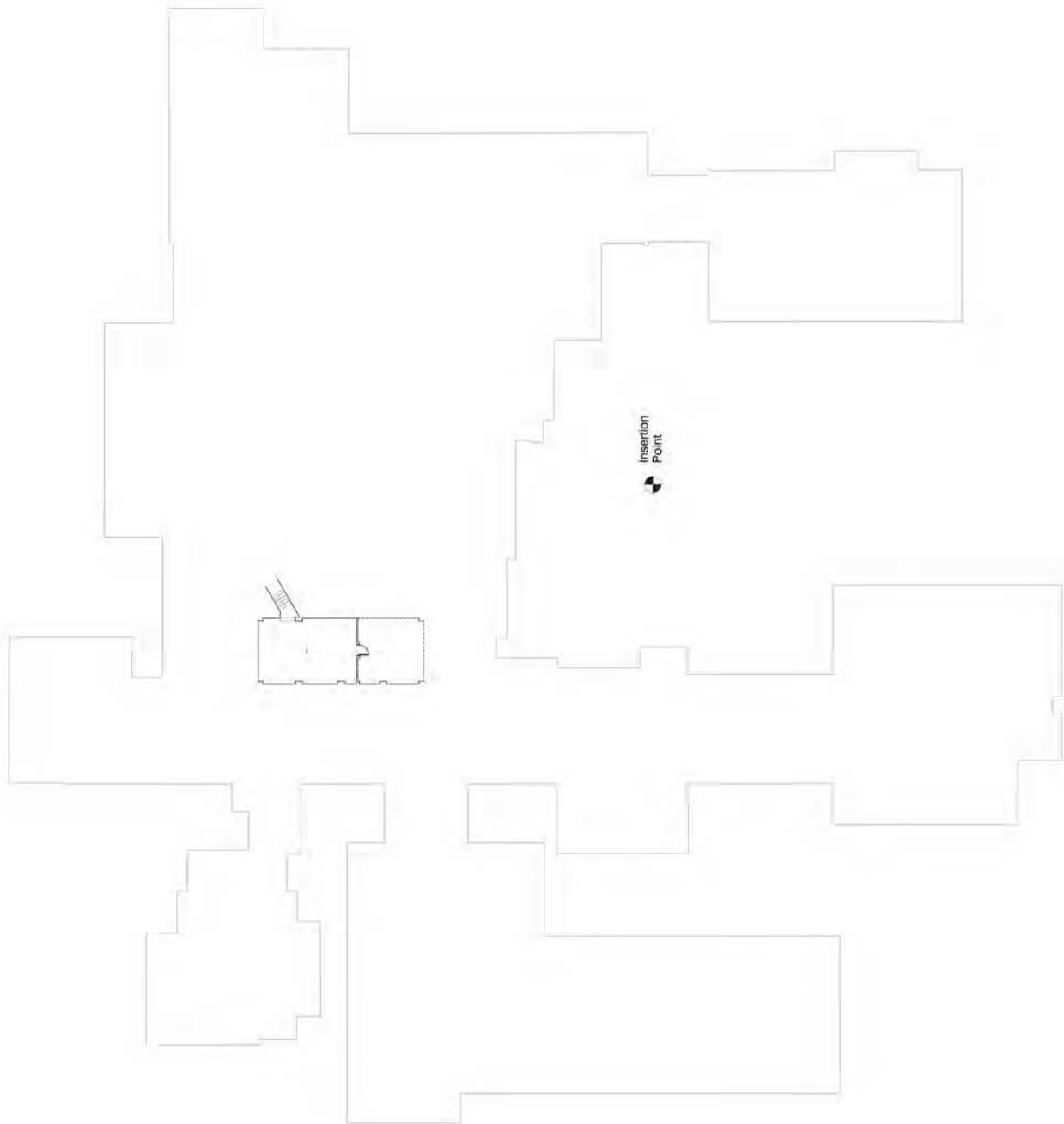
PICK EVERARD

21073_00_100_01.1

A1 22.10.15

MW RS 1:500

3DSURVEYSCAN



Mixed native hedge planting, maintained to a height of 2.5m

Notes.

Drawing to be read in conjunction with designer risk register



existing area (for reference)

Hatch: area to receive Tarmac finish following removal of mobile buildings

For indicative plant schedule refer to plan m292-100

- | | |
|---|--|
| <p>P1 Paving - Concrete slab paving 400 x 400mm, Natural grey colour, Tobemore textured slabs or similar approved</p> <p>P4 Surfacing - Vehicular tarmacadam Engineers specification</p> <p>P5 Surfacing - Pedestrian tarmacadam Engineers specification</p> <p>P6 Surfacing - Bound gravel Breendon or similar approved</p> <p>P7 Surfacing - Block paving 200x150mm, Charcoal colour or similar approved</p> | <p>Edging
Concrete road kerb</p> <p>Edging
Concrete pin kerb 914 x 150 x 50mm</p> <p>Edging
Timber edging 150 x 25mm, pressure impregnated softwood with timber stakes at 1.5m centres</p> <p>Edging
Metal edge, height to suit adjacent paving and bedding. Exceedage or similar approved</p> <p>Furniture
Bollard - Marshalls stainless steel reinforced bollard, ref R5004 or similar approved</p> |
|---|--|

- Furniture - available shelden or similar approved**
- Fencing**
timber knee rail
- Soft Landscape Legend**
- Proposed tree** - refer to planting schedule
- Planting - Hedge**
Refer to plant schedule
- Planting - Shrubs**
Refer to plant schedule
- Grass - Lawn**
- Grass - Reinforced Lawn**
profla or similar approved
www.geosyn.co.uk

- Notes:**
- 1 Drainage: Refer to Engineers drawings and specification
 - 2 Highway / Civils works: Refer to Engineers drawings and specification
 - 3 Sub bases and foundations: Refer to Engineers drawings and specification
 - 4 Lighting / Muga Lighting: Refer to M&E Engineers / Lighting Specialist drawings and specification
 - 5 Refer to Project Health and Safety File for locations and details of existing services
 - 6 Road marking whitelining: Refer to Engineers drawings and specification



Revisions:
P1 ISSUED FOR PLANNING May'17

Landscape Architect



M: 07906 477473 W: www.ijla.co.uk E: ian@ijla.co.uk

Contractors are not to scale from this drawing. All dimensions are to be checked on site. Any discrepancies, ambiguities and/or omissions between this drawing and information given elsewhere are to be reported to the office for clarification before proceeding.

Status:
PLANNING

Project Title:
Vyners School

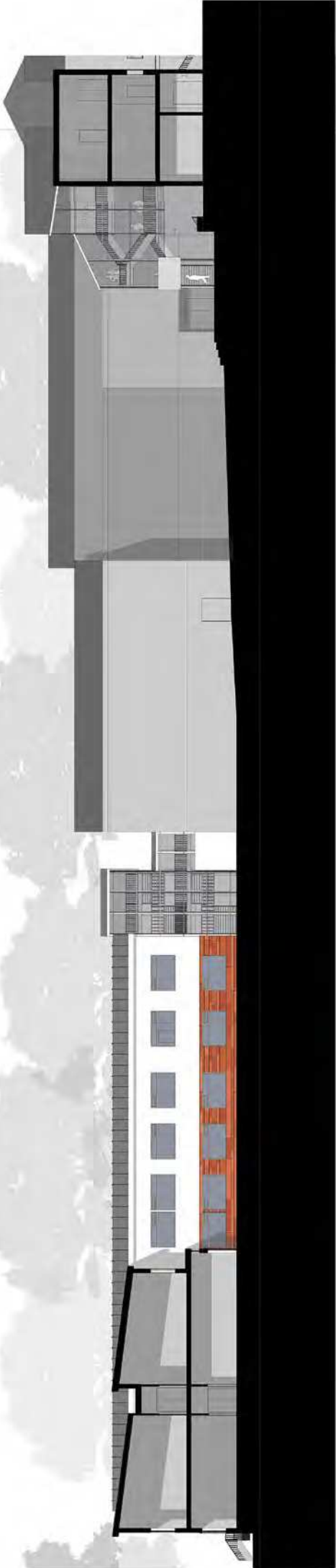
Drawing Title:
Illustrative Landscape Plan
Sheet 2 of 2

Scale: 1:200@A1
Date: May 17
Drawn: team

Drawing Number: M292-101
Revision: P1

Drawn/Reviewed:
1: CRTX/rev170115(A-1200) - Ground Floor COPY.dwg
2:
3:
4:

GENERAL NOTES
 1. All elevations and sections are shown as proposed.
 2. All elevations and sections are shown as proposed.
 3. All elevations and sections are shown as proposed.
 4. All elevations and sections are shown as proposed.
 5. All elevations and sections are shown as proposed.
 6. All elevations and sections are shown as proposed.
 7. All elevations and sections are shown as proposed.
 8. All elevations and sections are shown as proposed.
 9. All elevations and sections are shown as proposed.
 10. All elevations and sections are shown as proposed.



1 East Courtyard Elevation / Section



SECTION
 REF PLAN

Vyners Secondary School
 London Borough of Hillingdon

CALLISON|TKL
 A PUBLIC CONSULTATION OF A PROPOSED
 PLANNING PERMISSION
 PROPOSED COURTYARD -
 YARD ELEVATIONS
 COLOURED
 Planning
 050-1600889
 A-20102



2 North Courtyard Elevation / Section

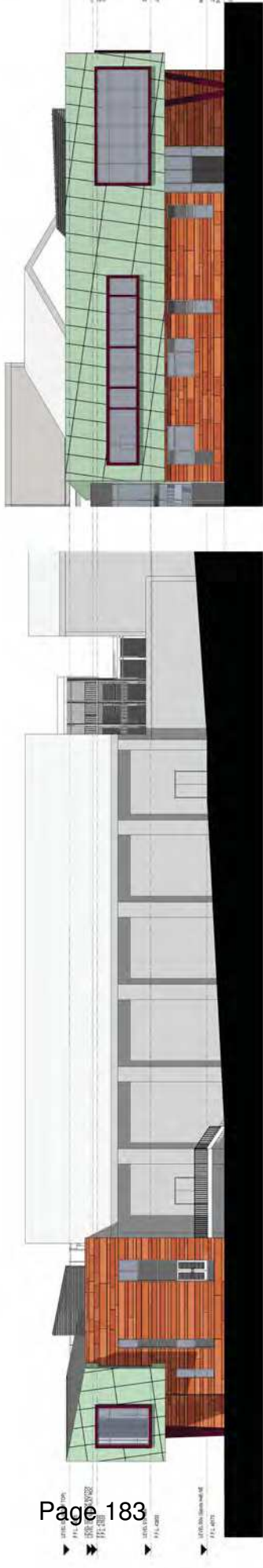


GENERAL NOTES

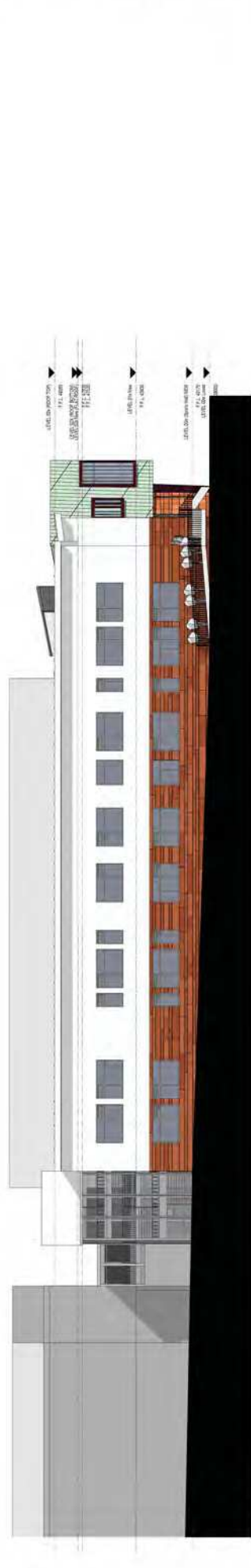
- 1. All elevations are shown in perspective.
- 2. All elevations are shown in perspective.
- 3. All elevations are shown in perspective.
- 4. All elevations are shown in perspective.
- 5. All elevations are shown in perspective.
- 6. All elevations are shown in perspective.
- 7. All elevations are shown in perspective.
- 8. All elevations are shown in perspective.
- 9. All elevations are shown in perspective.
- 10. All elevations are shown in perspective.



1 South Elevation
1:100



1 East Elevation
1:100



1 West Elevation
1:100



2 South East Elevation
1:100

CLIENT
Wyners Secondary School
London Borough of Hillingdon

CALLISON|TKL
ARCHITECTS

PROPOSED LARGE SCALE ELEVATIONS COLOURED

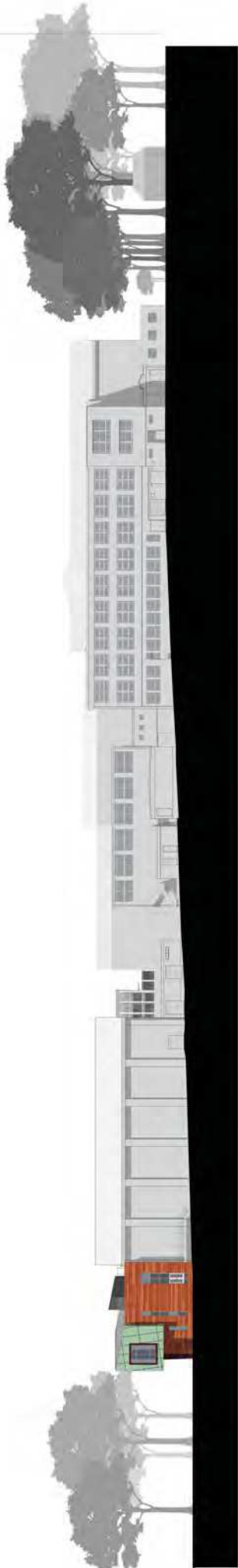
SCHEMATIC DESIGN

090-160899

A-20101

GENERAL NOTE

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1 East Site Elevation



REF: 1015
DATE: 10/2019
BY: [Signature]

CLIENT
Wyners Secondary School

CLIENT
London Borough of Hillingdon

CALLISON|TKL
A DESIGN CONSULTANCY OF AECOM
100, Cannon Street, London, EC4A 3DF
Tel: 020 7493 4000
www.callison-tkl.com

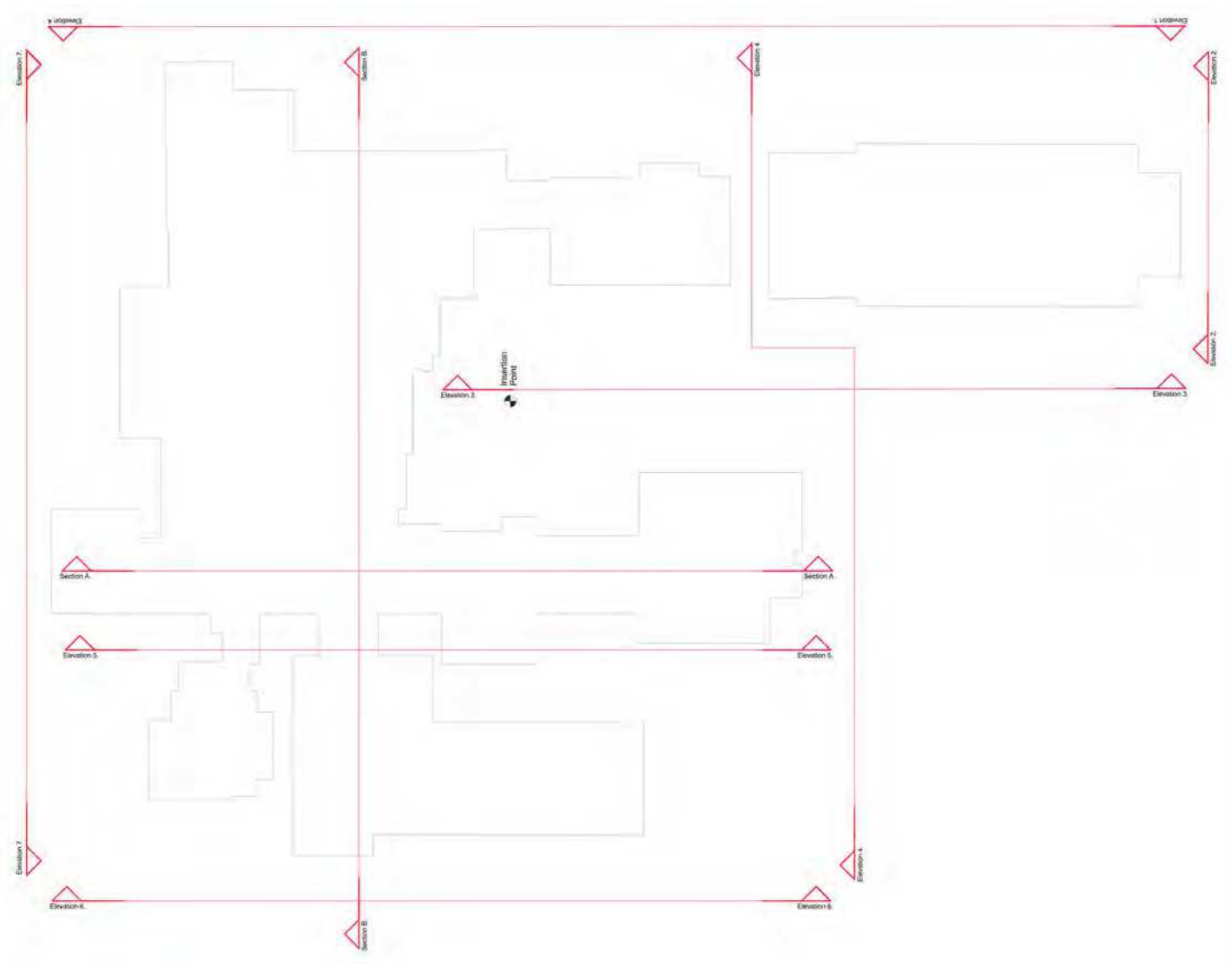
PROPOSED SITE
ELEVATIONS
COLOURED

Planning

PROJECT NUMBER
050-1600089

DATE OF ISSUE
A-20103





GENERAL NOTES

1. All dimensions are given in metres unless otherwise stated.
2. All dimensions are given in metres unless otherwise stated.
3. All dimensions are given in metres unless otherwise stated.
4. All dimensions are given in metres unless otherwise stated.
5. All dimensions are given in metres unless otherwise stated.
6. All dimensions are given in metres unless otherwise stated.
7. All dimensions are given in metres unless otherwise stated.
8. All dimensions are given in metres unless otherwise stated.
9. All dimensions are given in metres unless otherwise stated.
10. All dimensions are given in metres unless otherwise stated.

DATE	DESCRIPTION

PROJECT
Vyners Secondary School

COUNTY
London Borough of Hillingdon

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS
CONTRIBUTOR TO THE URBAN DESIGN AND LANDSCAPE ARCHITECTURE STUDY FOR THE HILLINGDON TOWN CENTRE LOCAL DEVELOPMENT FRAMEWORK

TITLE
TOPOGRAPHICAL SITE PLAN

STATUS
Planning

SCALE
1:500

DATE
09/10/2019

DESIGNED BY
DC

DRAWN BY
AM

CHECKED BY

REVISION

PROJECT NUMBER
A-10002

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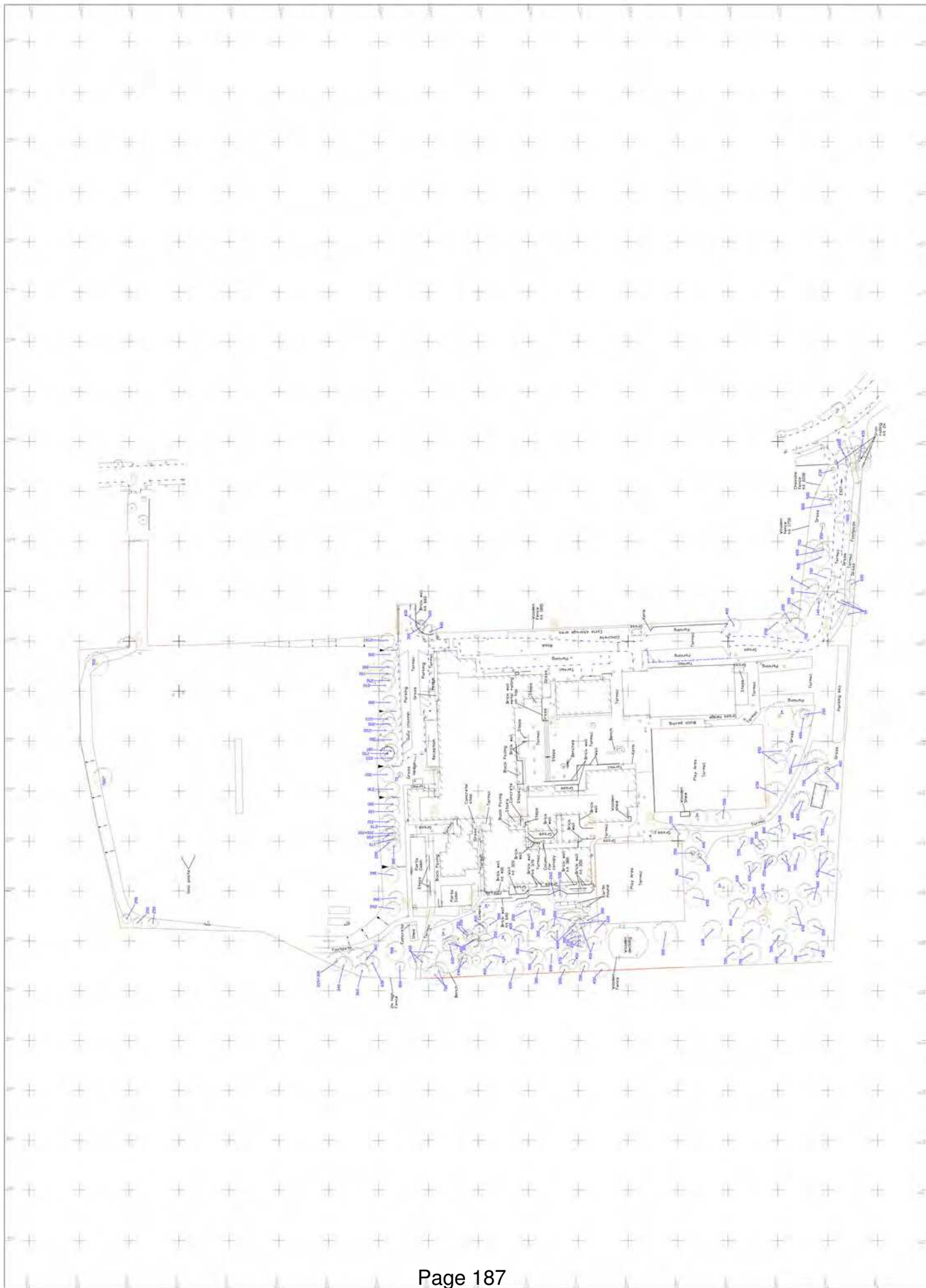


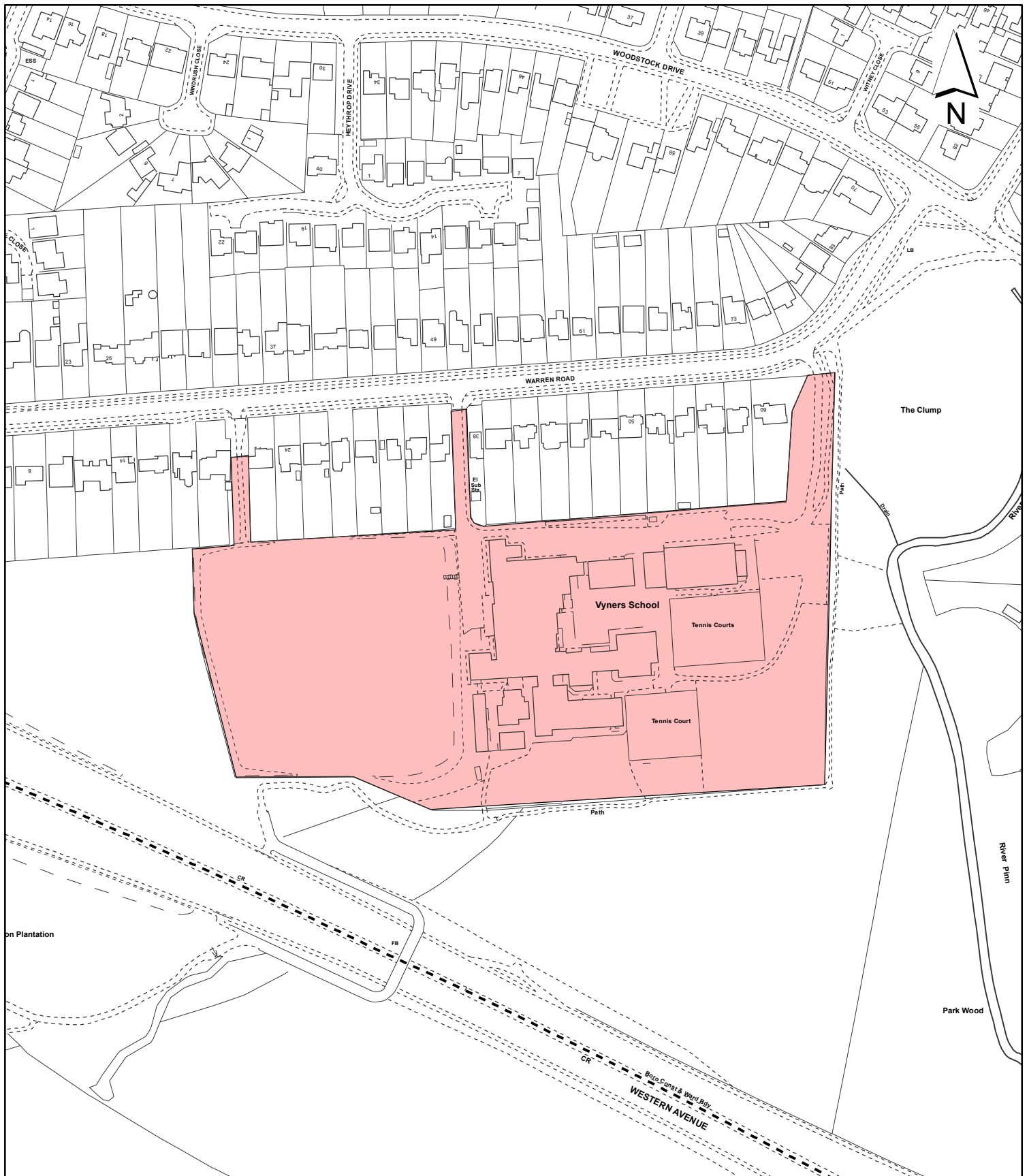
SHEET 101

1. Project Name	2. Project No.	3. Date
4. Client Name	5. Client Address	6. Client Phone
7. Designer Name	8. Designer Title	9. Designer Firm
10. Project Location	11. Project Status	12. Project Phase
13. Project Budget	14. Project Start Date	15. Project End Date
16. Project Manager	17. Project Engineer	18. Project Designer
19. Project Architect	20. Project Contractor	21. Project Subcontractor
22. Project Consultant	23. Project Specialist	24. Project Inspector
25. Project Surveyor	26. Project Geotechnical	27. Project Environmental
28. Project Traffic	29. Project Landscape	30. Project Utilities
31. Project Security	32. Project Fire	33. Project Accessibility
34. Project Sustainability	35. Project Energy	36. Project Water
37. Project Air	38. Project Noise	39. Project Vibration
40. Project Other	41. Project Notes	42. Project Comments

REVISIONS

No.	Description	Date





Notes:

 Site boundary

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Site Address: **Vyners School
 Warren Road
 Ickenham**

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

Planning Application Ref:
4514/APP/2017/1771

Scale:
1:2,500

Planning Committee:
Major Page 188

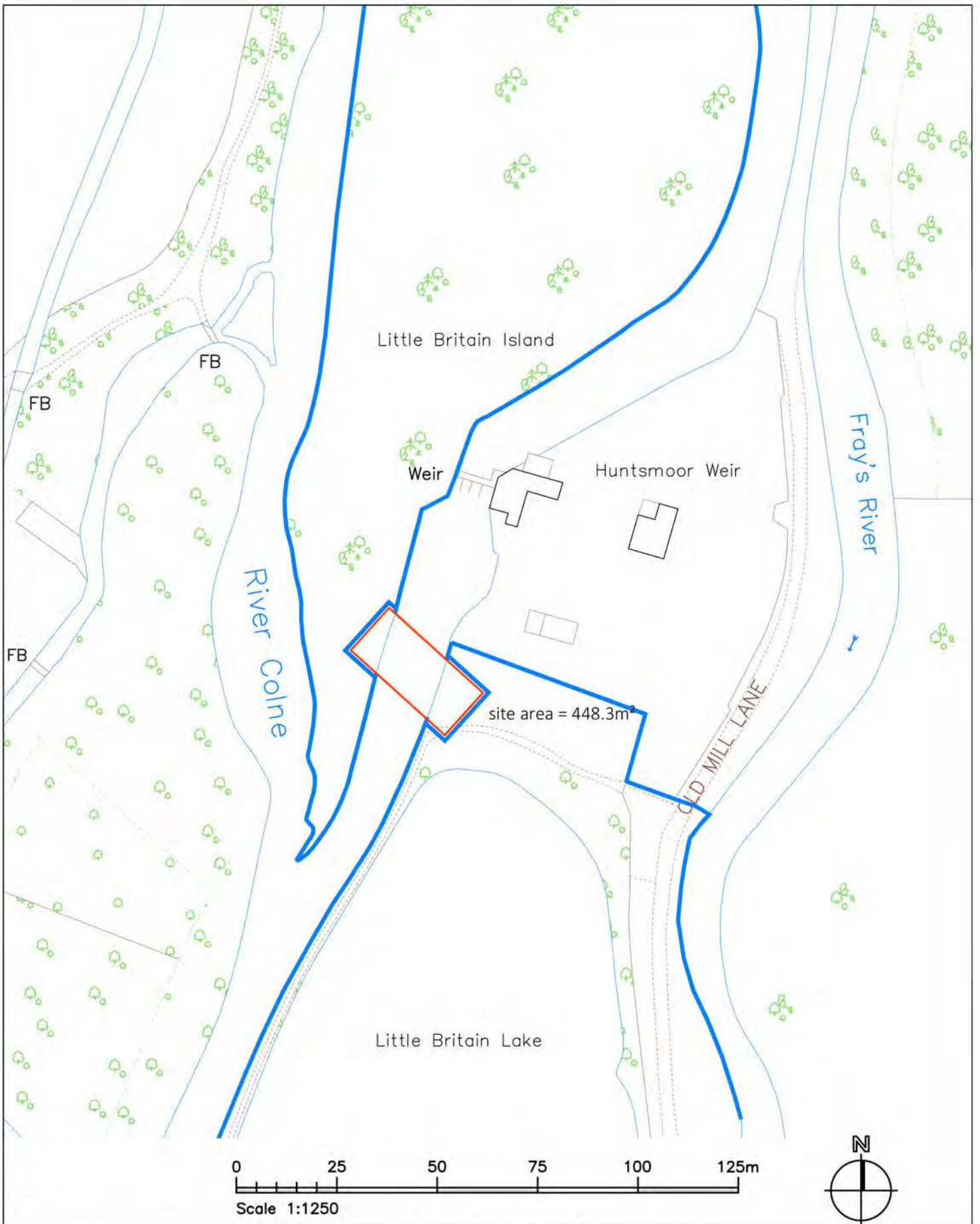
Date:
July 2017



Report of the Head of Planning, Sport and Green Spaces

Address LITTLE BRITAIN LAKE PACKET BOAT LANE COWLEY
Development: Proposed footbridge over the River Colne at the north end of Little Britain Lak
LBH Ref Nos: 52368/APP/2017/1844

Date Plans Received: 19/05/2017 **Date(s) of Amendment(s):**
Date Application Valid: 24/05/2017



NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project LITTLE BRITAIN ISLAND BRIDGE PROJECT		Scale 1:1250@A4	Drawn by DEV
Description SITE LOCATION PLAN		Date 15-05-17	Checked by SA
Drawing No. 2017/D217/P/001			Rev.



RESIDENTS SERVICES, CAPITAL PROGRAMME
2E/10, CIVIC CENTRE, UXBRIDGE, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

NOTES

The Contractor must verify all dimensions of the site before setting out. All dimensions are given in metres unless otherwise stated. All dimensions are given to the centre of the structure unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.

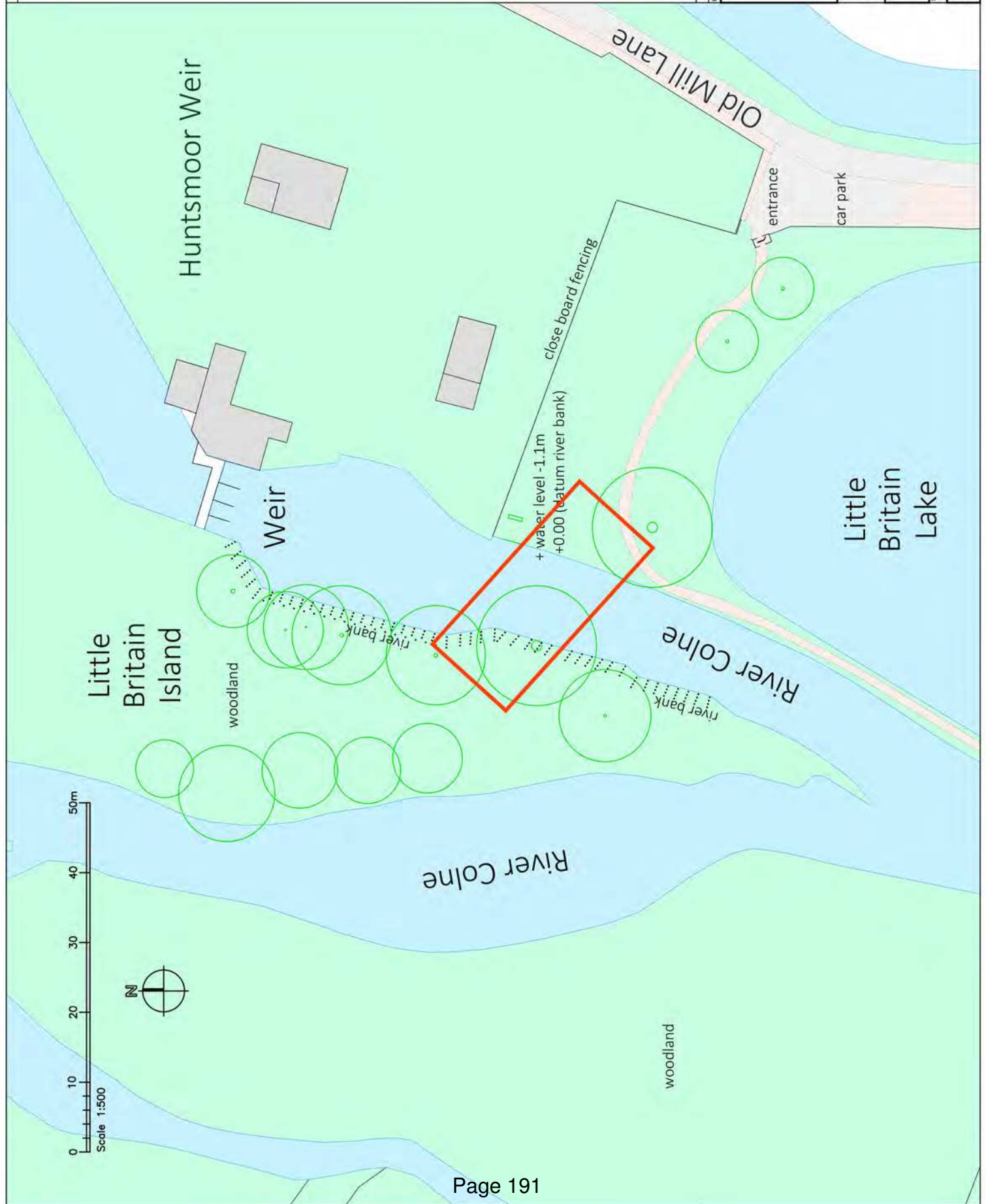
Rev	Description	Issue	Date



HILLINGDON
LONDON

RESIDENTS SERVICES - CAPITAL PROGRAMME
2E/10, CIVIC CENTRE, URBIDGE, UBB L10W
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT	LITTLE BRITAIN ISLAND BRIDGE PROJECT
DESCRIPTION	EXISTING SITE PLAN
SCALE	1:500 @ A3
DRAWN BY	DEV
CHECKED BY	ISA
DATE	14.05.16
DRAWING NO.	2017/D217/P/002
REV.	



NOTES

The Contractor must verify all dimensions of the site before setting out. All dimensions are given in metres unless otherwise stated. All dimensions are given to the centre of the structure unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.

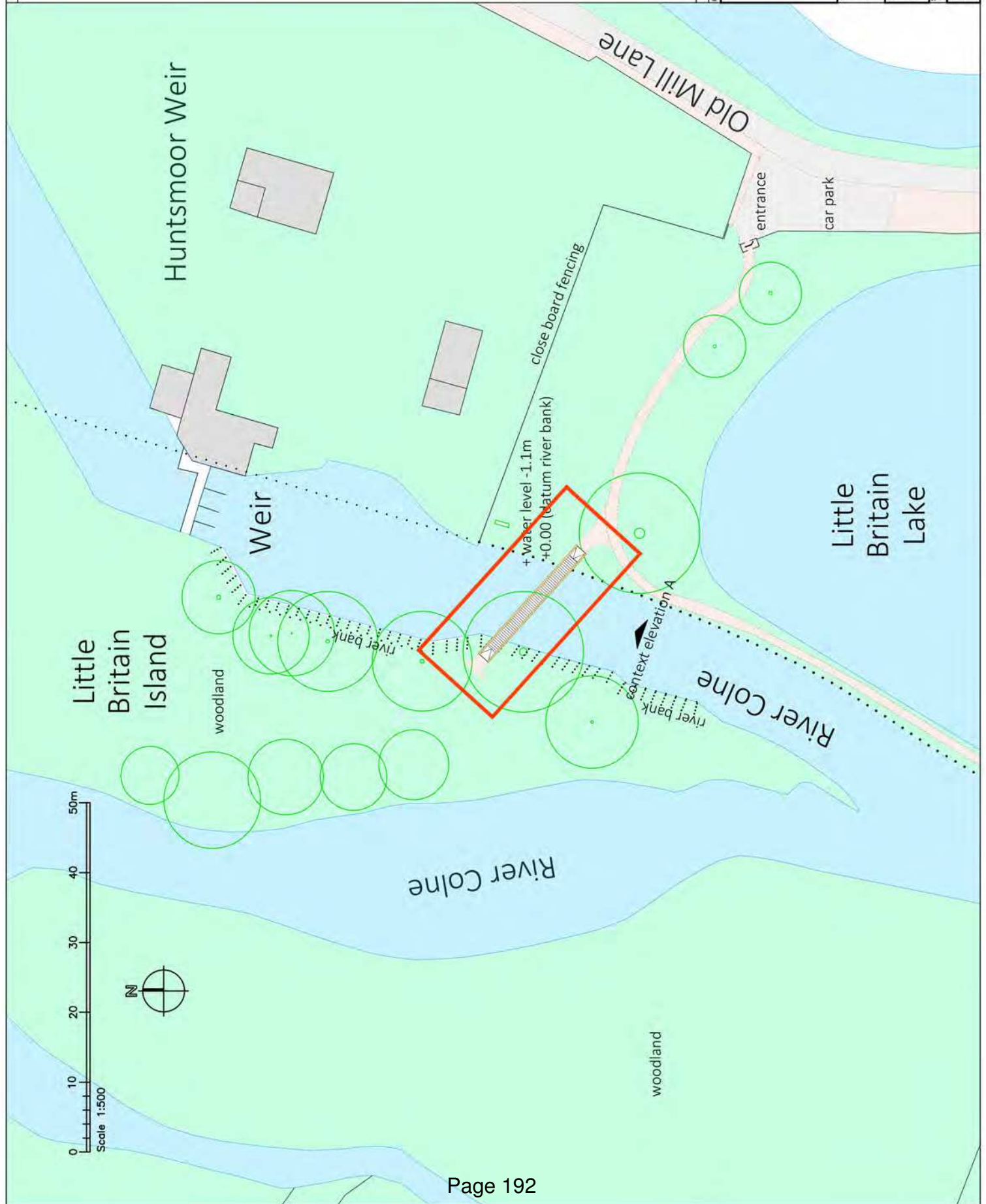
Rev	Revision notes	Issue	Date



HILLINGDON
LONDON

RESIDENTS SERVICES - CAPITAL PROGRAMME
2E/10, CIVIC CENTRE, URBIDGE, URB L10W
Tel: 01895 250 111
Fax: 01895 277 224

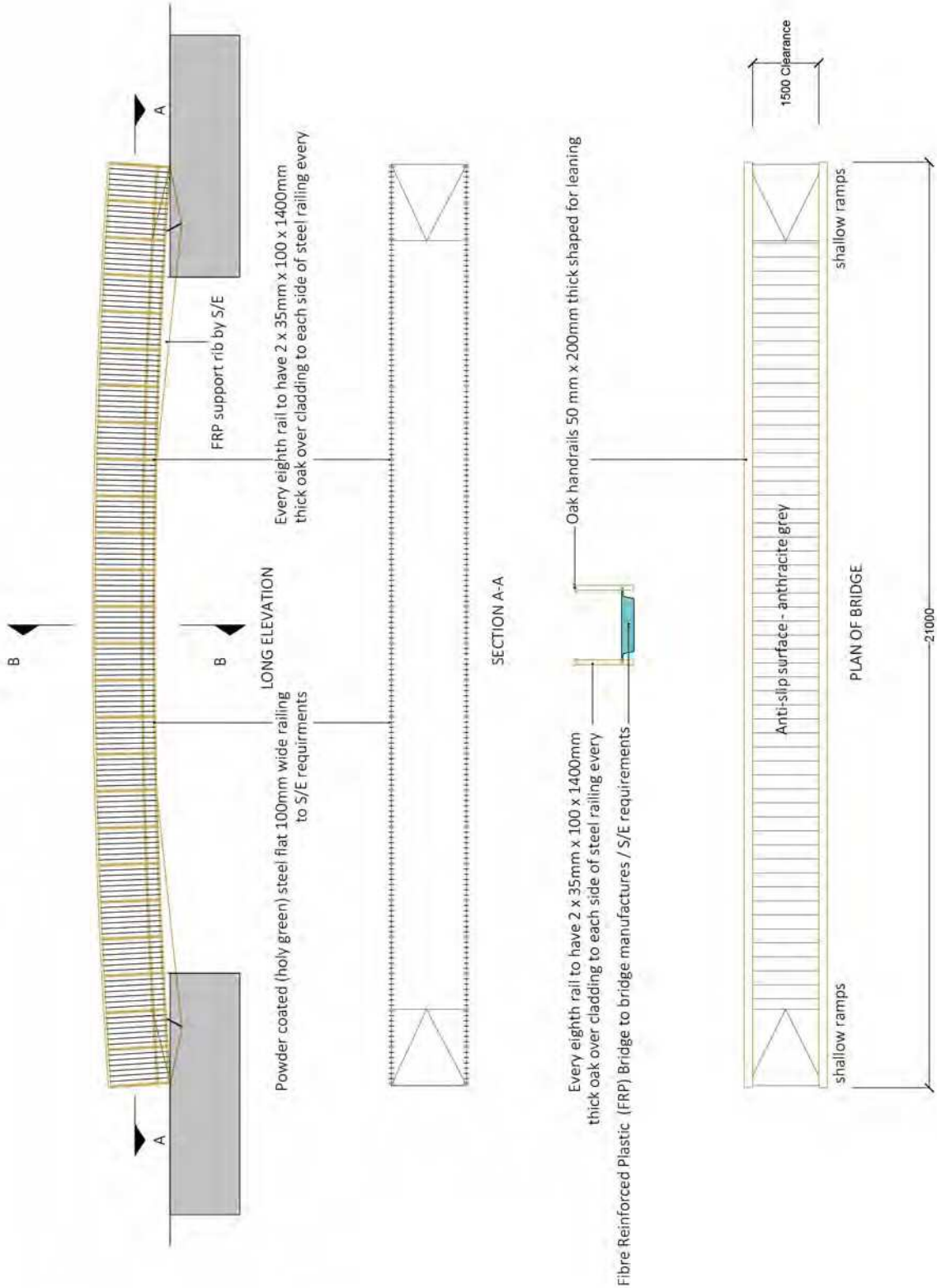
PROJECT	LITTLE BRITAIN ISLAND BRIDGE PROJECT
DESCRIPTION	PROPOSED SITE PLAN
SCALE	1:500 @ A3
DRAWN BY	DEV
CHECKED BY	DATE
DRAWING NO.	2017/D217/P/003
REV.	14.05.16





NOTE

The Contractor must verify all dimensions of the site before setting out. All dimensions are given in millimetres unless otherwise stated. Dimensions to the Centre Line unless otherwise stated. DO NOT SCALE FROM THE DRAWING



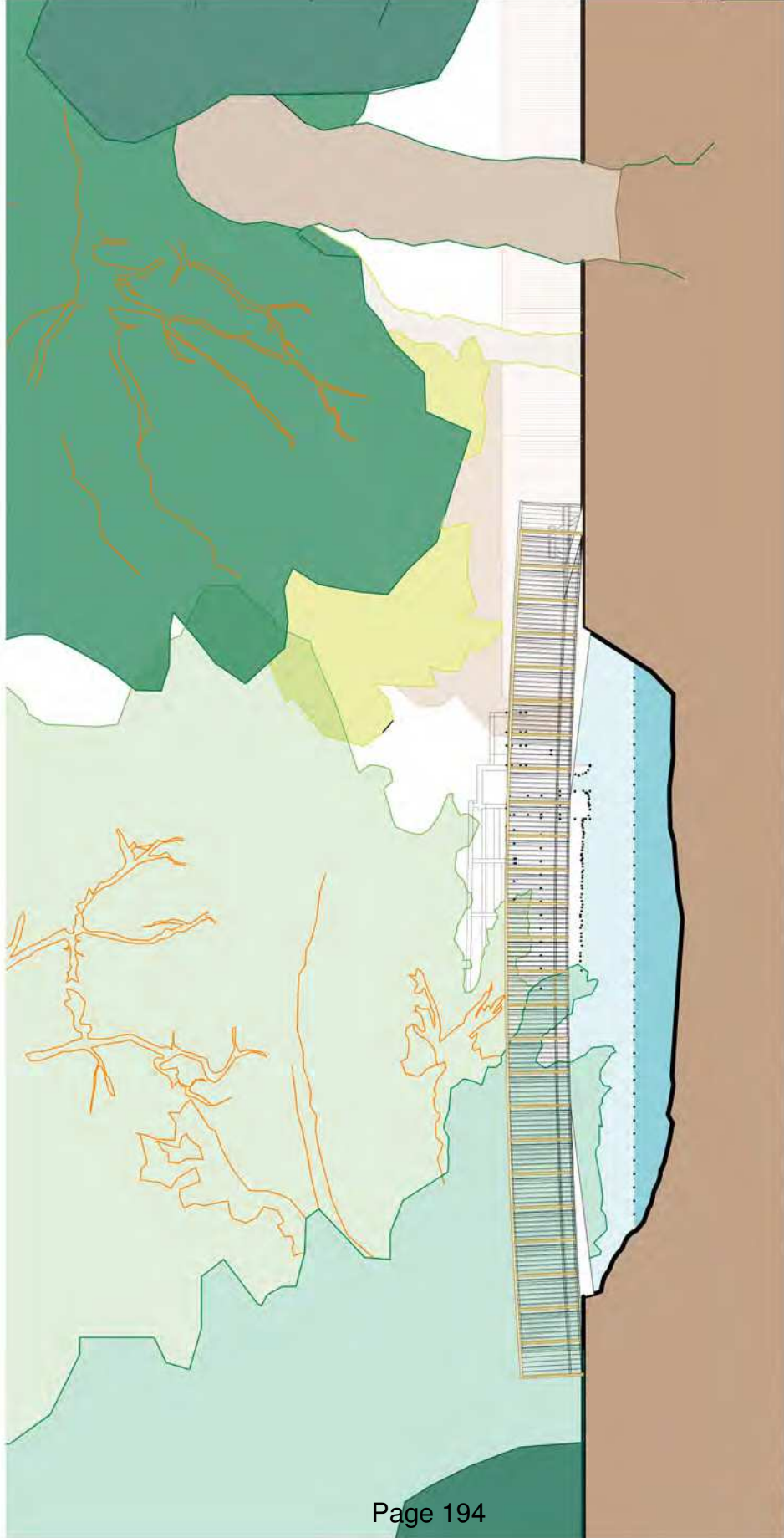
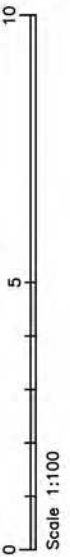
Rev	Description	Issued	Date

HILLINGDON <small>Limited</small>	
RESIDENTS SERVICES - CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, URBIDGE, UBB LUW Tel: 01895 250 111 Fax: 01895 277 224	

PROJECT	LITTLE BRITAIN ISLAND BRIDGE PROJECT
DESCRIPTION	PROPOSED PLAN, ELEVATION AND SECTION
SCALE	1:100@A3
DRAWN BY	DEV
CHECKED BY	DATE
DRAWING No.	2017/D217/P/004
REV	14-05-16

NOTES

The Contractor must verify all dimensions of the site before setting out. All dimensions are given as approximate and are subject to change. All dimensions are given as approximate and are subject to change. All dimensions are given as approximate and are subject to change.



Rev	Revision notes	Issued	Date



RESIDENTS SERVICES - CAPITAL PROGRAMME
26/10, CIVIC CENTRE, URBIDGE, UBB LUW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT

LITTLE BRITAIN ISLAND BRIDGE PROJECT

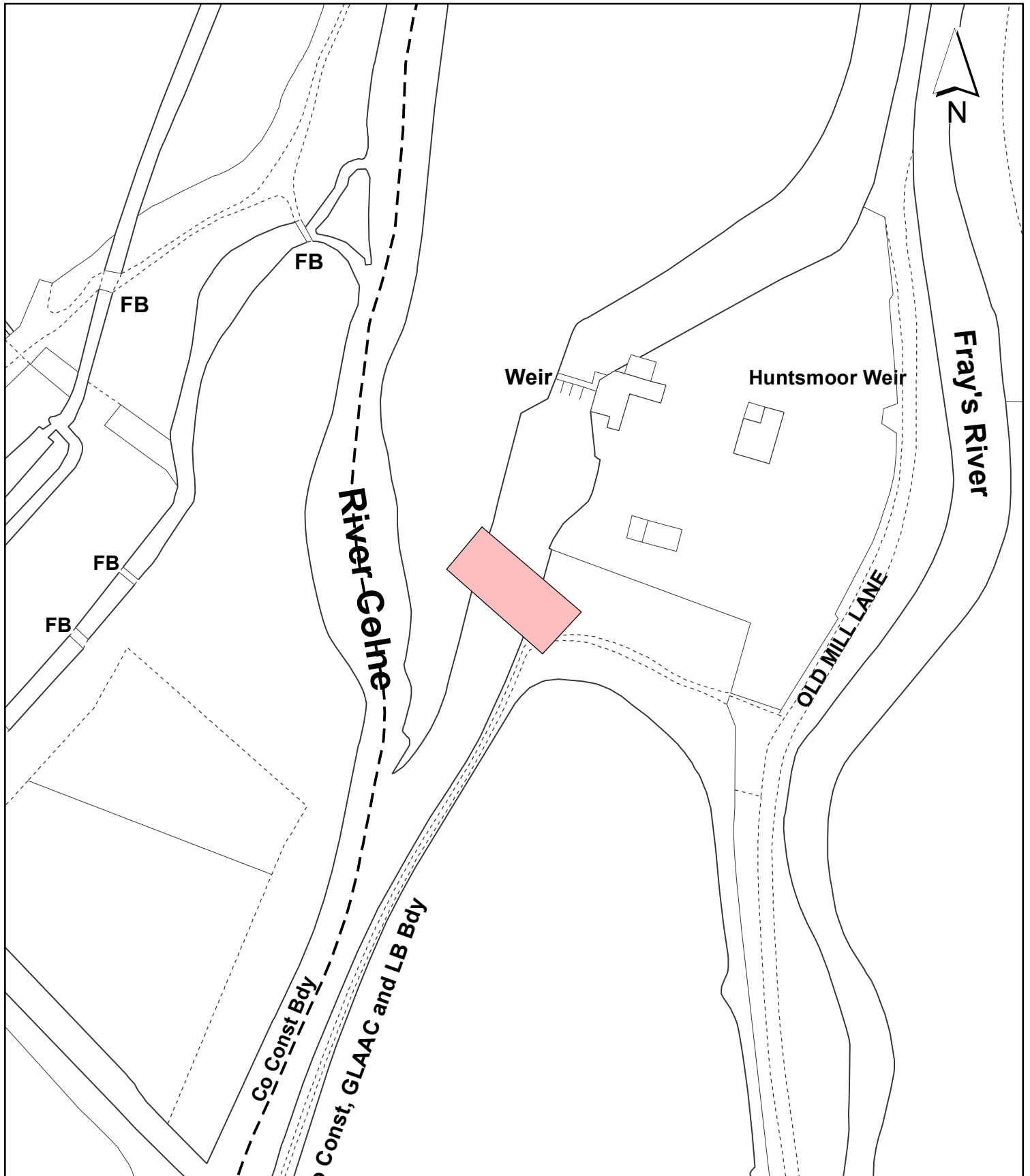
DESCRIPTION

PROPOSED CONTEXT ELEVATION

SCALE	DRAWN BY	CHECKED BY	DATE
1:100@A3	DEV		14.05.16

DRAWING NO.
2017/D217/P/005

REV.



Notes:

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Site Address:

**Little Britain Lake
 Packet Boat Lane
 Cowley**

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

Planning Application Ref:

52368/APP/2017/1844

Scale:

1:1,250

Planning Committee:

Major Page 195

Date:

July 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

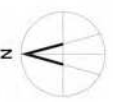
Address PROLOGIS PARK WEST LONDON HORTON ROAD YIEWSLEY

Development: Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

LBH Ref Nos: 37977/APP/2017/1634

Date Plans Received: 05/05/2017

Date(s) of Amendment(s):



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- MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTIONS



01 SITE LOCATION 1:1000 100

REV	DATE	NOTE	DATE

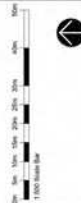



TITLE
PROLOGIS PARK, WEST LONDON
LOCATION PLAN

CLIENT
PROLOGIS UK LTD

DATE	SCALE	DRAWN
MARCH 2015	1:1000	PF
STATUS	PLANNING	DISC'D
		NSC

DRAWING NUMBER
27122 / PL / 100



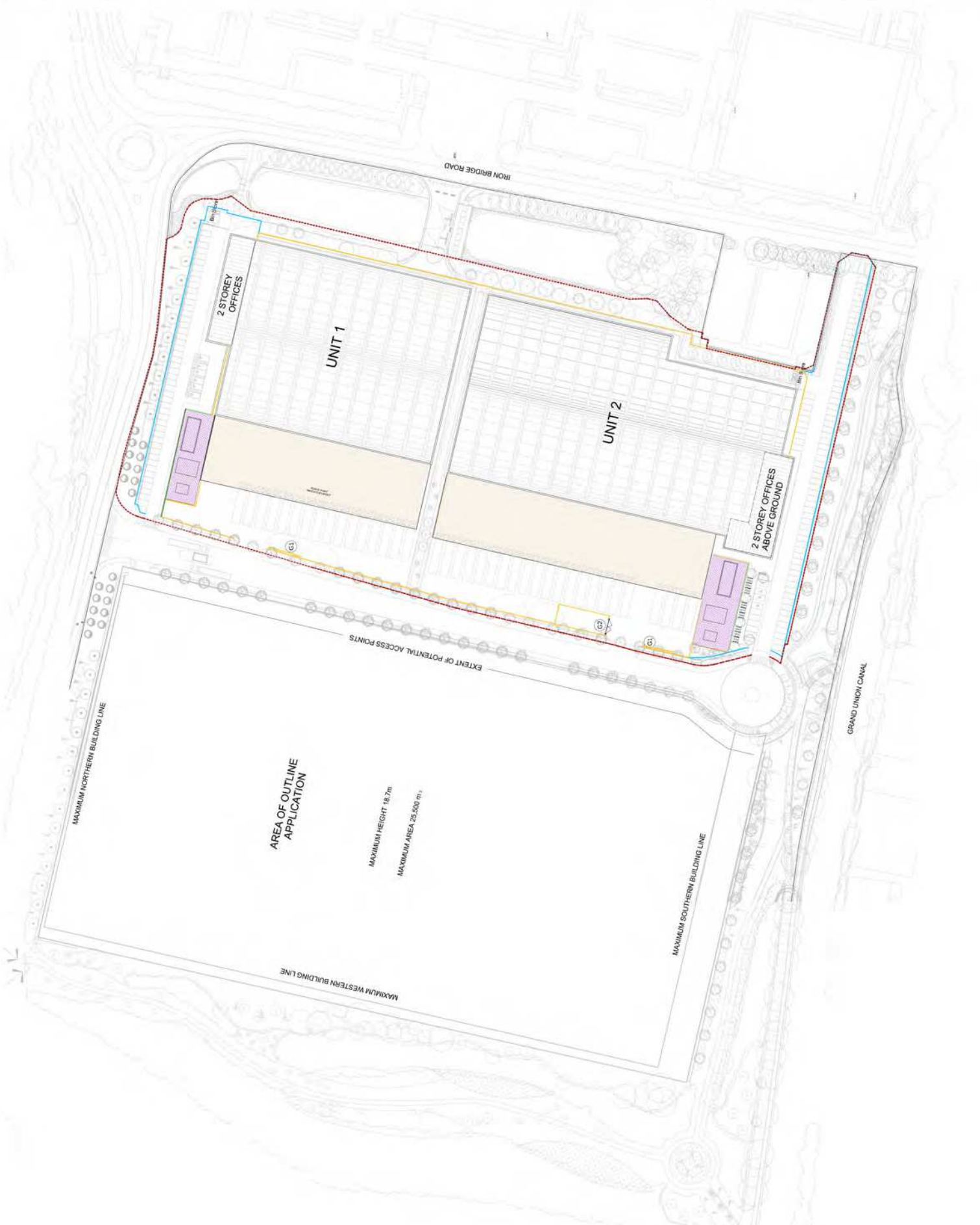
- Site boundary
- New sliding security gate
- New hinged security gate
- 3m high security mesh fencing
- 1.5m high mesh fencing
- Proposed lining wall & Timber Screen
- New gentry

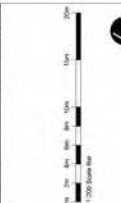
Rev Date Revisions By CNT

FOR PLANNING

Project title
Virtus Prologis

Drawing title	Planning				
Site plan	Proposed				
Sheet	Scale	Date	Drawn	CNV	
AD	1:500	29/03/17	GG	JM	
Project no	3144	Drawing no	05901	Rev	





- Boundary Line
- New plant zone
- New sub-station
- New cladding mill to match existing

- 3m high security mesh fencing
- 1.5m high mesh fencing
- Proposed living wall & Timber Screen

1

FOR PLANNING

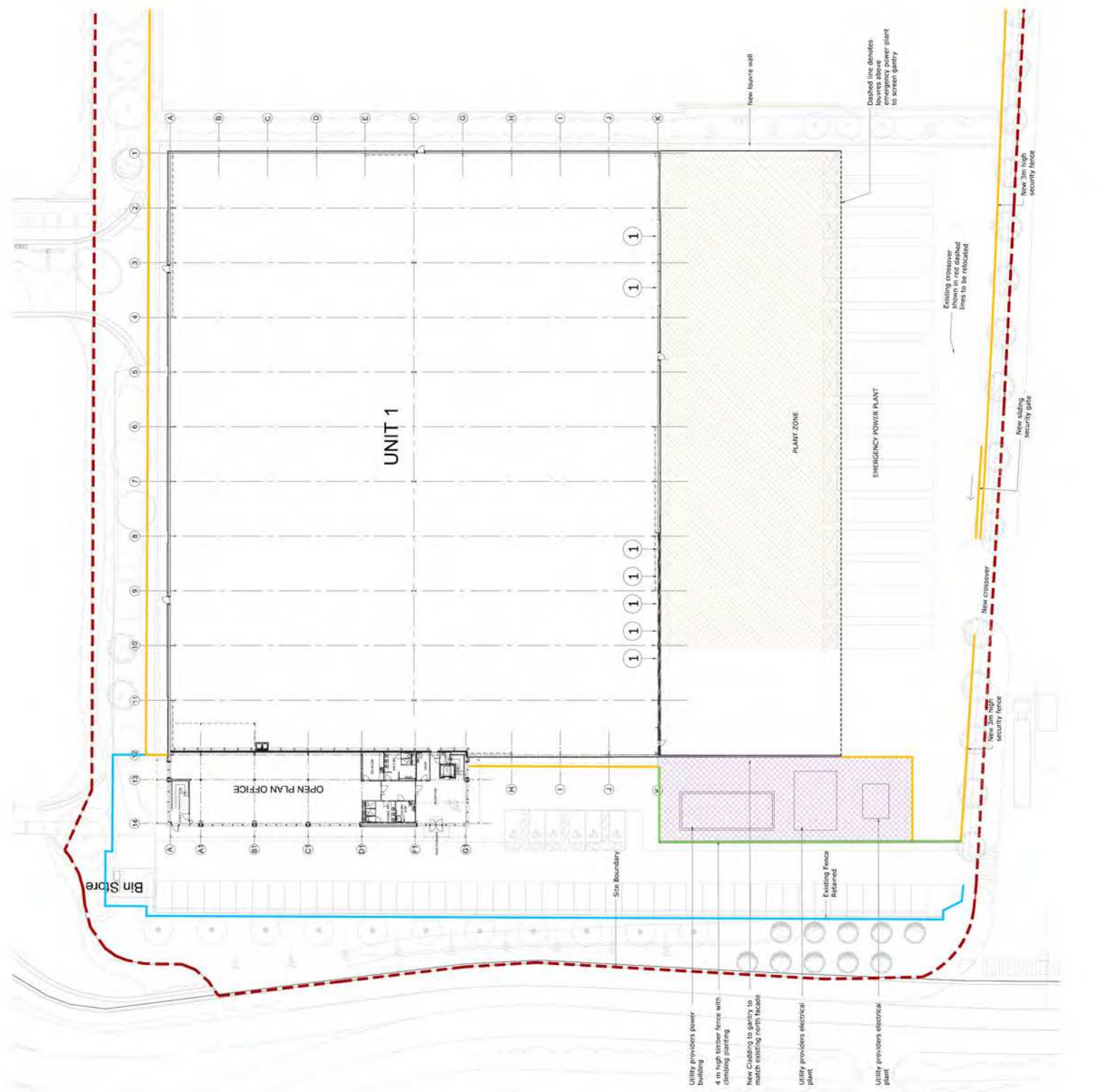
Project title
Virtus Prologis

Drawing title
Unit 1 - Ground floor

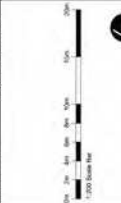
Sheet Scale Date Drawn
A0 1:200 29/03/17 GG JM

Project no
3144

Drawing no
05005



- Utility providers power building
- 4 m high timber fence with climbing planting
- New Cladding to gentry to match existing north facade
- Utility providers electrical plant
- Utility providers electrical plant
- Existing Fence Retained
- New sliding security gate
- New crossover
- New 3m high security fence
- New 3m high security fence
- Dashed line denotes emergency power plant to screen gentry
- New 3m high security fence
- Existing crossover shown in red dashed lines to be relocated
- New 3m high security fence



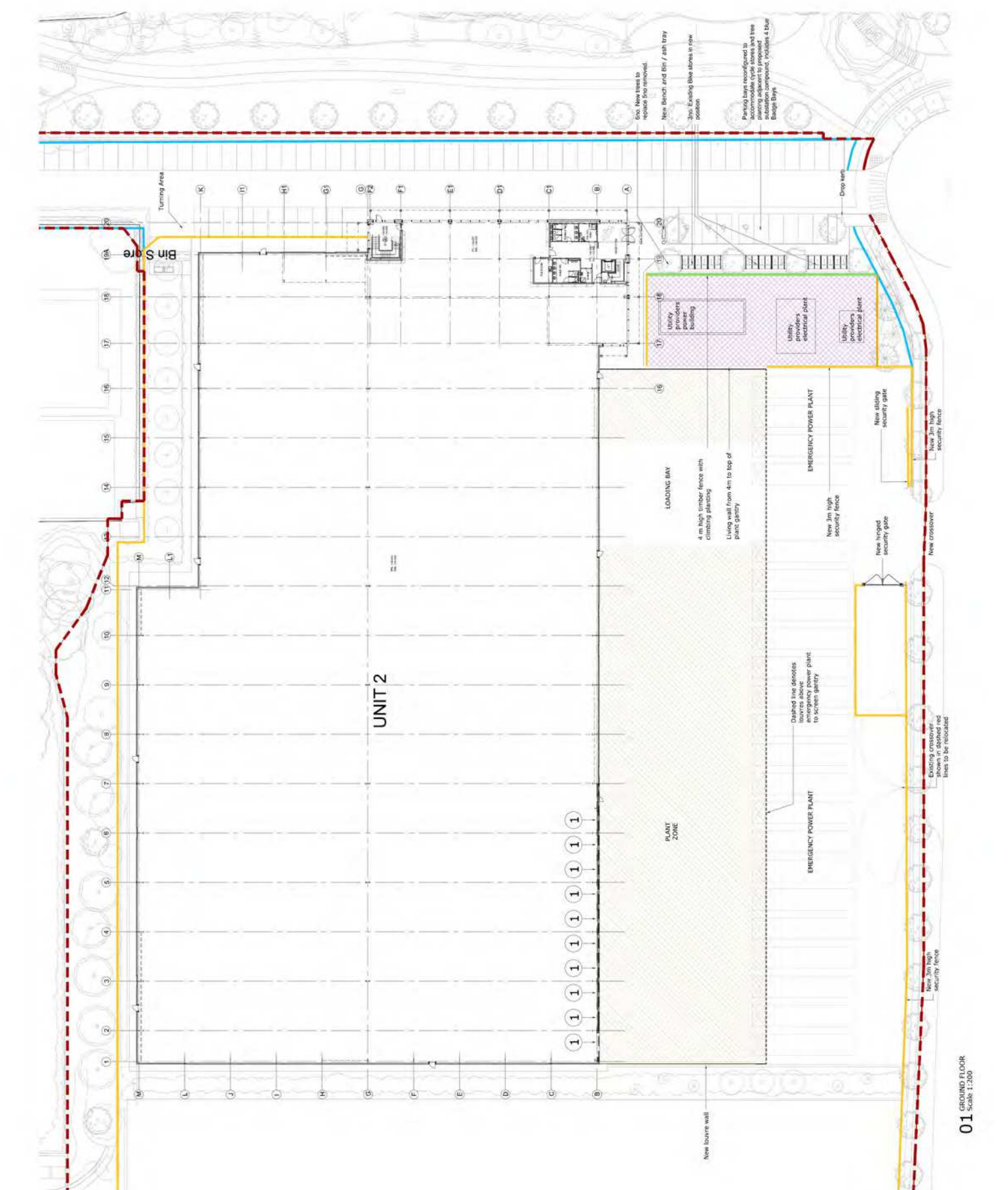
- Boundary line
- New plant zone
- New sub-station
- New cladding until to match existing

- 3m high security mesh fencing
- 1.5m high mesh fencing
- Proposed living wall ft. Timber Screen

- 600 New trees to replace their removal
- New Bench and Bin / ash tray
- 300 Existing bike stores in new position
- Parking bays reconfigured to accommodate cycle stores and free station compound, include 4 Blue Bin Bays

600 New trees to replace their removal
 New Bench and Bin / ash tray
 300 Existing bike stores in new position
 Parking bays reconfigured to accommodate cycle stores and free station compound, include 4 Blue Bin Bays

Rev	Date	Revisions	By	CHK
FOR PLANNING				
Drawing title				
Unit 2 - Ground Floor				
Proposed				
Sheet	Scale	Date	Drawn	CHK
A0	1:200	29/03/17	GG	JM
Project title				
Virtus Prologis				
Drawing title				
Unit 2 - Ground Floor				
Proposed				
Project no	3144	Rev		
Drawing no	05006	Rev		



01 GROUND FLOOR
 Scale 1:200



Rev Date Revisions By: CNT

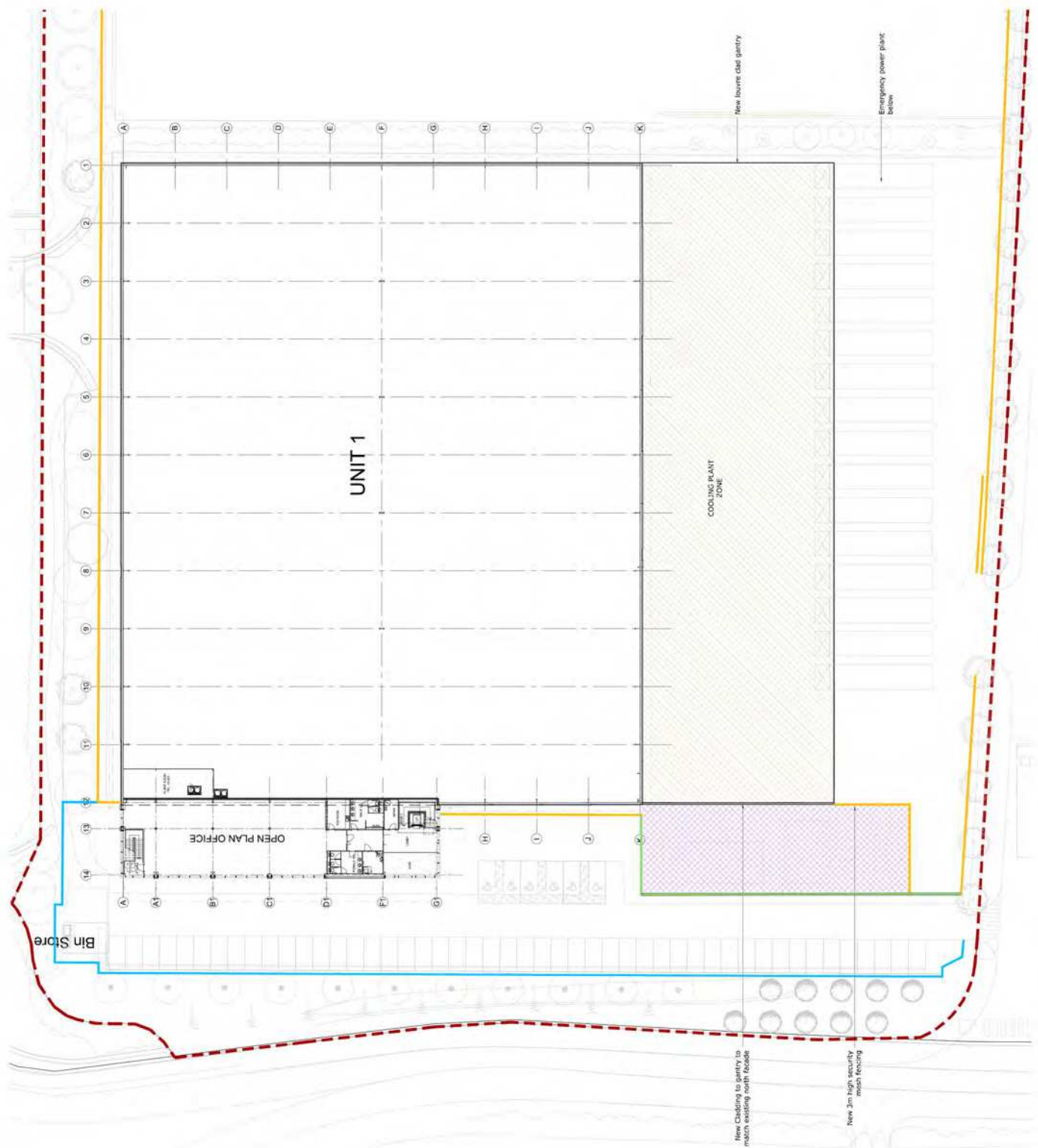
FOR PLANNING

Project title: Virtus Prologis

Drawing title: Unit 1 - 1st Floor Proposed

Sheet: Scale: Date: Drawn: CNY JM
AD: 1:200 29/03/17 GGG JM

Project no: 3144
Drawing no: 05015
Rev: 01



New Cladding to gentry to match existing north facade

New 3m high security mesh fencing

New louvre clad gentry

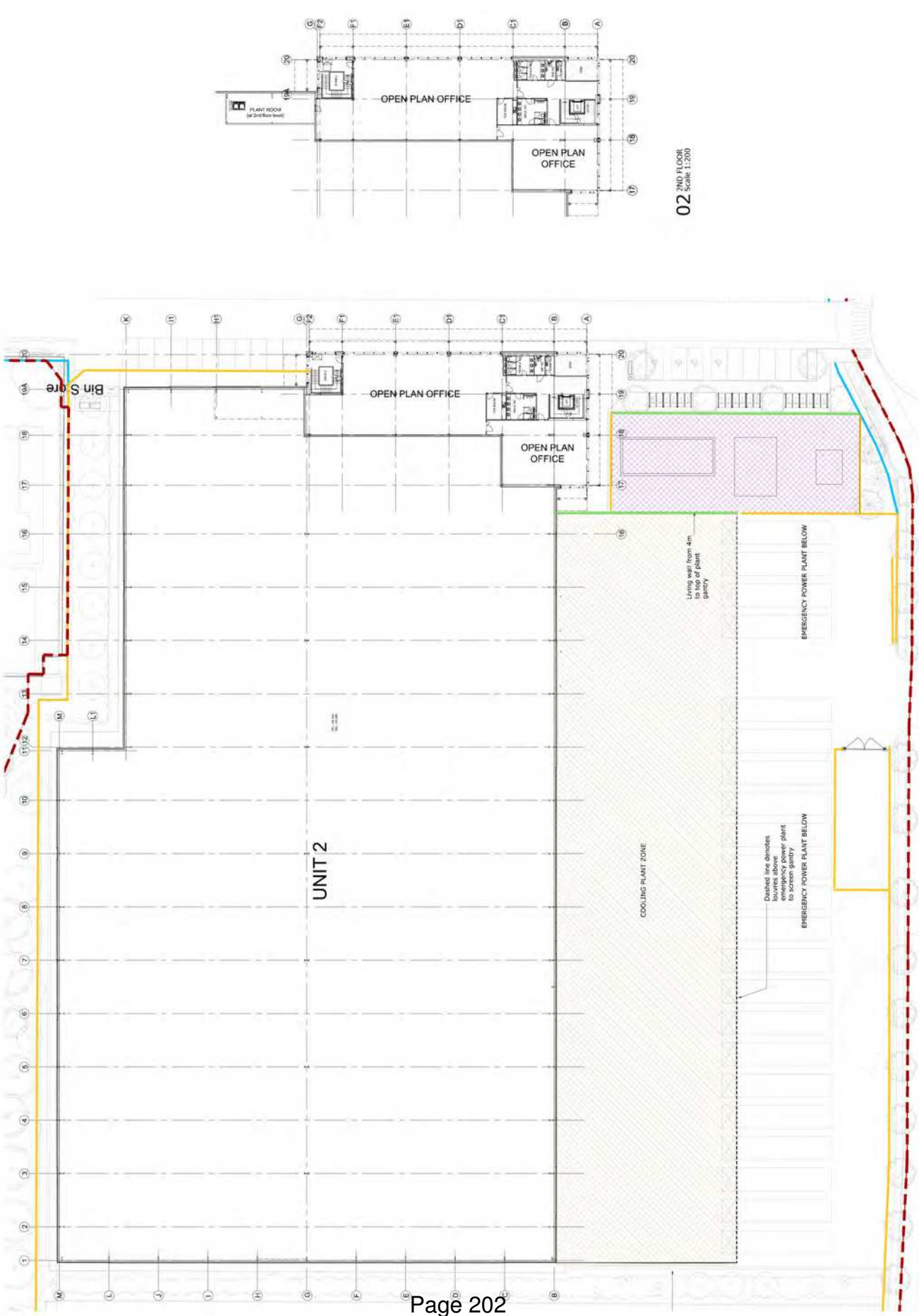
Emergency power plant below

01 1st FLOOR
Scale 1:200



- New plant zone
- New sub-station
- 1.5m high mesh fencing
- 3m high security mesh fencing
- Proposed safety walls & Timber Screens

New	Date	Revisions	By	Date	Rev
FOR PLANNING					
Drawing title					
Project title					
Virtus Prologis					
Drawing title					
Unit 2 - 1st & 2nd Floors					
Proposed					
Sheet	Scale	Date	Drawn	CVT	
A0	1:200	29/03/17	GG	JK	
Project no					
3144					
Drawing no					
05016					
Rev					

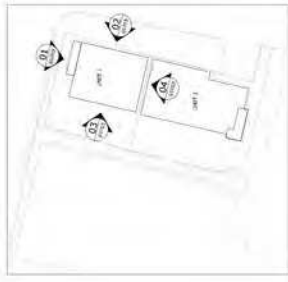


02 2ND FLOOR
Scale: 1:200

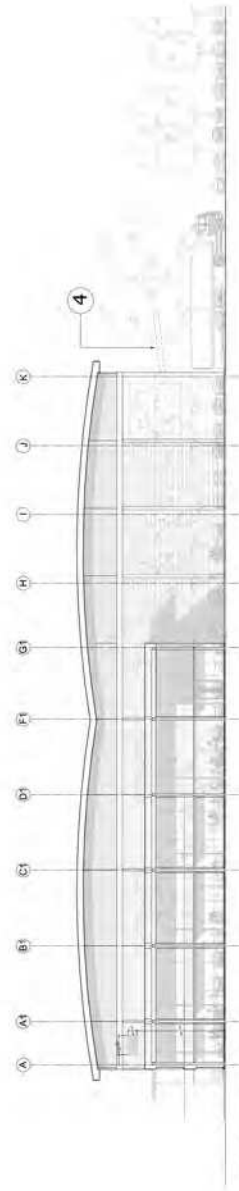
01 1ST FLOOR
Scale: 1:200



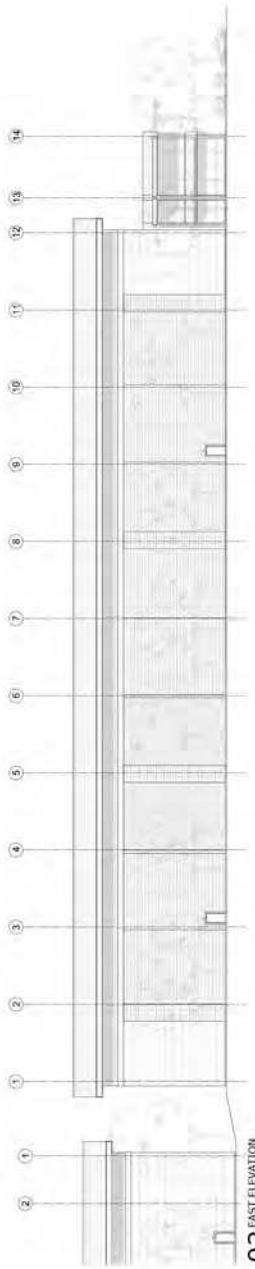
- Element demolished
- 1 Dock weather demolished
 - 2 Level access door demolished
 - 3 Loading bay guardrails & low level area to be infilled
 - 4 Existing canopy demolished



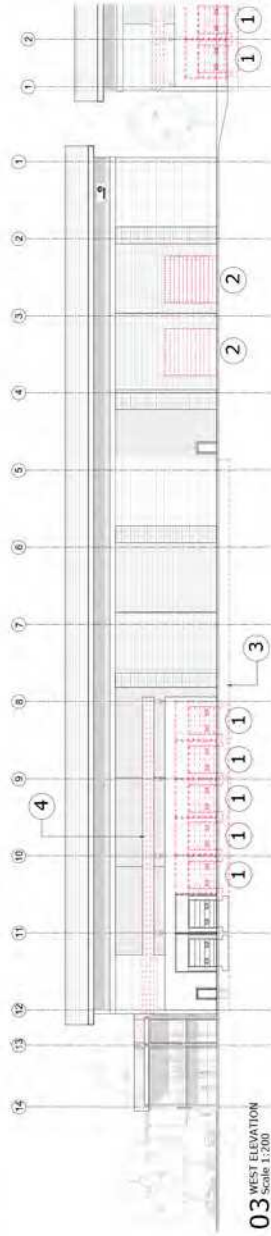
Rev	Date	Revisions	By	CHK
Drawing Status FOR PLANNING				
Project title Virtus Prologis				
Drawing title Unit 1 - Elevations, Demolition				
Sheet	Scale	Date	Drawn	CHK
A0	1:200	29/03/17	GG	JM
Project no 3144				
Drawing no 05703				
Year -				
<small>TISO 40 New Street, London, EC2A 4DP Tel: 020 7666 6666 www.tiso.com</small>				



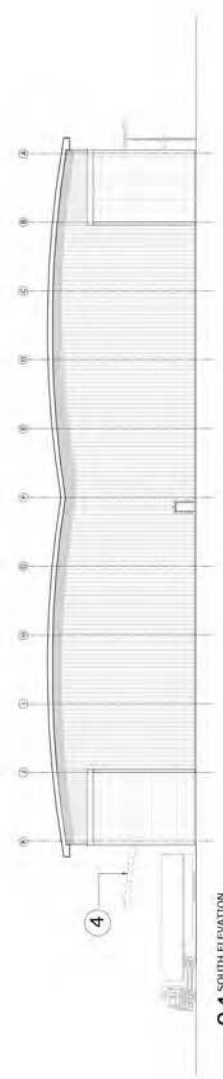
01 NORTH ELEVATION
Scale 1:200



02 EAST ELEVATION
Scale 1:200



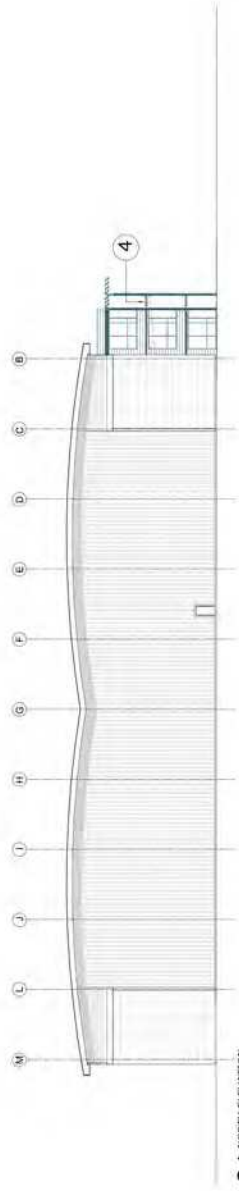
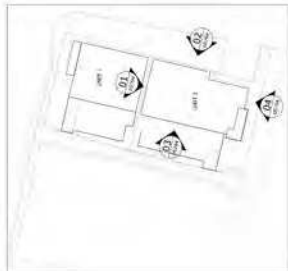
03 WEST ELEVATION
Scale 1:200



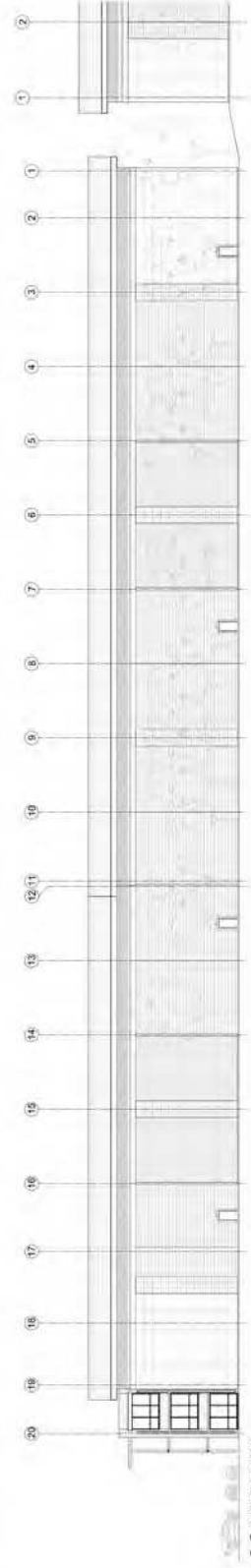
04 SOUTH ELEVATION
Scale 1:200



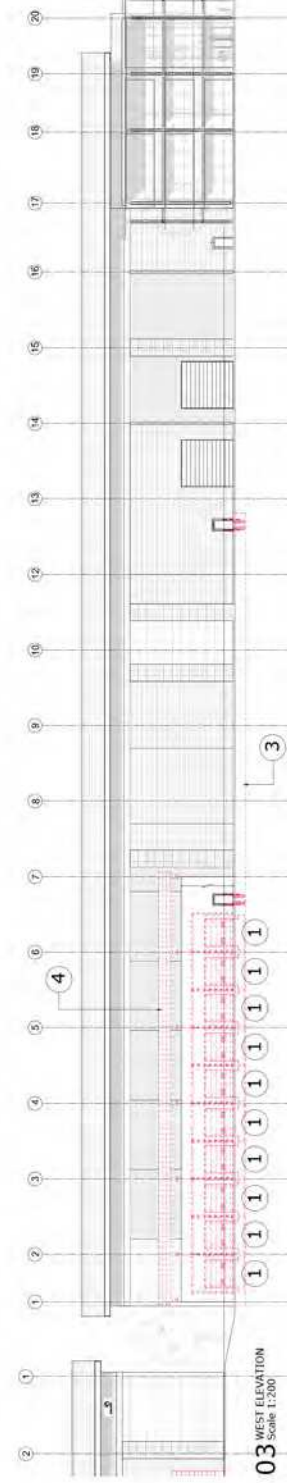
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- 1 Dock leveller demolished
 - 2 Level access door demolished
 - 3 Loading bay guardrails & dock levelers to be demolished. Low level areas to be infilled.
 - 4 Existing canopy demolished



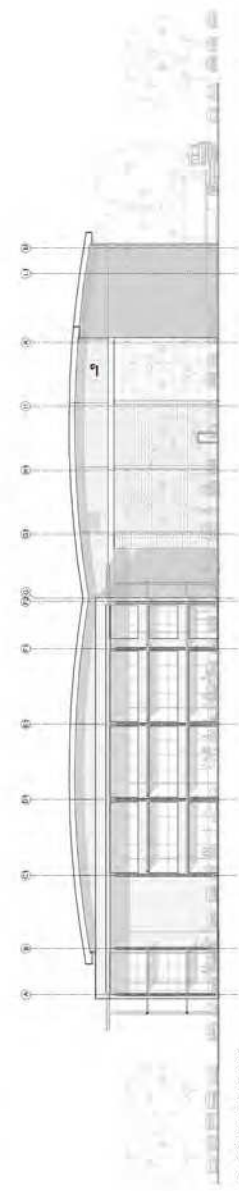
01 NORTH ELEVATION
Scale 1:200



02 EAST ELEVATION
Scale 1:200



03 WEST ELEVATION
Scale 1:200



04 SOUTH ELEVATION
Scale 1:200

Rev	Date	Revisions	By	CHK
Drawing Status FOR PLANNING				
Project title Virtus Prologis				
Drawing title Planning Unit 2 - Elevations, Demolition				
Sheet	Scale	Date	Drawn	CHK
A0	1:200	29/03/17	GG	JM
Project no 3144				
Drawing no 05704				
Title				
t1s0 ARCHITECTURE & DESIGN				
T1s0 Ltd, 20 Broad Street, London, EC2M 4LP Tel: 020 7460 0000 www.t1s0.com				



- Element demolished
- 1 Dock weather demolished
 - 2 Level access door demolished
 - 3 Loading bay surrounds & low level area to be infilled.
 - 4 Existing canopy demolished

Rev. Date. Revision. By. CHT

Drawing title: **FOR PLANNING**

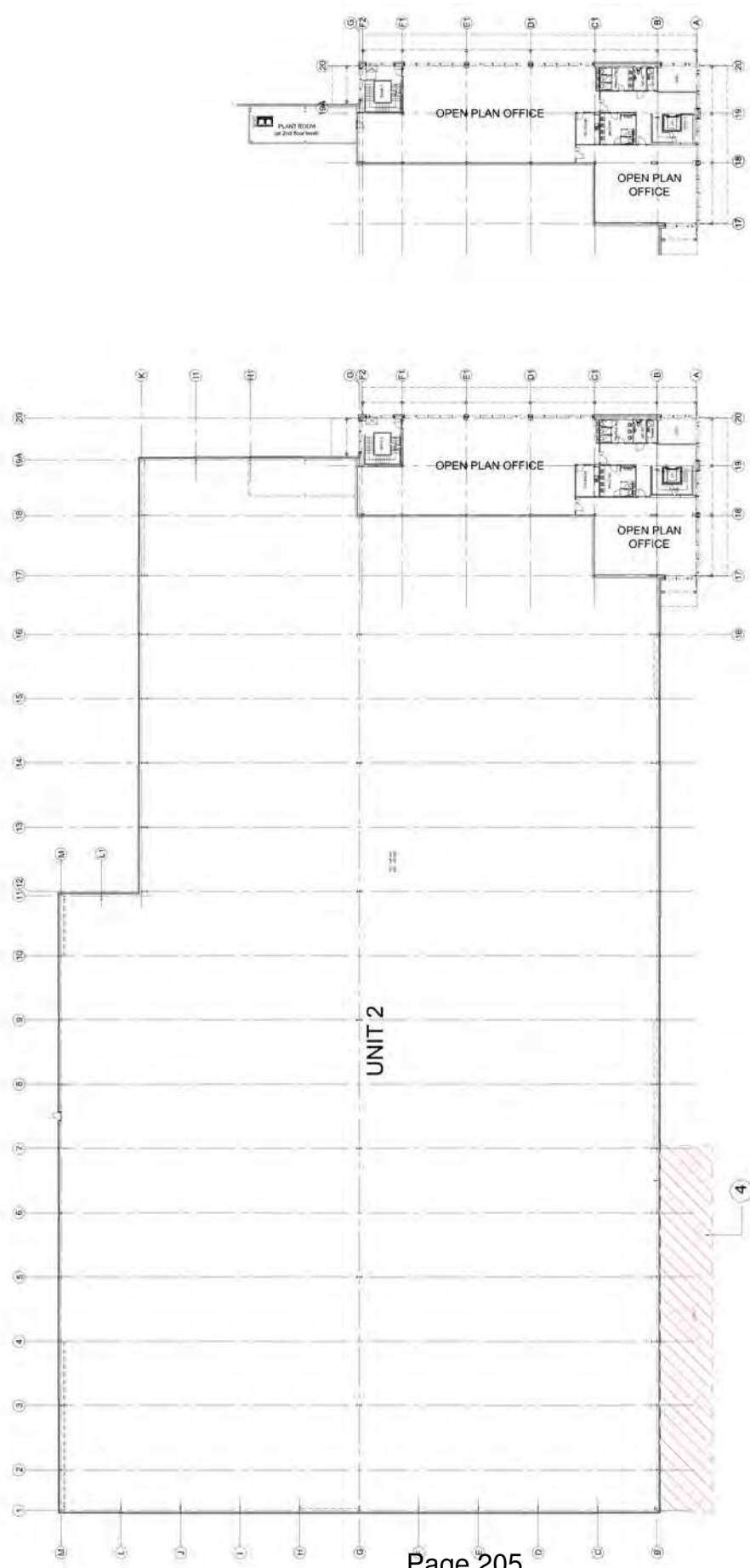
Project title: Virtus Prologis

Drawings title: Planning
Unit 2 - 1st & 2nd Floors.
Demolition

Sheet	Scale	Date	Drawn	CHK'd
A0	1:200	20/03/17	EGG	JM

Project no: 3144
Drawing no: 05014
Year: _____

tiso ARCHITECTURE & DESIGN
 1150-1152 New Street, London, EC2A 4AT
 Tel: 020 7463 6666 www.tiso.co.uk

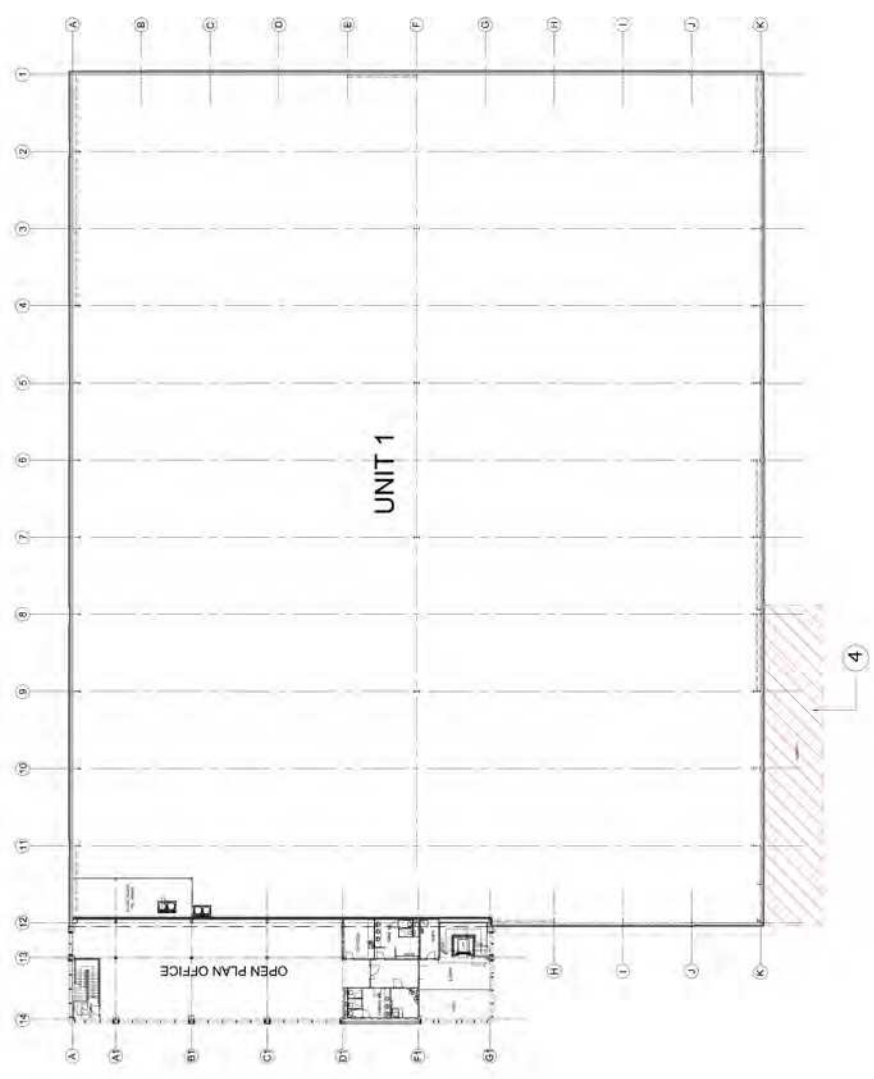


02 2ND FLOOR
Scale 1:200

01 1ST FLOOR
Scale 1:200



- Element demolished
- 1 Dock weather demolished
 - 2 Level access door demolished
 - 3 Loading bay joist-trails & low level area to be infilled
 - 4 Existing canopy demolished



Rev. Date. Revision. By: ONT

FOR PLANNING

Project title: Virtus Prologis

Drawing title: Planning Unit 1 - 1st floor Demolition

Sheet: Scale: Date: Drawn: C.V. A0 1:200 20/03/17 EGC JM

Project no: 3144 Drawing no: 05013 Year:



01 1st FLOOR Scale 1:200



- Element demolished
- 1 Dock leveler demolished
 - 2 Level access door demolished
 - 3 Loading bay safeguards & low level prest to be infilled.
 - 4 Existing canopy demolished
 - 5 New casing formed. Cladding removed & braced bay reinstated.
 - 6 New casing formed. Cladding removed.

Rev.	Date	Revisions	By	CHK

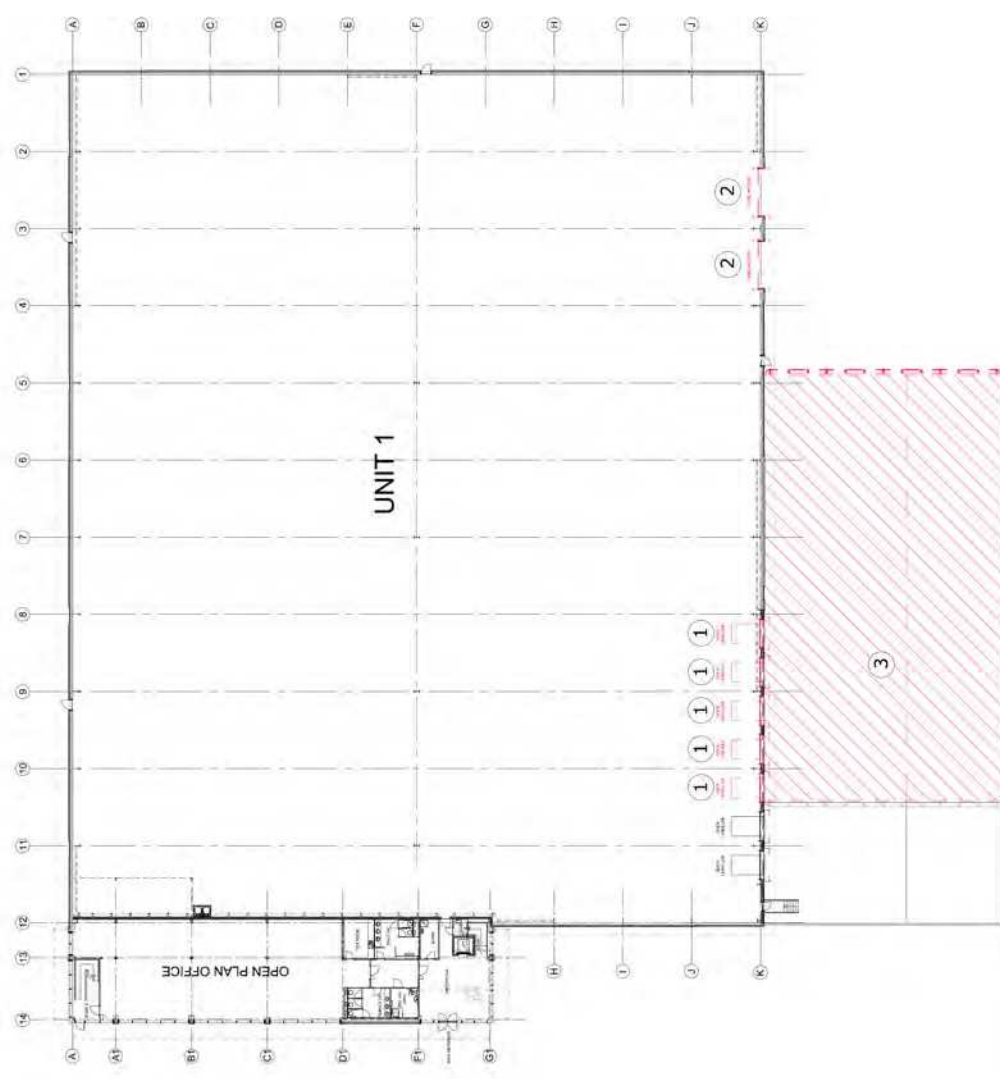
FOR PLANNING

Project title
Virtus Prologis

Drawing title
Planning
Unit 1 - Ground Floor
Demolition

Sheet	Scale	Date	Drawn	CHK
A0	1:200	29/03/17	GG	JM

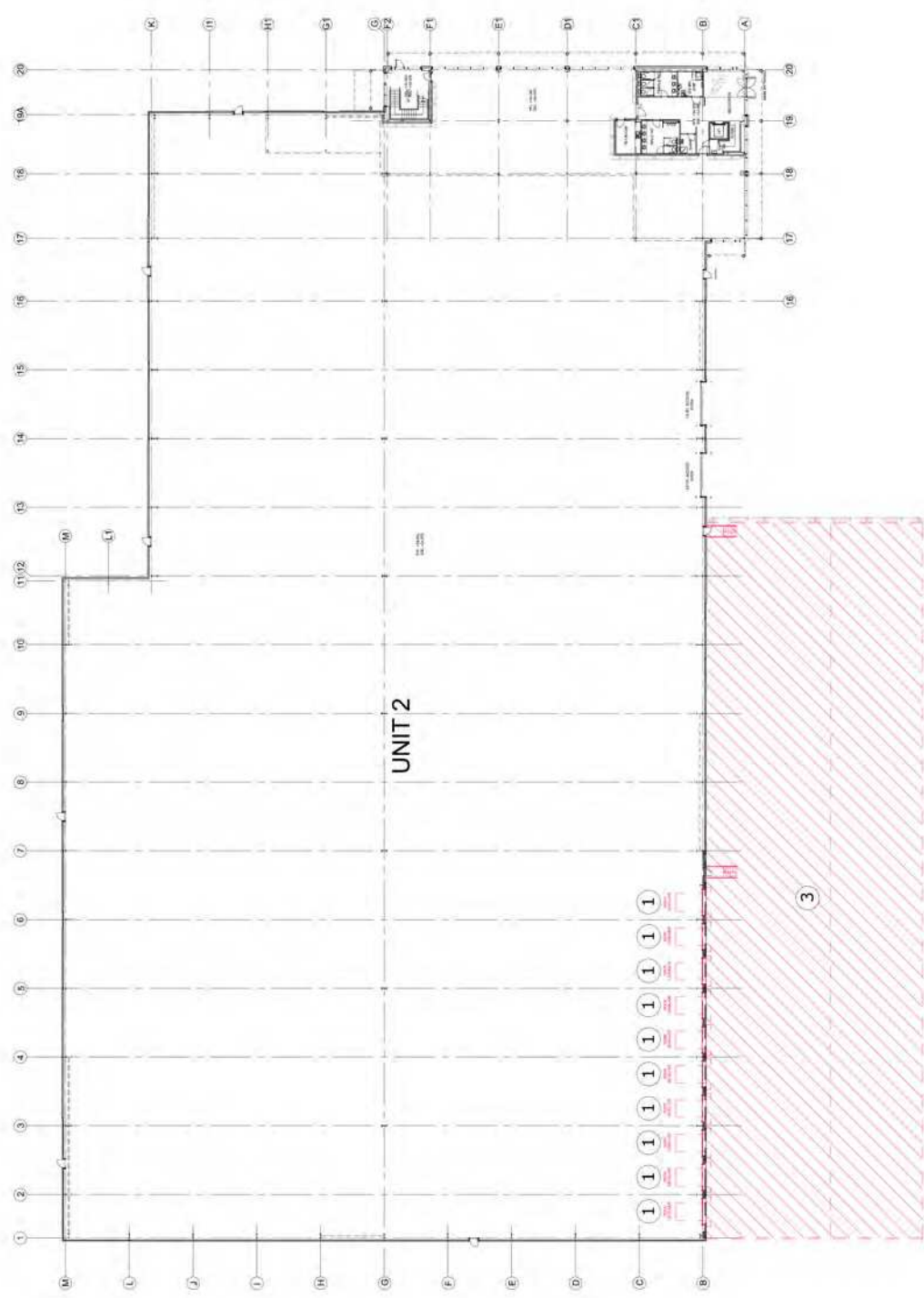
Project no
3144
Drawing no
05003
Rev



01 GROUND FLOOR
Scale 1:250



- Element demolished
- 1 Dock weather demolished
 - 2 Level access door demolished
 - 3 Loading bay surrounds & existing canopy Low level area to be infilled
 - 4 Existing canopy demolished



01 GROUND FLOOR
Scale 1:200

Rev Date Revisions By CHT

Drawing Status
FOR PLANNING

Project title
Virtus Prologis

Drawing title
Planning
Unit 2 - Ground Floor
Demolition

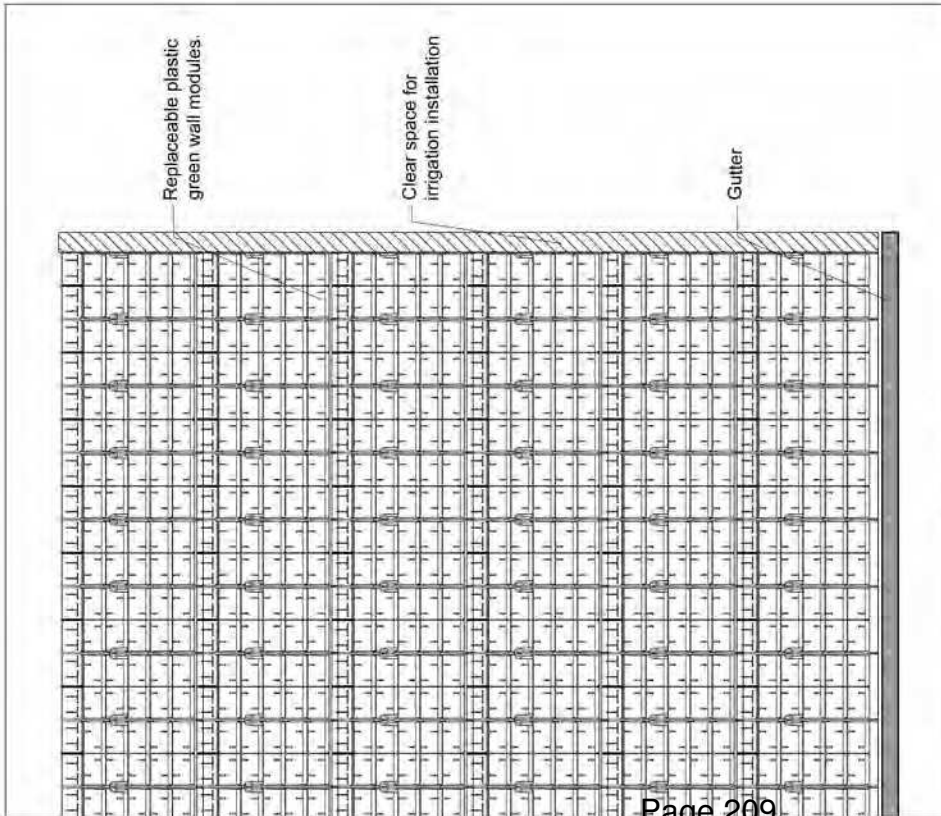
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Project no
3144

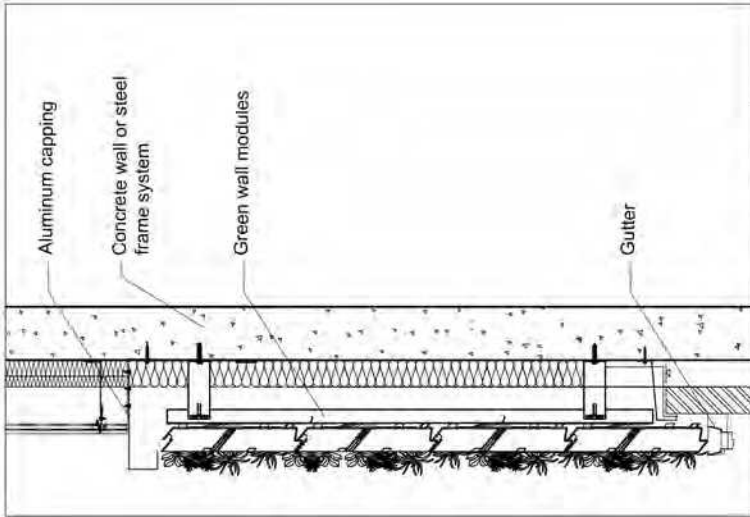
Drawing no
05004

Year





ANS Green Wall System - Elevation
Scale: 1:20 @ A3



ANS Green Wall System - Section
Scale: 1:20 @ A3

To be read in conjunction and to support Planning Drawings By TSP Architects.

London: 4 David Mevius
Greenwich South Street
London SE10 8NJ
T/F: 020 8293 0799

Hanrogate: 38 West End Avenue
Hanrogate, Yorkshire YO22 9BX
T/F: 020 8293 0799
www.ireland-albrecht.co.uk
post@ireland-albrecht.co.uk



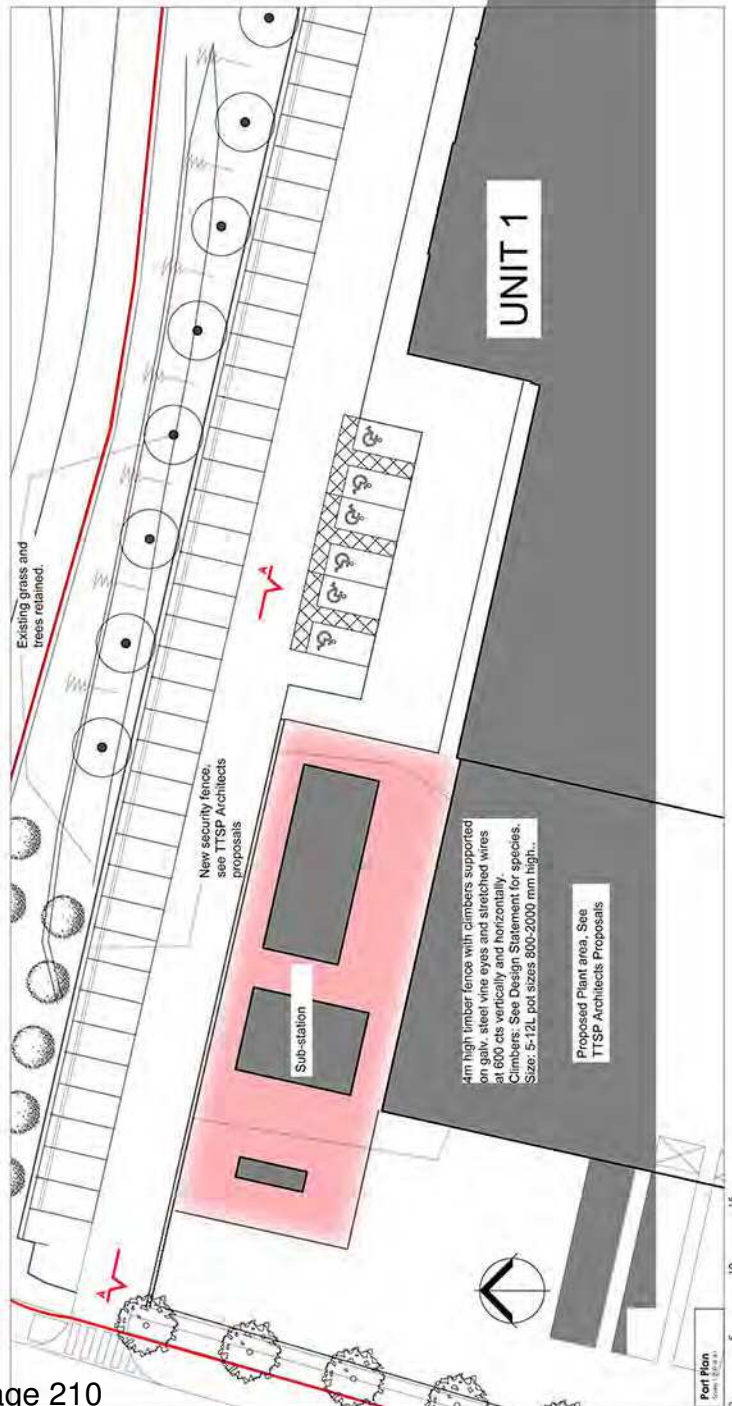
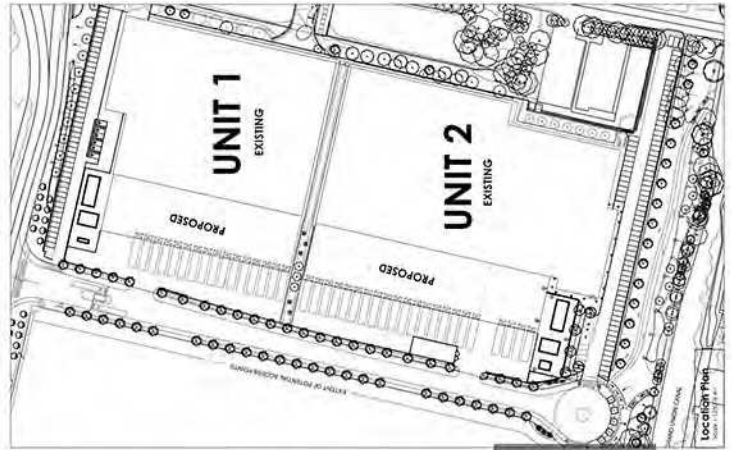
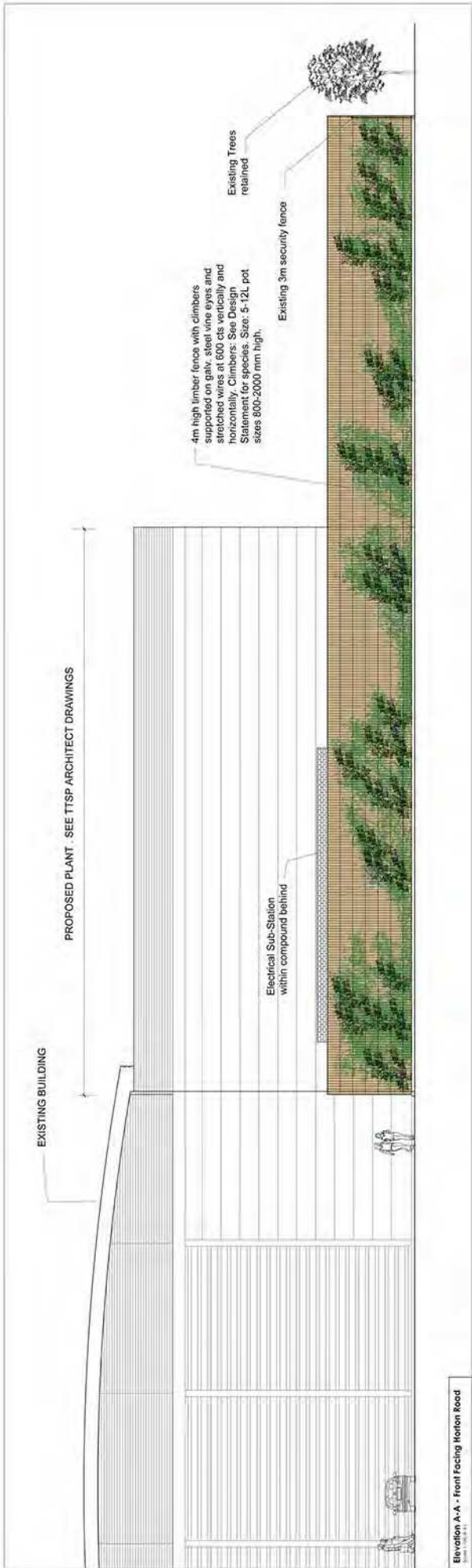
Prologis Park West

Landscaping Details 3 - Green Wall

For Planning

Scale	Drawn	Checked	Date
A3, A1, A0, 1/1 @ A3	TK	DA	08.05.17
Drawing No	Revision:		
IA-407-LD-P03	-		

All dimensions to be checked on site. Do not scale. This drawing is copyright.



To be read in conjunction and to support Planning Drawings By TTSP Architects.

IRELAND ALBRECHT
ARCHITECTS

Head Office: 15 South Street, Limerick, Co. Limerick, Ireland
Telephone: +353 (0) 21 43 33 33
Mobile: +353 (0) 87 23 33 33
Fax: +353 (0) 21 43 33 33
www.irelandalbrecht.com
irelandalbrecht@irelandalbrecht.com

Prologie Park West

Landscape Details - Unit 1

For Planning

Project No: IA-407-1D-P01

Scale: 1:200

Date: 08/11/17

Author: [Name]

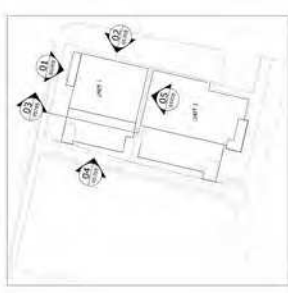
Checked: [Name]

Approved: [Name]

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1.5m high mesh fencing
New 3m high security fence
New cladding
Sandwich cladding infill colour to match existing cladding.



Rev. Date. Revision. Rev. 01/17

Drawing Status: **FOR PLANNING**

Project title: Virtus Prologis

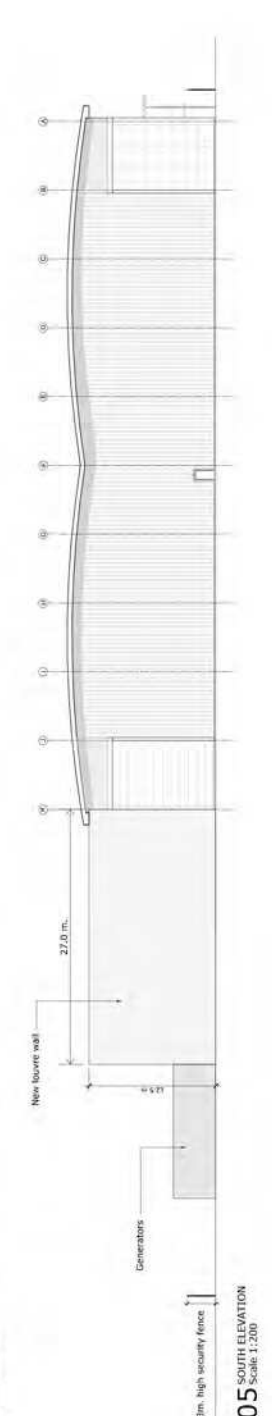
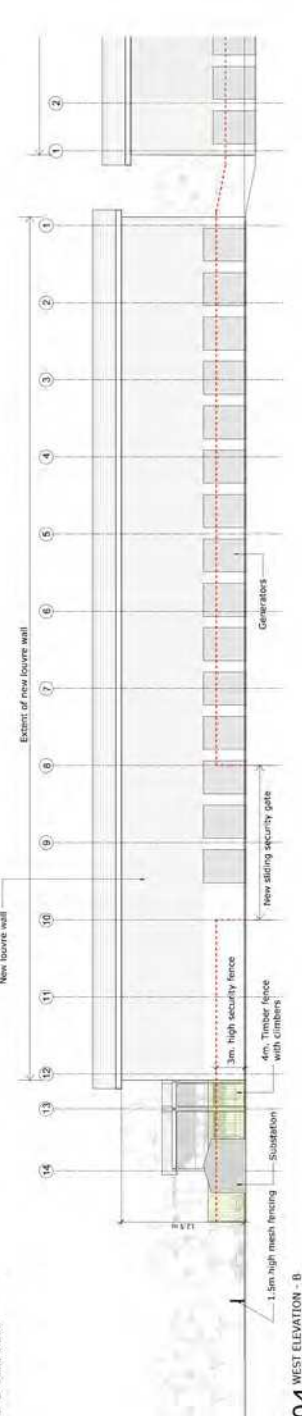
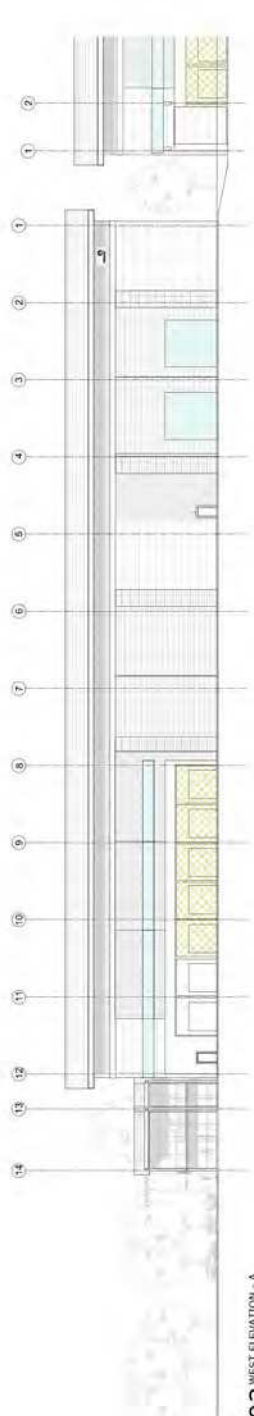
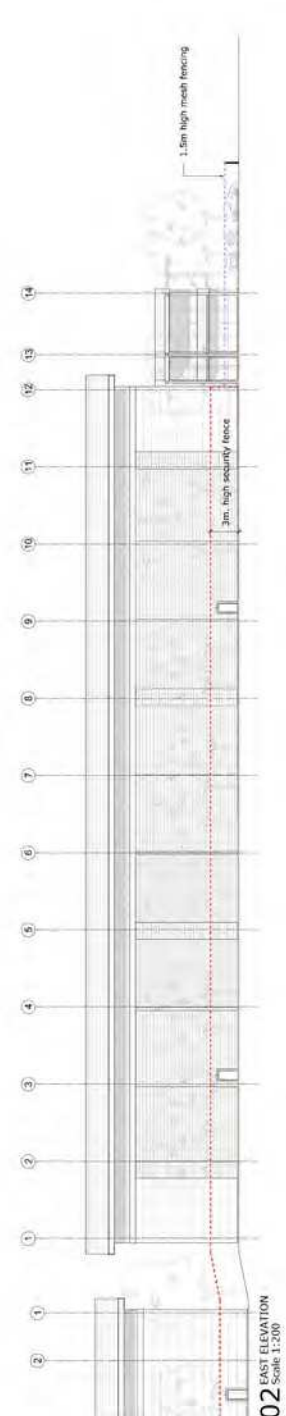
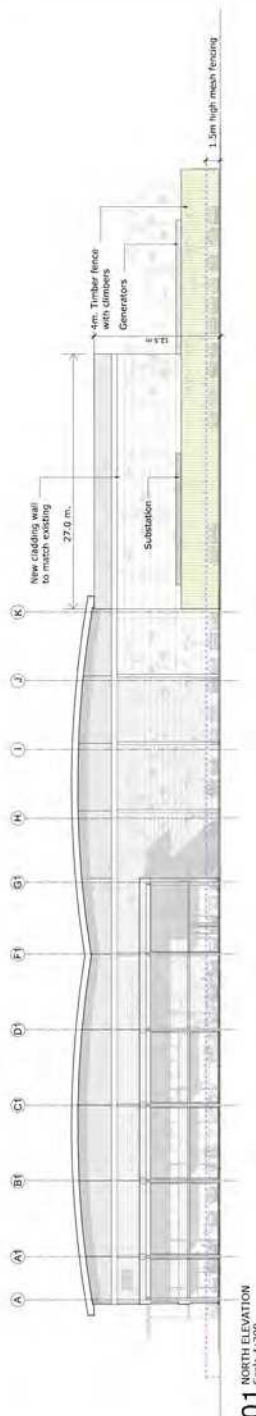
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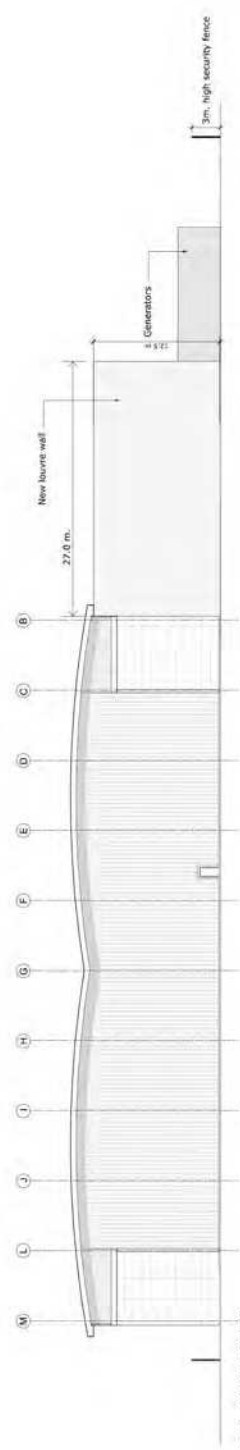
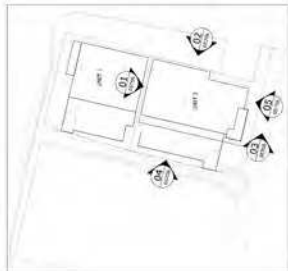
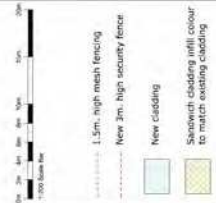
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Project no: 3144
Drawing no: 05705
Rev: -

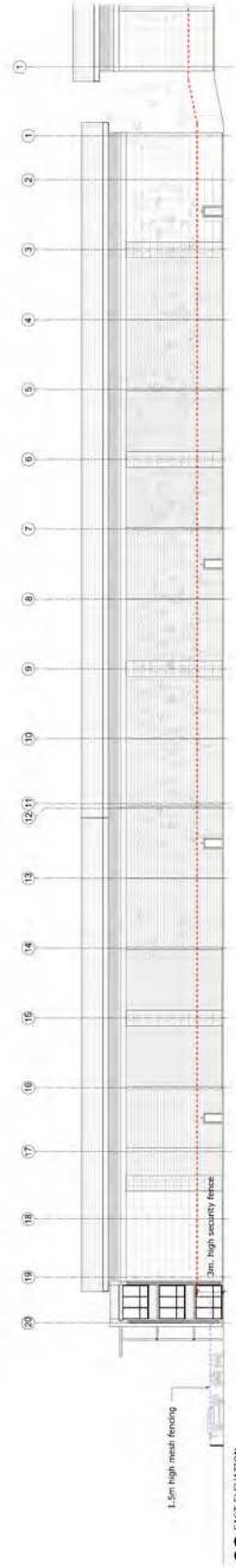
Drawing title: Planning
Unit 1 - Elevations, Proposed

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1150 St. Andrew Street, London, EC2A 4DP
Tel: 020 7463 3333 www.tisp.com

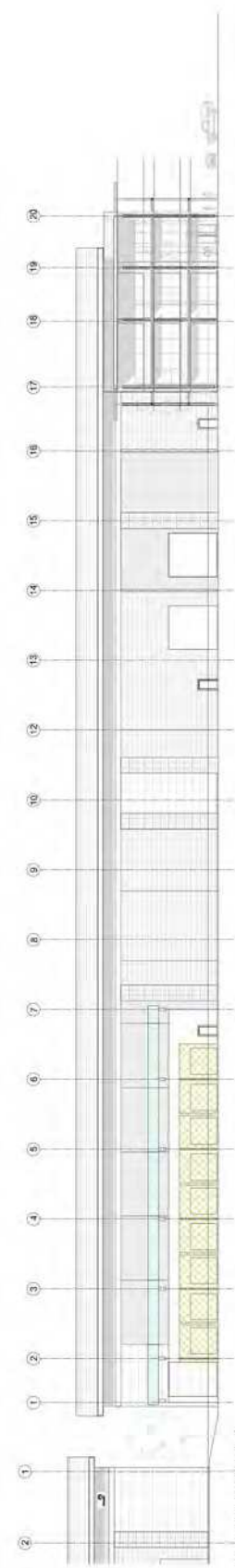




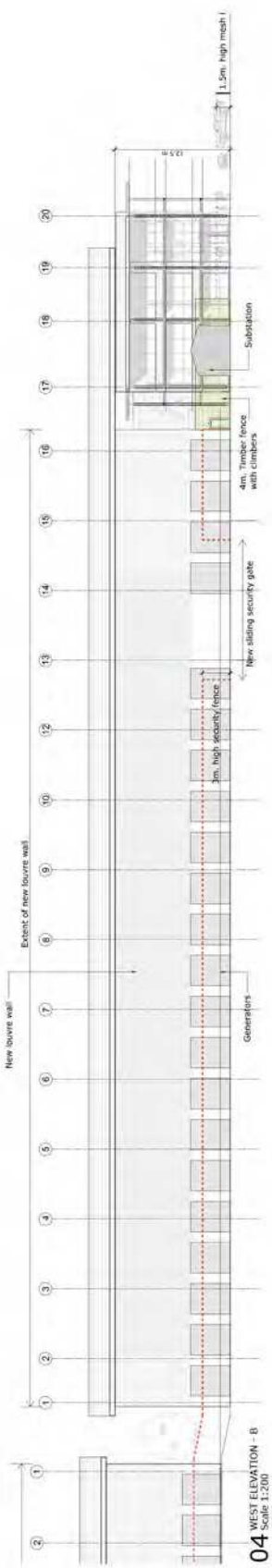
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Scale 1:200



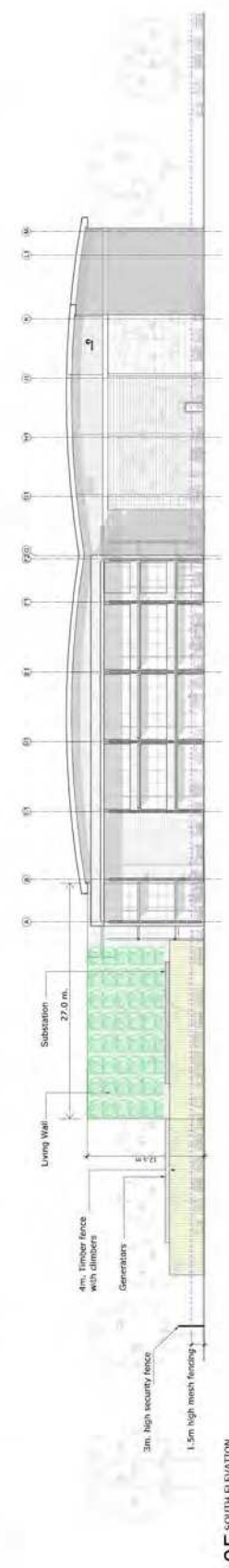
02 EAST ELEVATION
Scale 1:200



03 WEST ELEVATION - A
Scale 1:200



04 WEST ELEVATION - B
Scale 1:200



05 SOUTH ELEVATION
Scale 1:200

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 Do not scale this drawing. All dimensions to be checked on site.

Rev/	Date	Description	By/	Ch/
			By/	Ch/

Drawing Status
For Information

Project Title
 Virtus London 6

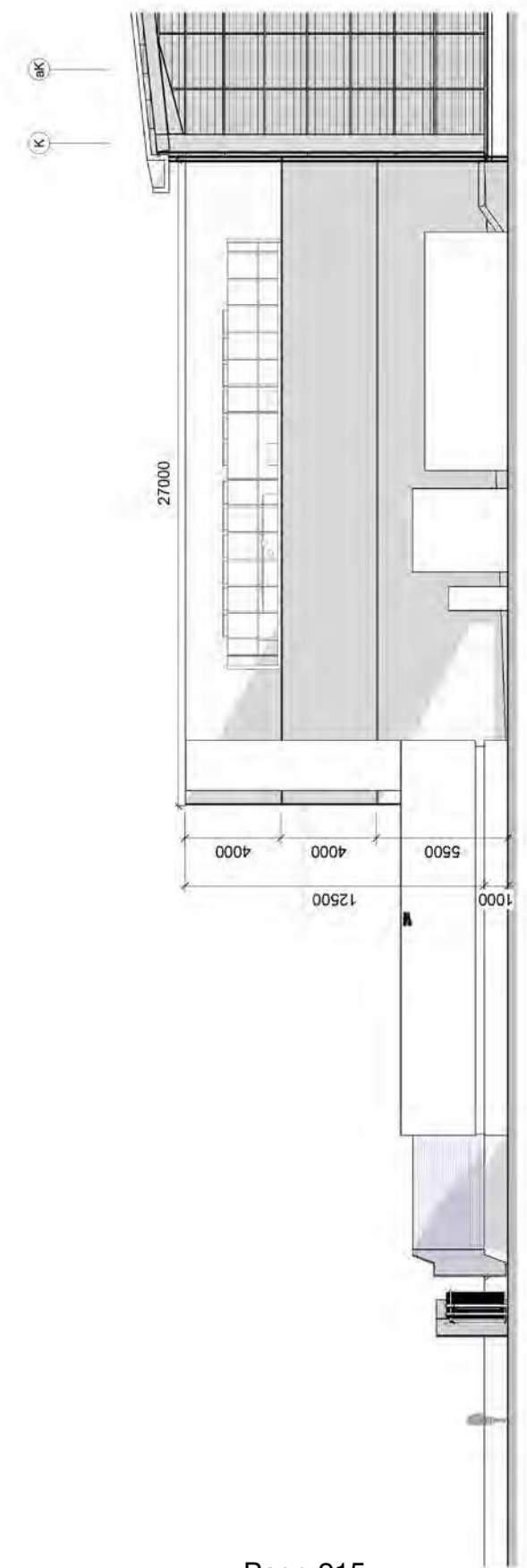
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 Planning
 Unit 1 - Section

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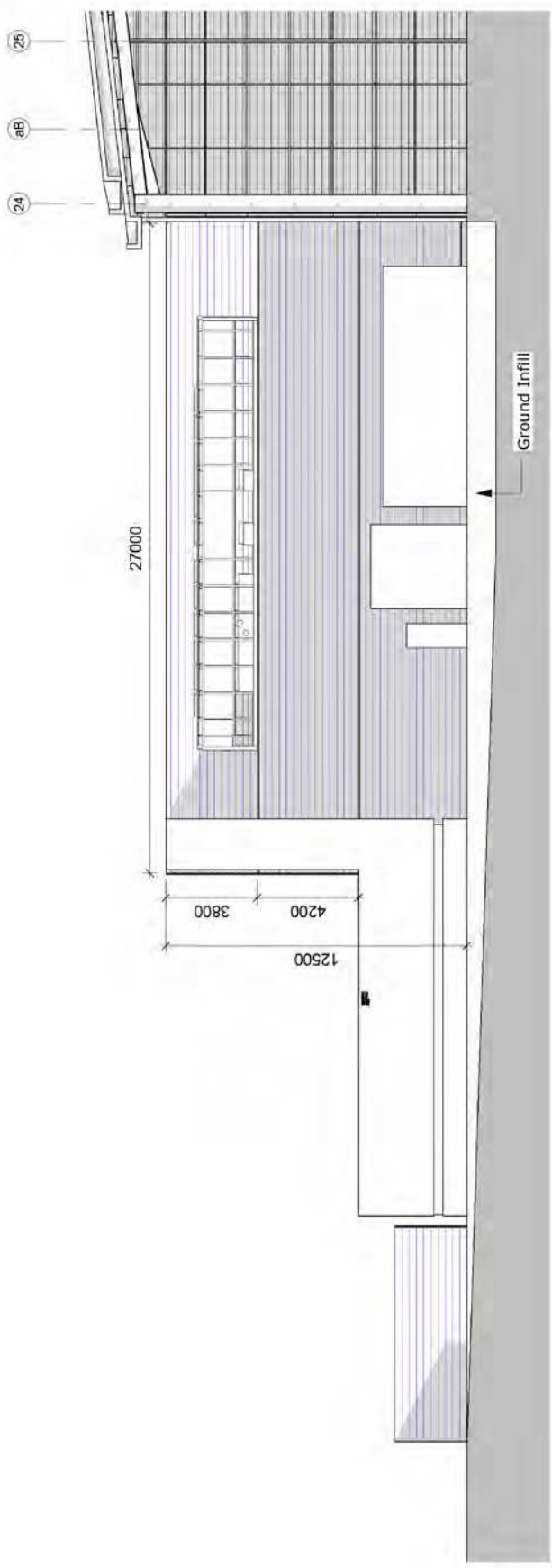
Project No.
 3166
 Drawing No.
 A03801
 Rev



tisp 100, W. Gower Road, London, ECT 1 7DZ
 Tel: (020) 499 4994 www.tisp.com



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Rev/ Date Description By/Ch'd

Drawing Status
For Information

Project Title
 Virtus London 5

Drawing Title
 Planning
 Unit 2 - Section

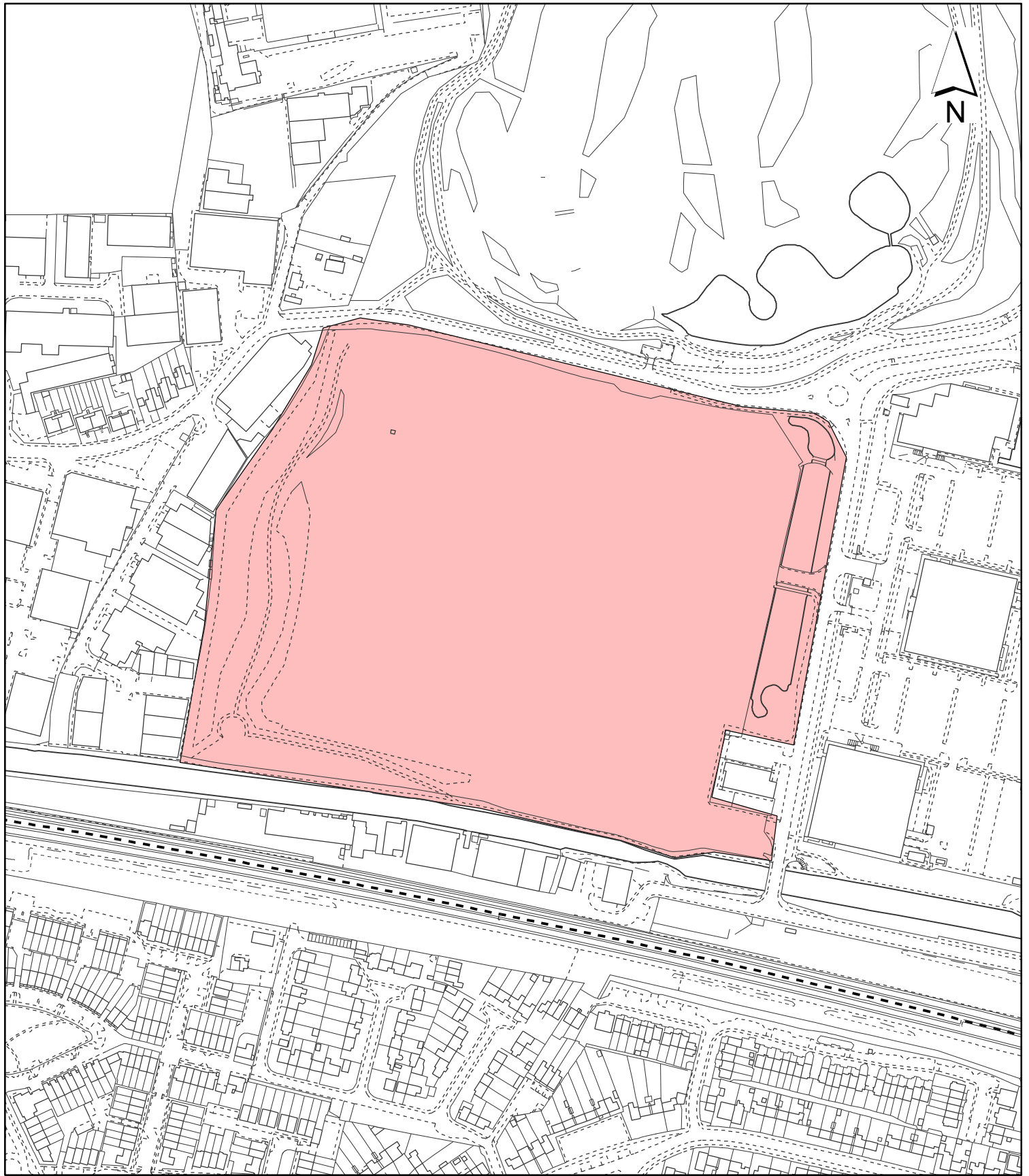
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Project No.
 3144

Drawing No.
 A05802



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 Tel: (020) 7497 6000 www.tfsa.com



Notes:

 Site boundary

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Site Address: **Prologis Park
West London
Horton Road
Yiewsley**

Planning Application Ref:
37977/APP/2017/1634

Planning Committee:
Major Page 217

Scale:
1:3,500

Date:
July 2017

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



Report of the Head of Planning, Sport and Green Spaces

Address SITE AT THORNEY MILL ROAD OUTBOROUGH MIDDLESEX
Development: Importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching plant and associated infrastructure (Consultation by Buckinghamshire County Council).
LBH Ref Nos: 39707/APP/2017/2356

Date Plans Received: 28/06/2017 **Date(s) of Amendment(s):**
Date Application Valid: 28/06/2017

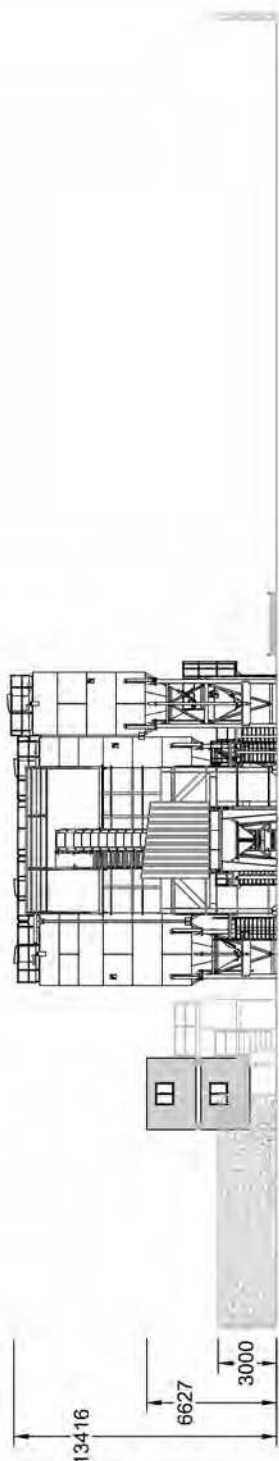
1:1100 @ A3

Eastern Elevation

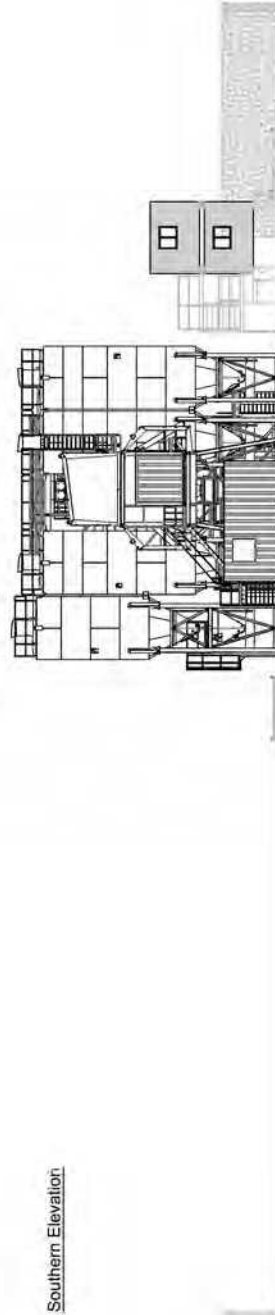


1:250 @ A3

Northern Elevation



Southern Elevation



David B. Almyard Associates, Inc. - Nashville, Southern Levitt

Thornley Mill
Elevations of Site

Project No. 03174
Client: BREEDON
Scale: 1/8" = 1'-0"

Legend



Application Boundary



Photographic Viewpoint Location



1 View looking NW towards Site/Site access adjacent to wider former Thorney Mill/Aggregate Depot



2 View looking W from Site access adjacent to wider former Thorney Mill/Aggregate Depot



3 View looking NW from Thorney Mill Road - bridge over River Colne opposite 153 Thorney Mill Road



4 View looking NW from Thorney Mill Road towards SHB Vehicle Hire & Management



5 View looking S into Mayfield Park residential caravan site off Thorney Mill Road



6 View looking SE towards Mayfield Park residential caravan site off Thorney Mill Road

PROJECT
Thorney Mill

DRAWING TITLE
Photographic Viewpoints -
Sheet 1

DATE
April 2016

SCALE
1:10,000 @A3

DRAWING NO.
M15.145.D.003

DRAWING STATUS
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View looking W along Thorney Mill Road, adjacent to Site & boundary vegetation



View looking N from Thorney Mill Road towards the Site - bridge over disused railway



View looking N from Thorney Mill Road towards the Site - bridge over disused railway



View looking S from Thorney Mill Road towards Rodney Meadow Complex





View looking E along Thorney Mill Road adjacent to Thorney Mill Golf Course



View looking W along Thorney Mill Road adjacent to Thorney Mill Golf Course

Legend

-  Application Boundary
-  Photographic Viewpoint Location

PROJECT
Thorney Mill

DRAWING TITLE
Photographic Viewpoints - Sheet 2

DATE
April 2016

SCALE
1:10,000 @A3

DRAWING NO.
M15.145.D.004

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Legend



Application Boundary



Photographic Viewpoint Location



15 View looking NE towards Site across Thorney Park Golf Course



14 View looking NE towards Site across Thorney Park Golf Course



13 View looking NE towards Site across Thorney Park Golf Course



19 View looking NE towards Site from St. Martin's Road



20 View looking NE towards Site across Money Lane



18 View looking E from Thorney Park Golf Course adjacent to Thorney Weir House



17 View looking E toward Site from PROW (IVE/16/2) over Thorney Park Golf Course



16 View looking SW from Thorney Park Golf Course towards residential properties within Thorney

PROJECT
Thorney Mill

DRAWING TITLE
Photographic Viewpoints -
Sheet 3

DATE
April 2016

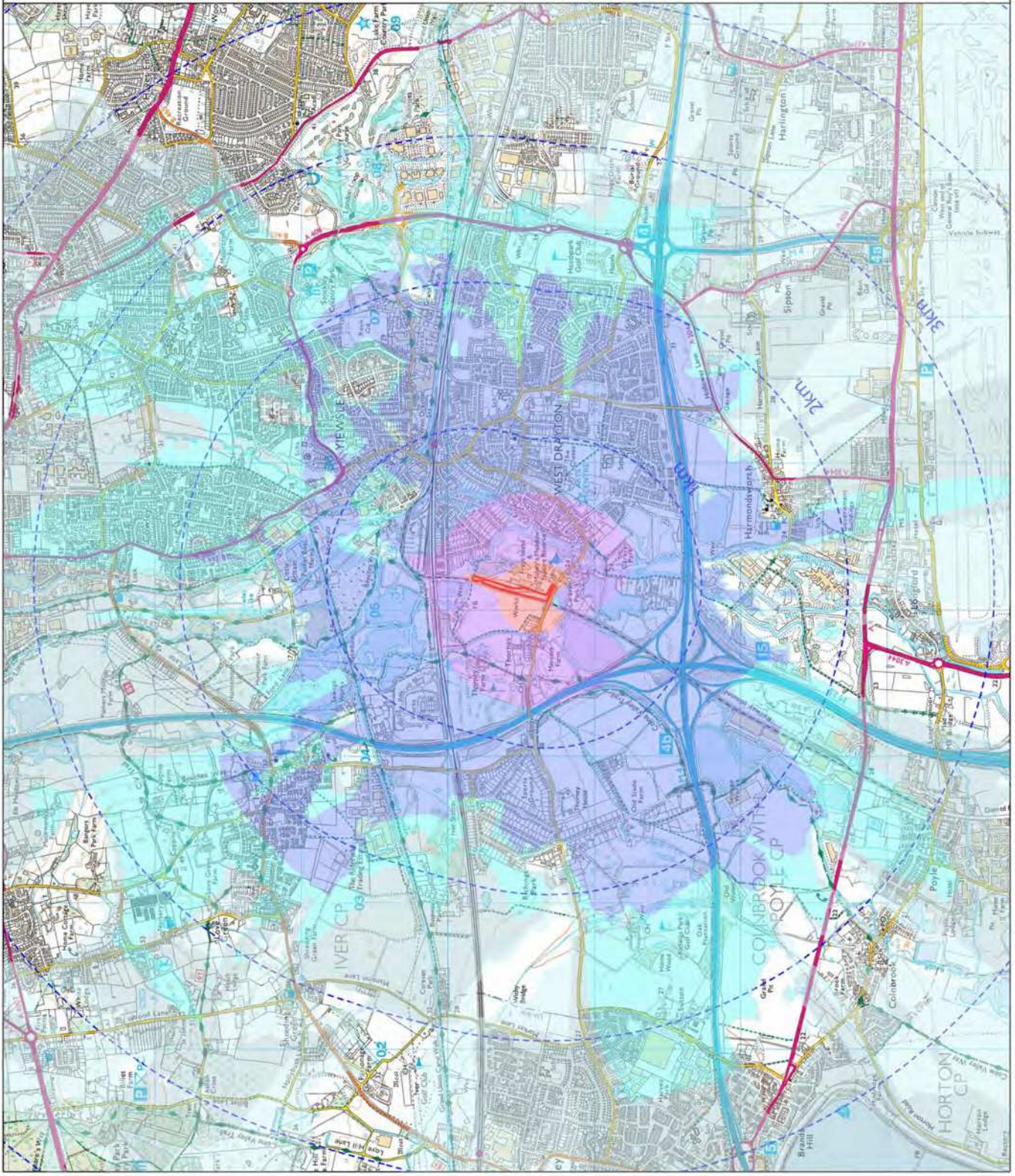
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Legend

- Application Boundary
- 1km Distance Bounding from Site

Zones of (Theoretical) Visual Influence

The vertical angle is the sectional angle the site forms when viewed from a specific location. The edge of the coloured area represents the limit of the zone of theoretical visual influence. Areas where views of the development are likely to have higher magnitude of impact

- >3.0°
- 1.0-3.0°
- 0.3-1.0°
- 0.2-0.3°
- 0.1-0.2°
- 0.0-0.1°

Analysis of views of the development impact. This computer method helps define the measure of visual impact the development will have on the surrounding area. The vertical angle subtended at the viewpoint by the top and bottom of the site as seen from the viewpoint is measured. The angle of view from different locations. This method automatically takes into account the height of the development and the height of the observer. It also takes account of the sinuosity of the street. The ZTV values were calculated on a 20m grid across the study area. The ZTV values are a measure of the potential visual magnitude. The calculations utilise terrain data and the height of the development. The 'Sector' Zone of Visual Influence will therefore be defined by the effects of other zoning, easements, highways, etc. and other local planning controls.

ade. consulting limited
chartered surveyors

PROJECT
Thorney Mill

DRAWING TITLE
Proposed Development - Zone of Theoretical Visual Influence (ZTV)

DATE
May 2016

SCALE
1:25,000 @A3

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M15.145.D.001

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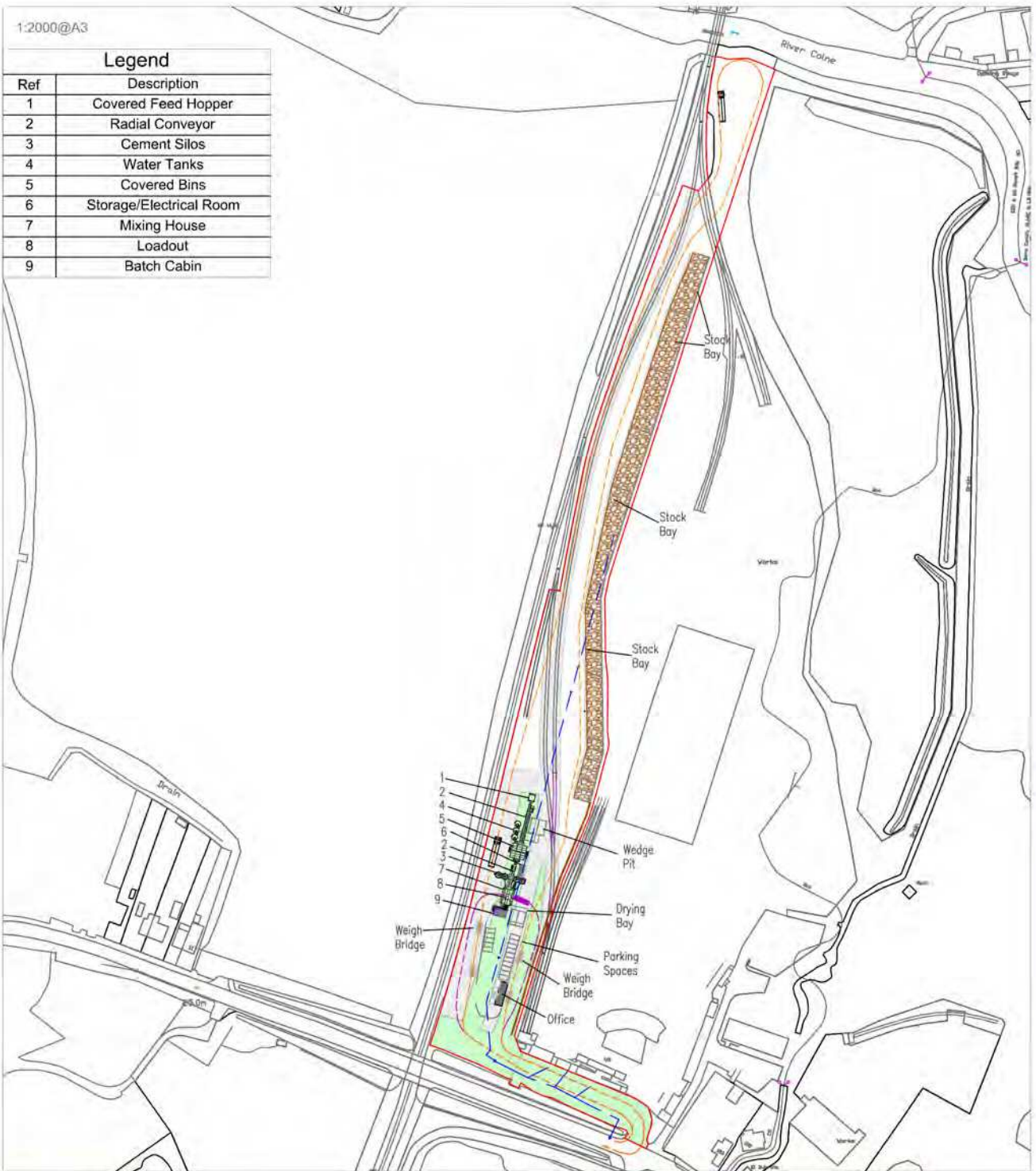


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1:2000@A3

Legend

Ref	Description
1	Covered Feed Hopper
2	Radial Conveyor
3	Cement Silos
4	Water Tanks
5	Covered Bins
6	Storage/Electrical Room
7	Mixing House
8	Loadout
9	Batch Cabin



Legend

- Planning Application Boundary
- New Surfacing
- Existing Surfacing - to be retained
- HGV Tracking
- Mixer Tracking
- Stock Bays
- Acoustic Fence
- Drainage
- Proposed Rail

Land & Mineral Resources - Breidon Southern Limited
 Breidon Southern (UK) Limited is a wholly owned subsidiary of Breidon Southern Ltd

Thorney Mill
 The
 Proposed Development

Drawn By: MTP
 Scale: 1:2000 @A3
 Date: 25/01/17
 Drawing No: THM001-00152015-001

