



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 5 DECEMBER
2017

Time: 7.00 PM, OR UPON THE
RISING OF THE NORTH
PLANNING COMMITTEE,
WHICHEVER IS LATEST

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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This Agenda is available online at:

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

Putting our residents first

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Head of Democratic Services
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www.hillingdon.gov.uk

Useful information for residents and visitors

Watching & recording this meeting

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

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

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



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

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

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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.

4. The Committee may ask questions of the

Agenda

CHAIRMAN'S ANNOUNCEMENTS

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

PART I - Members, Public and Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Woodbridge House, New Windsor Street, Uxbridge 20590/APP/2017/3413	Uxbridge South	Demolition of an existing Almshouse complex and erection of 30 residential units (Use Class C3) comprising 20 one-bed almshouse units, two two-bed almshouse units and eight one-bed units for persons of state pensionable age (of which 23 units built to M4(2) standard with M4(3) bathrooms and seven built to full M4(3) standard), with office / meeting room, residents' cafe / social room, ancillary buildings and associated parking and landscaping. Recommendation: Approval	3 - 36 266 - 281

7	COMAG, Tavistock Road, Yiewsley 24843/APP/2017/2974	Yiewsley	RECONSULTATION - Demolition of existing buildings (Use Class B8) and erection of 110 self-contained (16 one-bedroom, 84 two-bedroom and ten three-bedroom) units (Use Class C3), Community Use (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work (changes include addition of community facility). Recommendation: Approval	37 - 80 282 - 298
8	Former Garage Site off Malmesbury Close and Land Opposite 18-32 Malmesbury Close, Pinner 73231/APP/2017/3665	Northwood Hills	Demolition of existing garage blocks and construction of a terrace of five two-storey, four-bedroom dwellings and additional rooms in roof space and eleven car parking spaces provided on former garage plot. Recommendation: Approval	81 - 102 299 - 307

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
9	40a-50 Station Road, Hayes 11563/APP/2017/2071	Botwell	Part conversion and part redevelopment of site to provide a part one to four storey building with roof-top plant comprising five retail units and a 64-bedroom hotel, with restaurant, and associated servicing facilities and car park. Recommendation: Approval	103 - 140 308 - 329
10	Ansell Garden Centre, Holloway Lane, Harmondsworth 1114/APP/2017/2104	Heathrow Villages	Replacement of shop and canopy destroyed by fire and retention of a dog grooming parlour. Recommendation: Approval	141 - 168 330 - 338

11	Axis House, 242 Bath Road, Sipson 43794/APP/2017/3704	Heathrow Villages	Erection of a five-storey, 128-bedroom hotel including the excavation of a basement to provide 50 car parking and associated landscaping. Recommendation: Approval	169 - 202 339 - 354
12	Ruislip High School, Sidmouth Drive, Ruislip 64322/APP/2017/3185	Manor	Provision of a new three-storey linked building; accommodating school hall; Sixth Form centre; classrooms; staff and ancillary facilities; single-storey extension to changing rooms; enhancement of the central courtyard with associated hard and soft landscaping; additional cycle storage; and ancillary development. Recommendation: Approval	203 - 244 355 - 381
13	Land opposite 59/60 Hillingdon Road, Uxbridge 73182/ADV/2017/97	Uxbridge North	Advertisement consent for four freestanding billboards (approximately 6m x 3m) with associated lighting. Recommendation: Approval	245 - 252 381 - 387
14	Wellington House, 4-10 Cowley Road, Uxbridge 21755/APP/2017/3716	Uxbridge South	Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 43 residential units (Use Class C3). Recommendation: Approval	253 - 264 388 - 398

PART I - Plans for Major Applications Planning Committee 265 - 398

Agenda Item 3

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

15 November 2017

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Jazz Dhillon, Janet Duncan, Henry Higgins, John Morgan, John Oswell, David Yarrow and Alan Chapman</p> <p>LBH Officers Present: Roisin Hogan (Legal Advisor) Edward Oteng (Strategic and Major Applications Manager) James Rodger (Head of Planning and Enforcement) Peter Loveday (Highway Development Engineer) Anisha Teji (Democratic Services Officer)</p>
80.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies received from Cllr Brian Stead, with Cllr Alan Chapman substituting.</p>
81.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
82.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting held on 25 October 2017 were approved as a correct and accurate record.</p>
83.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>There were no matters that had been notified in advance or urgent.</p>
84.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were in Part I, and would therefore be considered in public.</p>
85.	<p>51 BELMONT ROAD - 34151/APP/2017/3332 (<i>Agenda Item 6</i>)</p> <p>Officers introduced the report and provided an overview of the application. The</p>

	<p>application sought planning permission for the change of use from an office to 14 residential units together with ancillary car parking, cycle storage and waste and recycling storage. Officers drew Members' attention to the s106 agreement that required the agreement to be legalised by 20 November 2017. Officers made a recommendation for approval.</p> <p>The Chairman reminded Members that this application was a prior approval and the issues that could be considered were limited.</p> <p>Members noted that the plans provided were of a poor quality. Officers confirmed that efforts had been made to secure better plans but due to a technical issue were unable to do so. A further set of clearer and more legible plans were circulated to Members prior to the meeting to enable them to safely make a decision.</p> <p>Officers confirmed that although they do not strictly comply, all of the units on the development had satisfactory outlook, including windows and an acceptable standard of amenity.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
86.	<p>ABROOK ARMS 191 HAREFIELD ROAD - 18505/APP/2016/3534 (<i>Agenda Item 7</i>)</p> <p>Officers introduced the report and provided an overview of the application. This item was deferred on 3 October 2017 to allow Members to conduct a site visit. This item was deferred again on 25 October 2017 due to confusion in the plans. The application sought planning permission to redevelop the site of the former Abrook Arms Public House to erect a new building comprising 18 residential units and a basement car park.</p> <p>Officers highlighted the addendum and made a recommendation for approval.</p> <p>Members requested the materials used were in keeping of the road and officers confirmed that this had been included as a condition.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 6.16 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Anisha Teji on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

Report of the Head of Planning, Sport and Green Spaces

Address WOODBRIDGE HOUSE NEW WINDSOR STREET UXBRIDGE

Development: Demolition of an existing Almshouse complex and erection of 30 no. residential units (Use Class C3) comprising 20 no. 1-bed almshouse units, 2 no. 2- bed almshouse units and 8 no. 1-bed units for persons of state pensionable age (of which 23 no. units built to M4(2) standard with M4(3) bathrooms & 7 no. built to full M4(3) standard), with office/meeting room, residents' cafe/social room, ancillary buildings and associated parking and landscaping.

LBH Ref Nos: 20590/APP/2017/3413

Drawing Nos: 447 TP2 004
447 TP2 006
447 TP2 007
447 TP2 008
447 TP2 009
C02 15 D
C02 15 E2
C02 15 F
C02 15 D
C02 15 S
Design and Access Statement Rev B
447 TP2 002 B
447 TP2 003 B
447 TP2 005 A
447 TP2 001 B

Date Plans Received: 26/09/2017 **Date(s) of Amendment(s):** 20/11/2017
Date Application Valid: 03/10/2017 26/09/2017

1. SUMMARY

The application proposes the demolition of existing almshouses and the construction of a new almshouse complex to provide 30 units, including 22 almshouses to be run by the Uxbridge United Welfare Trust and 8 No.1 bed flats intended for open market rental (not for sale), to people aged of a state pensionable age and over.

The existing building is locally listed and is considered to make a significant contribution to the character of the Rockingham Bridge Conservation Area within which it is located. The NPPF Paragraph 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Paragraph 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The National Planning Policy Framework (NPPF) is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'the substantial public benefits that outweigh that harm or loss' the applicant has put forward a number of public benefits of the proposal, including; the existing units are inaccessible and not capable of adaptation, proposals will reduce energy usage and CO2 emissions, will increase sheltered housing provision and provides affordable housing, is financed without contribution from the public, addresses an identified deficit in elderly housing provision, contributes to the social fabric of Uxbridge and reduces inequality and discrimination in the existing accommodation offer.

The value of the public benefits, including the increased number of Almshouse units, the significantly greater level of accessibility and the improved standard of accommodation, have been carefully considered against the loss of the Heritage Asset. Given the public benefits proposed, the principle of the demolition of the existing locally listed building and replacement with the proposed development is considered to be acceptable as set out in this report.

Subject to conditions and a S106 Legal Agreement, the application is therefore recommended for approval.

2. RECOMMENDATION

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

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

- 1. Off-site sustainability contribution of £8,856 to a carbon fund.**
- 2. Agreement that future occupants will not be able to apply for car parking permits.**
- 3. Agreement that 22 units on the site shall be maintained as almshouse units.**

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

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

D) If the Legal Agreements have not been finalised by 31st January 2018 (or such

other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (relating to off-site sustainability contribution, agreement that future occupants will not be able to apply for car parking permits and agreement that 22 units on the site shall be maintained as almhouse units). The proposal therefore conflicts with policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 5.2E of the London Plan (2016) and the NPPF.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

447 TP2 001 B

447 TP2 002 B

447 TP2 003 B

447 TP2 004

447 TP2 005 A

447 TP2 006

447 TP2 007

447 TP2 008

447 TP2 009; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

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

REASON

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

4 NONSC Non Standard Condition

The development hereby permitted shall provide 23 no. units which are constructed to M(4)2 standard with M(4)3 level bathrooms and 7 no. units that are constructed to full M(4)3 standard as detailed with The Building Regulations (2010) Approved Document M and as shown on the approved plans.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the London Plan (2016) and Paragraphs 132 and 133 of the NPPF.

5 NONSC Age Restriction

None of the retirement living units hereby approved shall be occupied at any time by any person other than: A person or persons of 60 years of age or above; or a person or persons of pensionable age or above.

REASON

To safeguard the residential amenities of the occupiers of the units and surrounding area, to safeguard the adequacy of ancillary vehicular parking provision at the site and to mitigate the impacts of the development on local educational facilities and to accord with policies BE19, AM14 and R17 of the London Borough of Hillingdon Local Plan (November 2012).

6 COM7 Materials (Submission)

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

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

REASON

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

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

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

1. Details of Soft Landscaping

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

- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 1no. parking space is served by an electrical charging point)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting

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

- 5. Schedule for Implementation

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

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

REASON

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

8 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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.

9 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)

10 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 BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

11 NONSC Photographic Record

Prior to commencement of development (including any demolition works) recording of the building to Historic England Level 3 shall be completed, submitted, and approved in writing by the Local Planning Authority (LPA). The scope of recording is to be agreed with the LPA prior to the commencement of works. Copies of the final documents are to be made available to the LPA, Local History Library and Historic England.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with 'saved' policies BE8, BE9, BE10, BE11 and BE12 of the Unitary Development Plan (2007); policy 7.8 of the London Plan (2016); and National Planning Policy Framework (2012).

12 NONSC Archaeology

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

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

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

REASON

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

13 COM15 Sustainable Water Management

The scheme shall demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

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

b) Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- 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. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

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

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

- i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users

of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

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

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

Reason

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

14 NONSC Demolition & Construction Environmental Management Plan

Prior to the development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its written approval.

The plan shall detail:

(i) The hours during which development works will occur

(ii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.

(iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

(iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

(v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vi) The storage of demolition/construction materials on site. The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

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

15 COM16 Scheme for site noise control

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

Reason

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

16 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

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

17 COM30 Contaminated Land

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

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

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

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

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

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

REASON

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

18 NONSC No additional windows and doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or

without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing North, South, East or West.

REASON

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

19 NONSC Roof Gardens

Access to any flat roofs hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

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

20 NONSC Obscure Glazing

The window(s) facing west shall be glazed with permanently obscured glass and non-opening below a height of 1.8 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 BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings

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.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
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 5.3	(2016) Sustainable design and construction
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF12	NPPF - Conserving & enhancing the historic environment

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4

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

5

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

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

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

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

D. No bonfires that create dark smoke or nuisance to local residents. You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6

The Applicant should ensure bins are on smooth hard standing and there is a means to wash the bin storage area down. Ideally 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. The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber. The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle. The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the north of, and accessed from, New Windsor Street approximately 400 metres west of Uxbridge Town Centre. It is in a secluded 'precinct-type' location, sitting

behind buildings fronting New Windsor Street and behind buildings in the Lynch, to the west, and Lawn Road, Cross Road and Lynch Close to the north and east.

The site provides almshouse accommodation for elderly residents of Uxbridge. The current building provides 10 almshouse units on the ground floor and 10 almshouse units on the first floor. The existing two storey building on the site is 'U' shaped and sits around a central courtyard that is now utilised to predominantly provide 12 parking spaces and for vehicle turning, though some soft landscaping is present. The building, known as Woodbridge House, dates from 1905 and was designed by local architect William Eves. There have been additions to either end of the building (to provide staff accommodation and ancillary office provision) plus other additions such as a glazed 'cloister' to the front of building. To the north, east and west of the buildings are further areas of soft landscaping.

The site is owned and run by Uxbridge United Welfare Trust and information submitted within the application states that the Trust has provided almshouses for the community of Uxbridge since the 1720s. The Trust's Mission Statement is given as: 'The Trust maintains and improves the living conditions of the community within the almshouses, and maximises the assistance available to those in need within the area of benefit'.

The site has a Public Transport Accessibility Level (PTAL) of 4 and sits within the Rockingham Bridge Conservation Area, with the building itself locally listed. The site is also within an Archaeological Priority Area, an Air Quality Management Area and is within the Developed Area, as designated within the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application proposes the demolition of the existing almshouses and other buildings on the site (20 existing almshouse bed-sit units, 2 No. 2 bed flats and a 3 bedroom house) and the construction of a new almshouse complex to provide 30 units, including 20 one bedroom flats, 2 No. 2 bedroom flats and, in order to finance the modernisation of the almshouse stock, an additional 8 No. 1 bed flats intended for open market rental (not for sale), to people aged 65 and over. Also proposed are an ancillary staff office (to include kitchen, store and meeting room) plus a communal social room/cafe with kitchen for the residents.

The buildings proposed are three storeys in height, with a section of two storey height in the north west corner. Rather than provide internal corridors the scheme incorporates external sheltered circulation routes, predominately to the rear. A 'Cloister' is proposed at ground floor level that spans the front of the 'u' shaped layout and incorporates a 'gate house' entrance. Within this space the internal courtyard will be redesigned to create an external partially soft and partially hard landscaped area for use by residents. The proposed units will be Lifetime Homes compliant and, following the supersedence of Lifetime Homes, the Applicant has confirmed that 23 no. units will be built to M4(2) standard with M4(3) bathrooms & 7 no. units will be built to full M4(3) standard.

8 parking spaces and a buggy/bike store are proposed to the west of the site adjacent to properties on The Lynch. Parking is proposed as staff/visitor parking and incorporates 2 disabled parking bays and 1 electric vehicle charging point. To the north of the buildings an area of soft landscaping is proposed plus a plant and store room. To the east of the site a private resident's garden is proposed with further soft landscaping.

3.3 Relevant Planning History

20590/APP/2016/1383 Woodbridge House New Windsor Street Uxbridge

Application for the demolition of an existing Almshouse complex and the erection of 30 no. residential units (Use Class C3) (comprising 20 no. 1 bed replacement almshouse units, 2 no. 2 bed staff units and 8 no. 1 bed sheltered units), with office/meeting room, residents' cafe/social room, ancillary buildings and associated parking and landscaping.

Decision: 20-06-2017 Refused

Comment on Relevant Planning History

Application reference 20590/APP/2016/1383 (Application for the demolition of an existing Almshouse complex and the erection of 30 no. residential units (Use Class C3) (comprising 20 no. 1 bed replacement almshouse units, 2 no. 2 bed staff units and 8 no. 1 bed sheltered units), with office/meeting room, residents' cafe/social room, ancillary buildings and associated parking and landscaping) was refused on 27-06-17. The reasons for refusal being:

1. The total loss of Woodbridge House, a locally listed building and non-designated heritage asset of considerable local significance, would be to the detriment of the historic character, identity and distinctiveness of the immediate area and cause substantial harm to the special architectural and historic character of the Rockingham Bridge Conservation Area. In these respects, the proposal would fail to meet the requirements of Paragraphs 132, 133 and 135 of the National Planning Policy Framework (NPPF), London Plan Policy 7.8 and Policies BE4 and BE8 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

2. The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of off-site sustainability contribution to a carbon fund). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations.

The current application has an increased the number of almshouses from 20 to 22 and also the provision of M4(2) units with M4(3) bathrooms and fully M4(3) standard units from the previous application. As such the proposed public benefits of the scheme are now deemed to outweigh the loss of the heritage asset. The applicant has also confirmed their acceptance of the required off-site sustainability contribution. The previous reasons for refusal are therefore no longer deemed valid in accordance with the current application as set out in this report.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- BE4 New development within or on the fringes of conservation areas
- BE8 Planning applications for alteration or extension of listed buildings
- 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.

- H3 Loss and replacement of residential accommodation
- H4 Mix of housing units
- OE1 Protection of the character and amenities of surrounding properties and the local area

- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

- LPP 3.3 (2016) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2016) Quality and design of housing developments
- LPP 3.8 (2016) Housing Choice
- 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 5.3 (2016) Sustainable design and construction
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.14 (2016) Improving air quality
- LPP 7.2 (2016) An inclusive environment
- LPP 7.4 (2016) Local character
- LPP 7.6 (2016) Architecture
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 7.9 (2016) Heritage-led regeneration
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- NPPF12 NPPF - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **8th November 2017**
- 5.2** Site Notice Expiry Date:- Not applicable

27th October 2017

6. Consultations

External Consultees

Consultation letters were sent to circa 130 local owner/occupiers and site notices were also posted. 1 petition has been received in support of the application. In addition 2 comments of objection and 4 comments in support have been submitted for the proposals.

PETITION IN SUPPORT

The petition is signed by 29 people and states:

'We the undersigned as the residents of Woodbridge House and the surrounding area urge the Council to approve the application and secure our future in these homes.'

COMMENTS OF OBJECTION

The 2 letters of objection to the proposals can be summarised to cover the following points:

- These almshouses are part of our history and should be preserved.
- Uxbridge is losing its historic buildings
- Only people that will benefit from this change are the developers
- Increased mass
- Loss of light
- Increased traffic
- What measures are in place to ensure the safe demolition

COMMENTS IN SUPPORT

The 4 letters of support for the proposals can be summarised to cover the following points:

- Many buildings which are no longer fit for purpose are left empty and fall into disrepair.
- This application seeks to renew a facility that has served the community in various forms for generations.
- Redevelopment will meet the needs of those who are the most vulnerable set within an environment that will provide the most up to date amenities.
- Quality of design/proposed scheme would be detrimental to the Conservation Area.
- In the absence of the Trust's proposals no other body or organisation is providing this type of accommodation to meet the needs of the local Community.
- Efficient use of land.
- Many benefits from this in the future to our community/improved facilities

HISTORIC ENGLAND

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

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

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 be required to submit appropriate 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.

Appraisal of this planning application using the Greater London Historic Environment Record and

information submitted with the application indicates a need for further information to reach an informed judgement of its impact on heritage assets of archaeological interest.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Uxbridge; Colne Valley.

In relation to previous proposals for redevelopment of the site I advised the applicant to submit an archaeological desk-based assessment in support of the application. This is because the proposed development lies on the edge of both the Colne Valley Archaeological Priority Zone and the Uxbridge Archaeological Priority Area. The latter relates to the medieval and postmedieval town which was focused along the High Street but by 1754 (Rocque's map) included a road running down to the river and buildings in this general area. This part of the Colne Valley is also well known for important late glacial and early post-glacial hunter-gatherer occupation sites and associated palae-environmental remains.

This site lies close to the boundary between the alluvial river floodplain and the terrace gravel which could be a favoured topographical location for early prehistoric settlement, although the existing development will presumably have caused some disturbance. Unfortunately, the applicant's heritage statement explicitly excludes buried archaeology.

I note that the proposed development is for replacement buildings on a similar footprint to the existing but given the nature of deposits on the edge of the river valley we should not assume that the existing building has destroyed all the archaeology beneath it. Furthermore, if the Upper Palaeolithic or Mesolithic occupation is present this is not something which should be left to be discovered at a late stage in the development process.

I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

It will be particularly important to assess the geo-archaeology of the area and likely modern disturbance to determine the potential for surviving early prehistoric occupation. Geotechnical data from the site itself would be particularly valuable and if site investigations are to take place then they should be monitored by a geo-archaeologist.

Historic Building Recording

Archaeological building recording is an investigation to establish the character, history, dating, form and development of an historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published.

From the Alan Baxter Heritage Statement I note also that the almshouses are of local historical and architectural interest and therefore if consent is granted for the demolition of the heritage asset I would recommend a condition for an appropriate level of recording in accordance with NPPF paragraph 141. The report should be provided to the Greater London Historic Environment Record.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the

impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is no feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Further information on archaeology and planning in Greater London is available on the Historic England website. Please note that this advice relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

Case Officer's Comments:

A condition has been added to require the archaeological study/assessment requested by GLAAS. As such the lack of such an assessment is not deemed sufficient to warrant a reason for refusal of the proposal. A condition for level 3 recording of the building has also been attached.

Internal Consultees

ACCESS OFFICER

The Council's Access Officer reviewed the proposals as originally submitted and asked for some minor amendments to the internal layouts. These were passed to the applicant who has made all of the changes requested. Following a review of the amended plans the Access Officer provided the following comments:

In response to my memorandum dated 23 October 2017, the submitted revised plans (477/TP2/001A, 447/TP2/002A, and 447/TP2/003A, dated 30 October 2017), confirm the proposed development are acceptable from an accessibility and inclusive design standpoint.

Conclusion: no further accessibility concerns are raised.

ASSISTANT DIRECTOR PROVIDER AND COMMISSIONED CARE

I can confirm that Older Adults with social care needs are and have previously used the accommodation at Woodbridge House. This is of benefit to those without financial support to secure their own property and as such, this charity appears to be assisting in the prevention of homelessness in older people and preventing the need for residential placement due to care & support being provided in their own homes.

Case Officer's comments:

The Council's Assistant Director Provider & Commissioned Care has reviewed the existing and proposed use on the site and confirmed that the Uxbridge United Welfare Trust provide a public benefit.

WASTE STRATEGY OFFICER

Space allocated for 8 x 1,100 litre large wheeled bins which is satisfactory containment. Please ensure bins are on smooth hard standing and there is a means to wash the bin storage area down. Ideally 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. The gate / door of the bin stores need to be

made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber. The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle. The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

Case Officer's comments:

The advice provided by the Council's Waste Strategy Officer is included within a proposed informative should the application be approved.

FLOOD AND WATER MANAGEMENT OFFICER

It is noted that a draft sustainable drainage plan has been submitted and that water will be controlled on site. Therefore the previous comments ref 20590/APP/2016/1383 requesting condition still apply.

Case Officer's comments:

The condition requested by the Council's Flood and Water Management within their previous comments on application reference 20590/APP/2016/1383 has been added to the current application.

HEAD OF CONSERVATION

This proposed redevelopment is similar to the previous scheme in its external appearance, save for the enlargement of the northern block to permit larger, more accessible room sizes. My previous comments therefore still apply in that Woodbridge House is a locally listed building of some quality, which makes a positive contribution to the character of Rockingham Bridge Conservation Area. It is considered that its significance is such that its demolition would be a great loss, not only in itself, but to the character of the Conservation Area.

However, if approval were to be granted, a full building recording should be carried out. Suggested wording:

"Prior to commencement of development (including any demolition works) recording of the building to Historic England Level 3 shall be completed, submitted, and approved in writing by the Local Planning Authority (LPA). The scope of recording is to be agreed with the LPA prior to the commencement of demolition. Copies of the final documents are to be made available to the LPA, Local History Library and Historic England."

Reason

To record the architectural and historic interest of the building in accordance with the National Planning Policy Framework (2012), para. 141.

Case Officer's comments:

The comments provided by the Head of Conservation are noted, however for the reasons set out in this report, the public benefits of the new proposal are deemed to outweigh the loss of the heritage asset and as such the application is recommended for approval. A condition for level 3 recording of the building has been attached.

ENVIRONMENTAL PROTECTION UNIT

The planning application site lies within a predominantly residential area. The applicant proposes a mixed use development, consisting of 30 dwellings and a communal cafe area.

No objection to the planning application; subject to satisfactory reports on noise and land contamination.

I would recommend the following conditions/informative respectively:

Sound insulation scheme

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

Reason

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

Noise affecting residential property

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

Reason

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

Land Contamination

A report is required; please make the applicant aware that:

- (i) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (ii) 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 Council dispenses with any such requirement specifically and in writing.
- (iii) 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 Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

Control of environmental nuisance from construction work (Informative)

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and

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

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

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

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

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

Case Officer's comments:

All of the conditions and informative requested by the Council's Environmental Protection Unit have been added bar the proposed Land Contamination condition. As no Land Contamination Report was submitted with the application, a condition has been added that requires one to be submitted and approved by the LPA and any remediation works carried out.

LANDSCAPE ARCHITECT

This site is occupied by an almshouse complex situated to the north of Rockingham Road, to the west of Mahjacks Roundabout, on the edge of Uxbridge Town Centre. The current building is roughly 'U'-shaped and site within an irregular-shaped plot with a communal garden / private amenity space for residents on the east side of the building.

There are a few trees around the boundaries, some of which are off-site. The trees in this area are all protected by virtue of their location within a Conservation Area.

Comment

This site has been the subject of pre-application advice and a previous application, ref. 2016/1383 which was refused.

A site (topographic) survey has been submitted which indicates the locations and spreads of trees. No tree report has been submitted, so it is not possible to identify any tree loss. However, according to the master plan, some of the trees are far enough away from the proposed building to be unaffected (directly).

Notwithstanding that, trees could be indirectly affected by the proposal and demolition /construction-related activity.

A tree survey (to BS5837:2012) should be submitted to categorise the existing trees. This should be supported by an arboricultural impact assessment, a tree protection plan and an arboricultural method statement to show how the trees will be protected throughout the site clearance / demolition and construction phases.

According to the Design & Access Statement (section 5.2) the landscape associated with the new development has been carefully considered resulting in a 36% increase in green space designed for the enjoyment of residents and their guests.

The landscape layout include the retention of most, if not all, of the trees, and the provision of functional and attractive hard and soft landscape components. Features will include; water features, sculptures, pergolas and a mix of ornamental and ecological planting, as illustrated in the D&AS. Subject to detail this proposal should result in a net landscape improvement to the area in

accordance with saved policy BE38.

Recommendation

No objection subject to conditions.

HOUSING

As the application will deliver Almshouse residential accommodation on this site there is no requirement for Affordable Housing.

HIGHWAYS

My previous comments on this application were as follows:

I have considered the above application and have the following comments:

The site is located off New Windsor Street (A4007) which is a classified road. The site is on the edge of the Uxbridge Controlled Parking Zone.

The site has a PTAL value of 4 (good) , which is a result of the proximity of local bus services and the 700+m walk from Uxbridge Station.

The site has a private vehicular and pedestrian access off New Windsor Street.

The site has approximately 12 car parking spaces available off the New Windsor Street access under the current arrangements

The proposals include the demolition of the existing 20 bedsit/studio almhouse facility and replacing it with 20 bedsit/studio flats+2x2bed staff flats and 8 sheltered housing flats.

The existing access is being re-used as part of the proposed development.

8 car parking spaces are proposed along with mobility scooter parking and EV charging point and a car parking management plan.

There is sufficient room within the development to provide the proposed car parking spaces and for vehicles to enter and leave the site in a forward direction.

On the basis of the above comments no highway objections are raised.

I note that the staff apartments are now to revert to almshouses I can only add that if these apartments are to be let commercially to residents of a pensionable age then I would suggest that the residents do not have the right to residents car parking permits that can be secured through a S106 agreement.

My conclusions in terms of the highways impact of this scheme has not changed.

Case Officer's comments:

The Council's Highway Engineer has requested that the applicant enter into a S106 legal Agreement that ensures that future residents are not to apply for resident's parking permits within the locality. The Applicant has confirmed that they accept this requirement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

Policy H3 of the Hillingdon Local Plan states that the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site. An increase in residential accommodation will be sought.

The development proposes the demolition of the existing staff accommodation and studio

units and the erection of 30 units to include one and two bedroom flats. The development in use class terms is considered an acceptable use on a brownfield site and would represent an increase in residential accommodation, in accordance with Policy H3 of the Hillingdon Local Plan (November 2012). The site is currently in residential use and therefore the principle of residential use on the site is already established.

Policy BE4 of the Hillingdon Local Plan (November 2012) states that there will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area and Policy 7.8 of the London Plan (2016) states that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

The Rockingham Bridge Conservation Area is a designated Heritage Asset and Woodbridge House, through its local listing, has been identified as a Heritage Asset in its own right. It has also been highlighted in the Council's 'Statement of Significance' as making a positive contribution to the special architectural and historic character of that Conservation Area.

The NPPF Paragraph 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Paragraph 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The NPPF is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss' the applicant has put forward the following arguments:

1. The proposal replaces units that are cramped and inaccessible to older, less mobile users and not capable of improvement through demonstrably viable adaptation, with highly specified, accessible units including above policy requirements for M(4)2 and M(4)3 units.
2. It performs an environmental role in reducing energy usage and CO2 emissions, through good design, improved building fabric and energy generation on-site.
3. It increases sheltered housing provision in a location determined by London Plan and Borough planning policies to be highly desirable for such uses, avoiding isolation and social exclusion.

4. It provides 22 out of 30 units within the scheme at a recognised level of 'affordability'.
5. It is financed without contribution from the public purse and directly supports the Local Authority's Housing Department in providing accommodation for the elderly.
6. It addresses an identified and increasing deficit in specialist elderly housing provision in both the Borough and London-wide.
7. It enables The Trust to maintain a use on this site that contributes importantly to the social fabric of Uxbridge.
8. It enables The Trust to reduce present inequality and discrimination in the accommodation offers it is able to make.

The value of the public benefits, including the increased number of Almshouse units, the significantly greater level of accessibility and the improved standard of accommodation, have been carefully considered against the loss of the Heritage Asset and in comparison with the previous application reference 20590/APP/2016/1383. Given the public benefits proposed, the principle of the demolition of the existing locally listed building and replacement with the proposed development is considered to be acceptable.

7.02 Density of the proposed development

The application site has an area of 2,725 sq.m which equates to 0.275 hectares, and the proposed development is for 30 units. This results in a proposed density of approximately 110 units per hectare.

In terms of habitable rooms the 28 No. 1 bed units have a kitchen/diner/living room space of 27 sq.m approximately, plus a bedroom. This equates to 3 habitable rooms each = 84 habitable rooms.

The 2 No. 2 bed units have 4 habitable rooms each = 8 habitable rooms.

Total proposed habitable rooms is therefore 92 and results in 340 Hr/Ha.

The London Plan's 'Sustainable Residential Quality Matrix' is used to determine the acceptability of density for proposed new development. For an application site with a PTAL (Public Transport Accessibility Level) of 4 in an urban setting (predominantly dense development, terraced houses, between 2 and 4 storeys, within 800 metres of a District Centre) the indicative densities by PTAL and setting are 200-700 Hr/Ha and for smaller unit sizes (2.7-3.0 Hr/Ha) = 70-260 Units/Ha.

The proposed development therefore accords with the density ranges deemed appropriate with the London Plan (March 2016) and the Mayor's Housing SPG. It is worth noting that the densities are within the lower range of the threshold, however given the setting of the site within a conservation area the quantum of development is deemed appropriate.

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

The Council's Head of Conservation has carefully considered the proposed development and provided detailed comments on the application. The proposals can be considered in two parts, firstly the demolition of the existing building and secondly the proposed new development.

Loss of the Existing Building:

Woodbridge House was built in 1906 by the celebrated local architect, William Eves, for the Uxbridge United Charities. Although it is acknowledged as not being quite statutorily listable, Woodbridge House is considered to be a very good locally listed building, which makes a positive contribution to the special architectural and historic interest of the Rockingham Bridge Conservation Area. Woodbridge House is considered the single, most important building in the Conservation Area, and the only one to be locally listed. It is thus a very important contributor to the special architectural character of the Conservation Area.

As set out in section 7.01 of this report it is considered that the significance of Woodbridge House is such that its demolition would be a great loss, not only in itself, but to the character of the Conservation Area. However the scheme is considered to result in sufficient public benefit to outweigh the loss of the heritage asset and is therefore recommended for approval.

The Proposed Building:

The buildings are three storeys, rather than two as now, and have been arranged around a smaller courtyard, each side being linked by a service core and cloister. There are outward facing walkways linking the flats on the second floor: a difficult plan to reconcile successfully with the traditional roofscapes in the Conservation Area. The development would certainly be visible from the wider area and the spaces within and around the buildings would be impacted by the extra storey height and reduced courtyard. However the pre-application comments have been taken on board and the overall design now exhibits a much clearer vertical emphasis and cohesion of architectural elements, roof line and materials. Remaining concerns relate to the degree of dominance of the second storey windows in the courtyard and the heavy impact of the second storey walkways (on both the garden side and the Fassnidge Park side) on the roofscape of the external elevations. Also, there is a concern that such a large group of buildings might appear very dark overall.

Conclusions:

Whilst some concerns are raised with the design of the new proposals and their subsequent impact on the Conservation area, they are not deemed sufficient to warrant a recommendation of refusal of the application.

ARCHAEOLOGY

The proposed development lies on the edge of both the Colne Valley Archaeological Priority Zone and the Uxbridge Archaeological Priority Area.

The Greater London Archaeology Advisory Service was consulted as part of the application process and they have raised an objection to the proposals based on the lack of a desk-based assessment of the site. Whilst the requirement of a desk-based assessment is deemed appropriate given the potential archaeological value of the site, the lack of an assessment is not deemed sufficient to warrant a recommendation of refusal of the application. As such an assessment is required by an appropriately worded planning condition should the application be approved.

7.04 Airport safeguarding

The National Air Traffic Services have been consulted as part of the application process and have raised no objections to the development proposed.

7.05 Impact on the green belt

The application site is within a developed area and is not within close proximity of the green belt.

7.07 Impact on the character & appearance of the area

The impact of the proposals on the character of the area, and in particular the Rockingham Bridge Conservation Area, are discussed above in section 7.03 of this report. It is concluded that the proposals would have an acceptable impact on the character and appearance of the area and is therefore recommended for approval. The proposal is therefore in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan (November 2012).

7.08 Impact on neighbours

With the exception of small elements of circulation space and new single storey

outbuildings, the proposed new development will sit within the footprint of the existing Woodbridge House buildings and will therefore be no closer to neighbouring residential properties than as currently exists on site. However the development will replace a two storey building with a new development that is three stories in height. The impact of the additional storey on the privacy and amenity of adjacent occupiers is an important consideration as to the acceptability of the proposed development.

The current proposal has an increased width of approximately 1.0m for the northern part of the building compared to the previous application reference 20590/APP/2016/1383. This additional floor space is required to achieve M(4)3 bathrooms within all units within the development. As a result the building would be approximately 1.0m closer to properties on the Lynch Close, but no closer to properties on Cross Road. The building would still sit approximately 2.0m within the footprint of the existing dwelling in this location and this section of the building will remain a sufficient distance of 17.5m from properties on the Lynch Close.

In terms of loss of privacy one of the main concerns with the new development is the potential for overlooking from the external sheltered walkways or 'cloisters'. This concern was raised at pre-application stage and some efforts have been made to amend the design to reduce the possibility of overlooking occurring. Particular concerns were raised with regard to the proximity of the first and second floor walkways and properties to the west on The Lynch. The proposals have been amended to incorporate glazed sections on these floors rather than sections which remain open. The proposed elevation plans indicate that 'All first floor and second floor windows in this elevation in opaque glass'. It is considered that should the application be recommended for approval a condition is attached to any consent that confirms the requirement for these windows to be fixed shut and obscure glazed. Subject to the attachment of this condition the impact of the proposal on the privacy of the neighbouring properties is considered to be acceptable.

The proposal incorporates a mansard roof to reduce the scale of the building from a traditional three storey design. However it will still raise the ridge height from approximately 8m above ground level to 11m in height. The applicant has submitted a Shadow Analysis and Daylight Study as part of the planning application. These studies conclude that whilst there will be some impact caused by the proposed new buildings, this impact will not be sufficiently detrimental to the amenity of adjacent occupiers to warrant a recommendation of refusal of the scheme. The Council's Environmental Protection Unit have reviewed the details submitted and raised no objection to the development subject to the attachment of conditions requiring the protection of neighbouring residential properties from unacceptable noise disturbance. These conditions are therefore recommended to be attached to any approval of the application in order to protect residential amenity.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 30 units within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2016).

EXTERNAL AMENITY SPACE

The present balance of open space to building footprint would not be significantly altered by the proposal. To determine whether amenity space provision remains adequate in light of the additional units, the Council sets out a guideline figure for flats of 20 sq.m for 1 bed flats and 25 sq.m for 2 bed flats. If space is provided within balconies, this may be deducted from the requirement. The proposed development makes provision as follows:

HDAS Requirement: 28 No. 1 bed flats @ 20 sq.m = 560 sq.m
2 No. 2 bed flats @ 25 sq.m = 50 sq.m
Total HDAS Requirement = 610 sq.m

Total Proposed Amenity Space Provision = 1138.75 sq.m

The proposed shared amenity space for the flats will be a mixture of formal and informal space that would provide an attractive setting for the new development. Therefore, the proposed development is considered to be provided with sufficient outdoor amenity space for the occupiers of the development, in accordance with Policy BE23 of the Hillingdon Local Plan.

LIGHT, OUTLOOK AND OVERLOOKING

All of the habitable rooms within the units require an acceptable source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan and 3.5 of the London Plan (March 2016).

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

It is considered that the site layout would provide an acceptable standard of amenity for future occupiers. 28 of the 30 proposed units would be dual aspect units. One aspect would be onto the shared sheltered circulation spaces, however the layout has been designed so that kitchen windows would face onto these spaces rather than bedrooms or living rooms. This conforms with the approach suggested at pre-application stage. The two units in the north west corner of the site would be single aspect and the outlook for the ground floor unit is deemed less than ideal. However given the constraints of the site and the general quality of the amenity level proposed this is not deemed sufficient to warrant a recommendation of refusal of the proposal.

The layout ensures that there is adequate separation between the units. This would result in a satisfactory outlook from the proposed units and reduces the potential for disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed development incorporates eight car parking spaces, including two disabled spaces and an electric vehicle charging point. The application site has a PTAL of 4 and is within close proximity to Uxbridge Town Centre. Sufficient space would be provided to enable service vehicles to manoeuvre within the site.

The Council's Highway Engineer has considered the details submitted as part of the application and raised no objections to the proposals. However they have requested that the applicant enter into a S106 legal Agreement that ensures that future residents are not to apply for resident's parking permits within the locality. The Applicant has confirmed that they accept this requirement.

As such the scheme is deemed acceptable from a highways and parking perspective.

7.11 Urban design, access and security

The layout provides natural surveillance of the surrounding and central spaces. The main approach is observed from three sides, and directly from the Warden and staff office. The social space (cafe) also ensures an active building appearance within the site and would

contribute to surveillance of this area. Additionally the 24 hour warden presence adds considerably to the security of the setting.

The applicant has held discussions with the Metropolitan Police Designing out Crime Officer during the design process and the Officer has been consulted as part of the application process. The Metropolitan Police Designing out Crime Officer has not raised an objection to the proposals. Should the application be approved it is recommended that a condition is attached that requires the development meets Secure by Design standards.

7.12 Disabled access

In accordance with NPPF paragraph 133, the proposed total loss of Woodbridge House should be outweighed by a facility that will provide a substantial benefit to the community. Current standards require new development to be constructed so that 90% of units are built to M4(2) level and 10% built to M4(3), which is defined as a 'Wheelchair Accessible Dwelling.'

The proposed units will be Lifetime Homes compliant and, following the supersedence of Lifetime Homes, the Applicant is proposing that 23 no. units will be built to M4(2) standard with M4(3) bathrooms & 7 no. units will be built to full M4(3) standard. As such the proposed development would deliver far higher levels of accessibility than current standards require and the existing buildings are able to achieve.

The Council's Access Officer has reviewed the submitted plans and raised no objections to the development proposed.

7.13 Provision of affordable & special needs housing

The application has been submitted by the Uxbridge United Welfare Trust who are a registered charity. The Trust has also confirmed that the proposed almshouses within the development will be provided at 80% or below open market rate which under the London Plan (March 2016) definitions meets the requirements of 'affordable housing'. As such 22 of the proposed 30 units within the development would constitute affordable housing.

7.14 Trees, landscaping and Ecology

The Council's Landscape Architect has reviewed the details submitted with the application and raised no objections to the development subject to the attachment of planning conditions to any consent. These conditions are required to include a Tree Survey, An Arboricultural Impact Assessment, existing and proposed drainage, Tree Protection Plan and an Arboricultural Method Statement to show any incursion into tree root protection areas (RPA's) will be addressed.

A landscape scheme should also be submitted and any new tree planting specifics should be provided. Subject to these requirements it is deemed that the proposal is acceptable and would be compliant with Policy BE38 of the Hillingdon Local Plan (November 2012).

7.15 Sustainable waste management

The Council's Waste Services Officer has reviewed the application and confirmed that the proposed scheme provides sufficient space for the refuse and recycling requirements. As such Waste Services has no objection to the proposals. An informative that provides information on waste management is recommended to be attached to any grant of planning consent.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer has reviewed the details submitted within the application and whilst the energy strategy shows that the development does not achieve the required 35% reduction in CO2 from 2013 Building Regulations he has raised no

objections to the proposed development. This is because the attempts made to make the development compliant have been robust and are acceptable in principle.

Policy 5.2E of the London Plan allows for offsite solutions where there is a shortfall in the target onsite and sets a contribution value of £60/carbon tonne/annum for 30years. The Council's Sustainability Officer advised that the development would be compliant with Policy 5.2 subject to a contribution of £8,856 (4.92CO₂ x £60 x 30years) and a condition requiring that, prior to the commencement of development, full details of the PVs required to meet the CO₂ reductions set out in the energy strategy shall be submitted to and approved in writing by the Local Planning Authority.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the details submitted as part of the application and raised no objection to the application subject to the attachment of a condition requiring a scheme for the provision of sustainable water management.

Subject to this condition the scheme is considered to be in accordance with Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policies 5.12 and 5.13 and 5.15 of the London Plan (March 2015).

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have reviewed the submitted details and subject to the attachment of conditions have raised no objection to the proposed development.

7.19 Comments on Public Consultations

Comments received from members of the public that refer to material planning considerations have been discussed within the body of this report. Matters or concerns that are not material planning considerations have not been discussed as they are not material to the consideration of the application.

7.20 Planning obligations

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

The comments received from internal consultees indicate the need for the following contributions or planning obligations to mitigate the impacts of the development:

1. Off-site sustainability contribution of £8,856 to a carbon fund.
2. Agreement that future occupants will not be able to apply for car parking permits.
3. Agreement that 22 units on the site shall be maintained as almhouse units.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge per square metre of gross internal floor area. In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

However this application is not CIL liable due to the Uxbridge United Welfare Trusts charitable status.

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

None

10. CONCLUSION

The application proposes the demolition of existing almshouses and the construction of a new almshouse complex to provide 30 units, including 22 almshouses to be run by the Uxbridge United Welfare Trust and 8 No.1 bed flats intended for open market rental (not for sale), to people aged of a state pensionable age and over.

The existing building is locally listed and is considered to make a significant contribution to the character of the Rockingham Bridge Conservation Area within which it is located. The NPPF Para 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The National Planning Policy Framework (NPPF) is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'the substantial public benefits that outweigh that harm or loss' the applicant has put forward a number of public benefits of the proposal, including; the existing units are inaccessible and not capable of adaptation, proposals will reduce energy usage and CO2 emissions, will increase sheltered housing provision and provides affordable housing, is financed without contribution from the public, addresses an identified deficit in elderly housing provision, contributes to the social fabric of Uxbridge and reduces inequality and discrimination in the existing accommodation offer.

The value of the public benefits, including the increased number of Almshouse units, the significantly greater level of accessibility and the improved standard of accommodation, have been carefully considered against the loss of the Heritage Asset. Given the public

benefits proposed, the principle of the demolition of the existing locally listed building and replacement with the proposed development is considered to be acceptable as set out in this report.

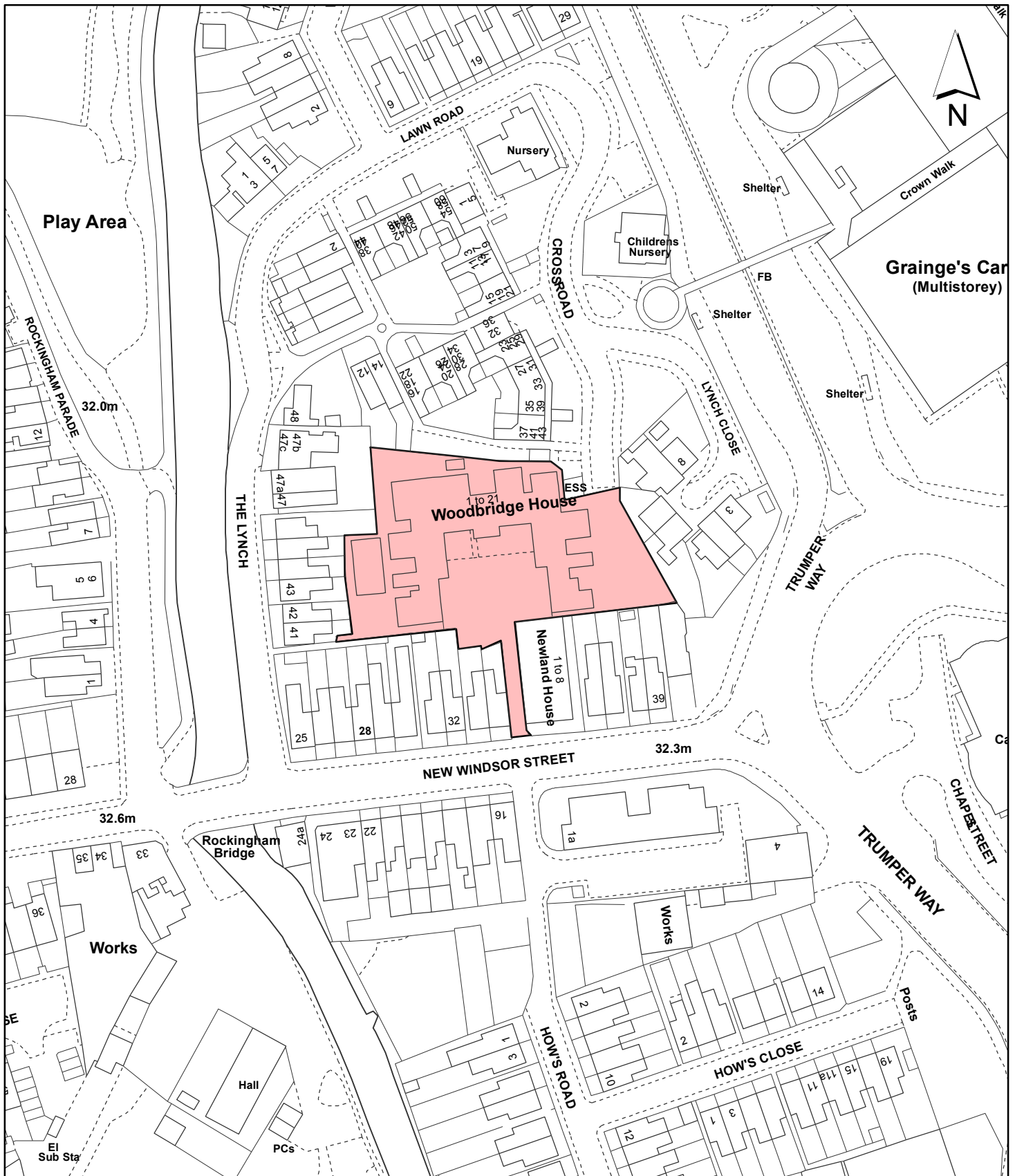
Subject to conditions and a S106 Legal Agreement, the application is therefore recommended for approval.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

Woodbridge House

Planning Application Ref:

20590/APP/2017/3413

Planning Committee

Major Application

Scale

1:1,250

Date

**December
2017**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address COMAG TAVISTOCK ROAD YIEWSLEY

Development: RECONSULTATION Demolition of existing buildings (Use Class B8) and erection of 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) units (Use Class C3), Community Use (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work (changes include addition of community facility)

LBH Ref Nos: 24843/APP/2017/2974

Drawing Nos: T(20)P-1 1C
T(20)P00 1D
T(20)P01 1C
T(20)P02 1C
T(20)P03 1C
T(20)P04 1C
T(20)P05 1C
T(20)P06 1C
T(20)P07 1C
T(20)P08 1C
T(20)S01 1C
T(20)S02 1C
T(20)E01 1D
T(90)P100 1D

Date Plans Received: 15/08/2017

Date(s) of Amendment(s):

Date Application Valid: 22/08/2017

1. SUMMARY

The application is for the demolition of an existing warehouse building (Use Class B8) of 2,323 sqm and erection of a part 3, part 4, part 5, part 6 and part 8 storey buildings to provide 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) units (Use Class C3), Community Use (Class D1 Use), including excavation of a basement to provide car parking, associated landscaping, drainage and other ancillary work.

The existing warehouse (Use Class B8) which is surrounded by a residential development does not represent a compatible use nor does the existing unit represent an efficient use of the site. The proposed development represents a high quality redevelopment scheme which would make a significant contribution towards the regeneration of this part of the Town Centre. The proposal includes a dedicated community facility, provides activity on street frontages and makes efficient use of the site to provide new housing including 35% of habitable rooms as affordable housing.

The proposal includes public realm improvement through the repaving and appropriate street lighting along Tavistock Road and Winnock Road adjacent to the development. A landscaped area is provided for residents of the development which would focus on connecting the development to the wider area to create a vibrant space with the added benefit of providing a new pedestrian route linking Bentinck Road and Tavistock Road.

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

The proposal provides a policy compliant level of car parking (1:1 ratio). Traffic modelling undertaken indicates no adverse impact on the surrounding highway network.

The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (March 2016) and the Council's Local Plan Part One and Two (November 2012). For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a legal agreement and referral to the Greater London Authority.

2. RECOMMENDATION

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

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

Non-monetary contributions:

i) Affordable Housing: 38 units (30% London Affordable Rent; 30% Shared Ownership; and 40% London Living Rent. (as agreed with the Local Planning Authority (LPA)) and 4 units shall be wheelchair adaptable.

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

iii) Car parking allocation and management scheme;

iv) Refuse and delivery management scheme;

v) A Construction Logistics Plan

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

vii) Public Realm Improvement Works (repaving of footways adjacent to development)

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

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

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

Monetary contributions:

xi) **Construction Training:** either a financial contribution or an in-kind training scheme.

xii) **Canal improvements contribution £7,150**

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

xiv) **Carbon offsetting contribution of £163,800**

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

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

D)If the Legal Agreements have not been finalised by 22 December 2017 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

T(20)P-1 1C
T(20)P00 1D
T(20)P01 1C
T(20)P02 1C
T(20)P03 1C
T(20)P04 1C
T(20)P05 1C
T(20)P06 1C
T(20)P07 1C
T(20)P08 1C
T(20)S01 1C
T(20)S02 1C
T(20)E01 1D
T(90)P100 1D

REASON

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

3 COM5 General compliance with supporting documentation

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

- Covering Letter dated November 2017;
- Amended Planning Statement dated November 2017;
- Amended Design and Access Statement Addendum dated October 2017;
- Affordable Housing Layout dated November 2017;
- Daylight and Sunlight Study dated November 2017;
- Daylight and Sunlight Addendum dated October 2017;
- Design and Access Statement dated August 2017;
- Acoustic Report dated August 2017;
- Air Quality Report dated August 2017;
- Archaeology Report dated August 2017;
- Outline Drainage Strategy dated August 2017;
- Land Quality Preliminary Risk Assessment dated August 2017;
- Preliminary Ecological Assessment dated (August 2017);
- Transport Assessment dated August 2017;
- Tree Constraint Report dated August 2017;
- Utilities Report dated August 2017;
- COMAG Transport Assessment dated November 2017;
- COMAG Transport Assessment Junction Assessment dated November 2017;
- Energy Statement dated August 2017; and

- Overheating Assessment dated August 2017.

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

REASON

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

4 COM6 Levels

Prior to commencement (other than demolition) plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

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

5 COM7 Materials (Submission)

Prior to commencement (other than demolition) for each phase of the development, details of all materials and external surfaces, including details of balconies and obscure balustrades shall be submitted to and approved in writing by the Local Planning Authority. Thereafter each phase of the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

6 RES9 Landscaping (including refuse/cycle storage)

Prior to commencement (other than demolition), a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the balustrades at roof level
 - 2.c Car Parking for 110 cars (including demonstration that parking spaces are served by 22 active electric vehicle charging points and 22 passive electric vehicle charging points

- and 11 parking spaces for disabled users)
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

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

- 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of 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 flats in each phase in full accordance with the approved details and shall be retained thereafter.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Local Plan (November 2012) and Policies 5.11 (living walls and roofs), 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (2016).

7 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 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

8 RES8 Tree Protection

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

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

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

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

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

REASON

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

9 TL6 Landscaping Scheme - implementation

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

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

REASON

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

10 RES11 Play Area provision of details

Prior to commencement (other than demolition), details of safe and secure play areas for children and rooftop amenity areas, including maintenance responsibilities, shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the play areas and rooftop amenity areas shall be provided prior to the occupation of any unit within each phase of the development and maintained in accordance with the approved details for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 3.16.

11 NONSC Overlooking

Prior to commencement (other than demolition) full details of the physical measures to prevent overlooking between flats and the gardens of Winnock Road, including the height, colour and material of privacy screens and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats in each phase hereby approved and shall be retained thereafter.

REASON

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

12 NONSC Noise

Prior to commencement (other than demolition) The scheme shall include such combination of sound insulation and other measures as may be approved by the Local Planning Authority including:

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

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

REASON

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

13 NONSC Protection from Ingress of Polluted Air

Prior to commencement (other than demolition) a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable

ventilation systems will need to address the following:

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

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

REASON

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

14 NONSC Air pollution

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

REASON

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

15 COM31 Secured by Design

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

REASON

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

16 RES16 Car Parking Layout

The last phase of the development shall not be occupied until details of the proposed car parking layout, showing parking for 110 vehicles, including 11 disabled vehicles, have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the car parking provision shall be maintained and retained at all times for the exclusive use of the occupants of the development.

REASON

o 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 (2016).

17 NONSC Car Parking Allocation Plan

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

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (2016).

18 NONSC Gate Details

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

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (2016) and the HDAS -Accessible Hillingdon.

19 COM30 Contaminated Land

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

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

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

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

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

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

such requirement specifically and in writing.

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

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

20 NONSC EA Condition 1

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

REASON

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

21 NONSC EA Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Each phase of the development shall be carried out in accordance with the approved details.

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

22 NONSC Ecology

Prior to commencement (other than demolition), a detailed ecology enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how features of ecological interest and enhancement will be incorporated into the fabric of the building and the landscaping of the green space. The scheme shall demonstrate (but not limited to) the inclusion of specific planting to improve conditions for wildlife; artificial habitats in the landscaped areas and the fabric of the buildings; and habitat walls and refugia in strategically located positions.

The development must proceed in accordance with the approved plan and schemes unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes to a positive gain in ecological value in accordance with Policy EM8 of the Local Plan: Part Two (November 2012).

23 NONSC Carbon Reduction

Prior to commencement (other than demolition) details of the carbon reduction measures that conform to the energy strategy (Energy Statement, August 2017, Ref: CO-08) shall be submitted and approved in writing by the Local Planning Authority. These shall include

- 1 - Full details of the baseline energy and carbon performance of the development
- 2 - Full details and specifications of the passive energy savings measures (Be Lean - London Plan) and how they relate to the baseline emissions
- 3 - Full details and specifications, including relevant plans and elevations of any additional low or zero carbon technology to be utilised in the site.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

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

24 NONSC Non Standard Condition

The community facility hereby approved, shall not be used as a religious or any other associated cultural facility unless approved in writing by the Local Planning Authority.

REASON

To ensure the development accords with the requirements of Policy R9 of the Local Plan: Part Two (November 2012).

25 NONSC Accessibility

Prior to the commencement of development (other than demolition), details of

1. a drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided;
2. the design of accessible parking spaces, for residents and visitors, should cater for high sided vehicles with side and rear wheelchair access;
3. A fire strategy which demonstrates adequate means of escape for wheelchair users, and other persons unable to escape using the staircase.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

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

26 DIS2 Access to Buildings for People with Disabilities

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

in place for the life of the building.

REASON

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

27 RES15 Sustainable Water Management

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

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

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

REASON

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

28 NONSC Flood Risk Management

Prior to commencement of the development, a survey to show the location and fall of the Thames Water Sewer adjacent to the site and a Basement Impact Assessment which considers surface water and ground water management shall be submitted and agreed in writing by the Local Planning Authority.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan (November 2012) and Policy 5.12 of the London Plan (March 2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The

Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

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

NPPF	National Planning Policy Framework
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.

BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
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LPP 6.10	(2016) Walking

LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
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LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
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LPP 7.6	(2016) Architecture
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. 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 I58 Opportunities for Work Experience

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

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

5 I1 Building to Approved Drawing

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

6 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 I2 Encroachment

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

8 I21 Street Naming and Numbering

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

9 I3 Building Regulations - Demolition and Building Works

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

10 I45 Discharge of Conditions

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

11 I48 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for

approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

12

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>)

13

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

14 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)

15

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>).

16

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

17

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).

18

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

19

Safety

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

Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Drainage

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

Piling

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

Excavations/Earthworks

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

Environmental Issues

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

Plant, Scaffolding And Cranes

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

20

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

21

The demolition area must remain clear enough that train drivers and anyone working in the area can work safely and see approaching trains, if at any time this is not the case, please ensure that signallers or the BTP are contacted.

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection

Engineer before the development and any demolition works on site can commence.

22

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

23

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

24

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, soakaways/attenuation ponds should not be constructed within 20 metres of Network Rail's boundary. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.

25

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

26

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

27

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

approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

28

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

29

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

30

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

31

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

32

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site extends to 0.34 ha located on the north side of Tavistock Road to the west of the Grand Union Canal. The site is bound to the north by Winnock Road; to the north-east by the Former Padcroft Works Site; and to the south-west by Tavistock Road.

The existing site comprises previously developed land and currently accommodates a part two-storey and part three-storey warehouse (Use Class B8) building with ancillary offices. It is currently occupied by Comag, which operates as a magazine and newspaper marketing and distribution company. Comag is due to vacate the site in December 2017. Surrounding the site is an area of hardstanding which accommodates car parking for 80 vehicles.

The site is located within the Yiewsley Town Centre boundary, however is not designated as primary or secondary shopping frontage. The site is situated amongst an established residential area including terrace properties on Winnock Road, residential apartments on Bentinck Road and the High Street.

The site is located within the Heathrow Opportunity Area as identified in the London Plan; and, within the Hayes/ West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1 (November 2012).

3.2 Proposed Scheme

The revised proposal development comprises:

- Demolition/removal of all existing buildings (Use Class B8);
- Erection of a part 3, part 4 storey building on Winnock Road;
- Erection of a part 5 storey, part 6 storeys as the building turns the corner;
- Erection of 8-storey building on Tavistock Road;
- 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom)
- 35% affordable housing which equates to 38 units (14 x 1-beds, 14 x 2-beds and 10x 3-beds);
- Provision of a community facility of upto 250 sqm located on the south eastern elevation of Tavistock Road;
- 110 car parking spaces comprising (110 spaces for flats (1 space per flat) 11 accessible spaces (10% wheelchair adaptable flat provision));
- Communal amenity space including dedicated children's play space; and
- Dedicated secure residential cycle parking provision for a minimum of 218 spaces.

3.3 Relevant Planning History

24843/B/78/1418 Comag Ltd Tavistock Road Yiewsley
New offices & extension to existing reception area under existing offices (outline)

Decision: 26-09-1978 Approved

24843/C/78/1842 Comag Ltd Tavistock Road Yiewsley
Details in compliance with 24843/781418(P)

Decision: 18-12-1978 Approved

24843/D/79/0113 Comag Ltd Tavistock Road Yiewsley
Formation of new mezzanine offices within existing building.

Decision: 10-04-1979 Approved

24843/J/86/0654 Comag Ltd Tavistock Road Yiewsley
Erection of additional offices and elevational alterations.

Decision: 16-09-1986 Approved

24843/L/89/1582 Comag Ltd Tavistock Road Yiewsley
Erection of a boundary wall and railings

Decision: 27-02-1990 Approved

24843/N/90/0129 Comag Ltd Tavistock Road Yiewsley
Construction of a mezzanine floor and alterations to east elevation

Decision: 07-09-1990 Approved

24843/P/90/1934 Comag Ltd Tavistock Road Yiewsley
Installation of first floor mezzanine for office use,& alterations to flank elevation

Decision: 31-03-1992 NFA

24843/S/96/0141 Comag Ltd Tavistock Road Yiewsley
Internal alterations and installation of mezzanine floor to provide additional office floorspace;
Variation of condition 2 of planning permission ref. 24843H/84/1840 dated 07/02/85 (continued t
as warehouse and office)

Decision: 25-04-1996 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.EM6 (2012) Flood Risk Management
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- NPPF National Planning Policy Framework
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- SPD-NO Noise Supplementary Planning Document, adopted April 2006
- SPG-AQ Air Quality Supplementary Planning Guidance, adopted May 2002
- SPG-CS Community Safety by Design, Supplementary Planning Guidance, adopted July

2004

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
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- AM15 Provision of reserved parking spaces for disabled persons
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- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
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- LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
- BE1 Development within archaeological priority areas
- BE10 Proposals detrimental to the setting of a listed building
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- H4 Mix of housing units
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- OE1 Protection of the character and amenities of surrounding properties and the local area
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- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 8.3 (2016) Community infrastructure levy
- LPP 8.4 (2016) Monitoring and review

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

59 neighbouring residents were consulted on this application on 05/09/2017 and 26/09/2017. A signed petition was received in addition to 50 consultation responses were received which are summarised below:

Design

- The design is over bearing and disregards the character of the surrounding area;
- The proposal results in loss of greenspace;
- The proposed visuals and drawings are deceptive;
- The proposal for 6 and 9 storeys is unacceptable, instead it should be 5 and 8 storeys;
- This is overdevelopment;
- out of character with the quiet Victorian Terraced Winnock Road;
- there is a loss of greenery and space which is slowly making the area a concrete jungle;
- Loss of existing views from neighbouring properties;
- High density, high rise development unacceptable;
- Proposal would be visually intrusive;
- Unsightly and intimidating proposal;
- The proposal is box like and dark and will tower over Winnock Road;

Amenity

- Overlooking into gardens is unacceptable;
- The proposal would result in overshadowing into the neighbouring terrace Winnock Road;
- The proposal would impact the lights of properties along Winnock Road and Bentick Road;
- Proposal would lead to the loss of light.

Highways

- The proposal would result in an increase in congestion and traffic;
- The Tavistock Road junction is overburdened;
- There is a lack of car parking spaces for the proposed units; and
- Entry from Tavistock Road to the High Street is also not safe as currently many people have to push their way into the traffic and traffic coming from the south has limited visibility due to the dip and rise at the railway bridge - this is not taken into account.

Other comments

- The proposed developments result in strain on existing infrastructure;
- The proposal increases air pollution;
- The proposal would result in increased car parking on surrounding roads;
- Disproportionate amount of housing is being built compared with community infrastructure;
- The proposal would prejudice the adjacent development from coming forward;
- The area attracts crime; and
- Further waste would result in increased flooding in the area.

WEST DRAYTON GARDEN CITY RESIDENTS ASSOCIATION

- The RA object to the proposal as it is out of keeping with the character of the area;
- The proposal would increase traffic and congestion within the area;
- The proposal's plans to provide community facilities falls short of the provision required in the area;

RE-CONSULTATION ON REVISED PLANS

Following comments received from seven neighbouring residents, the applicant submitted revised plans providing a reduction in height and a revised design of dwellings along Winnock Road. The revised plans were consulted on between 02/11/2017 and 23/11/2017. The following comments were received to the revised application:

Design

- The proposal remains obtrusive, visually intrusive, over dominant;
- The proposal would result in light pollution;
- Such large scale developments should not be allowed to continue; and
- Difficult to see what has changed.

Ecology

- The proposal is contrary to biodiversity guidance.

Transport

- Concerns relating to traffic, the junction on Tavistock/Station Road and the capacity of public transport.

RE-CONSULTATION ON REVISED PLANS

The revised application which included the provision of a community facility was consulted on between 17/11/2017 and 01/12/2017. A petition with 95 signatures in objection was received in addition to the following comments and objections:

- The proposal is over development of the site;
- The proposed design is an improvement;
- If permission is granted, the site should be appropriately secured and the applicant must not block footways;
- The proposal would result in additional traffic on the Tavistock Road junction;
- Previous objections still stand, the proposal would result in light pollution and congestion;
- Horrendous development on a small site, it will over populate the area;
- The proposal would result in the loss of light and the quality of life.

Internal Consultees

TREES AND LANDSCAPING

The application has been subject to post application planning advice and has been amended to reflect these discussions. The revised Design & Access Statement, by Rolfe Judd, highlights the changes made to the design and layout. The scheme now features a 110 unit scheme with a community centre, green roofs and podium / roof level communal gardens - which supplement the external amenity spaces provided by private balconies. A financial contribution has been secured to provide canalside improvements, to the nearby Grand Union Canal.

LANDSCAPE PROPOSALS

A tree constraints report has been prepared by WSP. The report has identified and assessed 11No. trees on the site which will be affected by the development. There are no 'A' or 'B' grade trees - categories that would merit retention or constrain development. All of the trees are 'C' grade - poor quality, with a limited useful life expectancy. As such, these trees would not normally constrain development although they could be worthy of retention if the design allows. The report confirms (section 6, Recommendations) that an arboricultural impact assessment should be prepared and, if applicable, a tree protection plan and arboricultural method statement submitted. - In this case, the only tree which may possibly be retained is T11, the Norway Maple at the junction of Tavistock Road and Winnock Road.

A landscape strategy has been submitted in section 3.0 of the D&AS in the form of masterplans. These illustrate the integration of the site with the Padcroft Phase 1 development and proposed landscape layout at street level and rooftop level. The landscape proposals have not been worked up to any great level at this stage, with no images or sample details to indicate the quality of materials, finishes or planting required to provide an attractive environment for residents. Landscape conditions will be required to:

- clarify whether the street tree at the Winnock Road junction is to be retained, or removed and replaced?
- adequate defensible space / planting will be provided around groundfloor windows;
- all communal roof gardens will be provided with suitable depths of topsoil / growing medium to support an attractive and robust landscape layout for the benefit of the residents.

There are therefore no objections subject to appropriate conditions.

SUSTAINABILITY OFFICER

The development as submitted does not comply with planning policy 5.2 of the Local Plan as the scheme is not zero carbon. However, the applicant has accepted the need for an offsite contribution to make up for the shortfall. No objections subject to conditions.

ECOLOGY

I have no objections to the proposed development subject to appropriate conditions.

WASTE

No objection raised.

NETWORK RAIL

No objection in principle in relation to the proposed development subject to a number of informatives.

Officer comment: these are included within the officer recommendation.

METROPOLITAN POLICE

Request a secure by design condition.

EPU

No objection subject to appropriate mitigation.

FLOOD WATER MANAGEMENT

No objection in principle, however further information is required. Such details shall be submitted to and agreed in writing before development, other than demolition commences.

HIGHWAYS

No highways objection raised following a comprehensive study by the applicant's consultants in respect of the junction at Tavistock/Station Road. Comments provided by the Highways Officer are included in the main body of the report.

URBAN DESIGN

The Urban Design Officer has advised that with the amendments made to the design address all earlier concerns relating to height, scale, mass and relationship to the streetscene.

AFFORDABLE HOUSING

The Council's affordable housing officer requested the following mix of the 35% affordable housing:

- 30% London Affordable Rent;
- 30% Shared Ownership; and
- 40% London Living Rent.

ACCESS

The Design & Access Statement reports on 12 Wheelchair Accessible units, interspersed throughout the development, all of which would be accessible by two closely located passenger lifts.

The remaining 104 residential units are shown on plan to have been designed in line with the prescribed standards for an M4 (2) category home as set out in Approved Document M to the Building Regulations (2015 edition).

It would seem that the proposed development has been designed in consultation with Inclusive Design consultants, David Bonnet Associates. On several fronts, the design has exceeded the minimum statutory requirements and the fundamental design raises no fundamental concerns from an accessibility standpoint at this planning stage subject to condition requiring details of disable car parking.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraphs 11-16 of the National Planning Policy Framework (NPPF) (2012) supports

sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places. Paragraph 23 of the NPPF (2012) states that residential development can play an important role in ensuring the vitality of centres where Councils should set out policies to encourage residential development on appropriate sites.

Policy 3.4 of the London Plan (2016) notes developments should optimise housing output based on its location. The development is situated within the Heathrow Opportunity Area as identified in the London Plan; and, within the Hayes/ West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1. The Local Plan: Part One (November 2012) sets out in Policy H1 (Housing Growth) a direction of growth within Yiewsley and West Drayton which includes residential to ensure the improved connectivity provided by Crossrail are maximised.

Policy LE4 of the Hillingdon Local Plan: Part Two (November 2012) states that proposals involving the loss of existing industrial floorspace or land outside designated industrial and business areas will normally be resisted. Whilst the proposal would lead to the loss of the industrial uses within the site, the policy allows applicants to show through their commercial viability assessments that it is not economically viable to retain or redevelop the site for industrial and warehousing purposes in the future.

Policy H8 of the Local Plan: Part Two (November 2012) notes that a change of use from non residential to residential will be permitted if:

- a satisfactory residential environment can be achieved;
- the existing site is unlikely to meet such a demand for such accommodation in the foreseeable; and
- the proposal is consistent with other objectives of this local plan.

Policy R10 notes that proposals for new community facilities (other than religious or cultural halls) are acceptable in principle subject to compliance with other policies within the Local Plan.

The existing site is occupied by a warehouse which includes an ancillary office (Use Class B8) which is under occupied. The applicant has indicated during pre application discussions that there is little demand for industrial and warehousing units; that the units are only occupied because of their heavily-discounted rents; that there is significant capacity for businesses to occupy more accessible and suitable premises at Stockley Park or the North Uxbridge Industrial Business Area. The size and layout of the existing premises are unsuitable in terms of modern office and industrial requirements including ease of access to the site, officers agree with these assumptions.

The surrounding area is characterised by residential uses to the west and north. The adjacent site to the North (Former Padcroft Works) was granted consent for its comprehensive redevelopment to provide 308 residential units under planning ref: 45200/APP/2014/3638 (06/08/2015). In this context, the existing warehouse (Use Class B8) which is surrounded by a residential development does not represent a compatible use nor does the existing unit represent an efficient or viable use of the site. There is negligible prospect of a future landowner being likely to make a significant investment in redeveloping the wider site for commercial use.

The proposed development on the other hand represents a redevelopment scheme which

would make a significant contribution towards the regeneration of this part of the Town Centre. The proposal includes a dedicated community facility which is subject to a condition to exclude use as a place of worship (due to the parking and highways safety implications of this type of use) without consent in writing from the Local Planning Authority. The proposed development provides continuous activity on street frontages and makes efficient use of the site to provide high quality housing including a policy compliant level of affordable housing (35%).

This proposal would make a significant contribution to the regeneration of this part of the Town Centre, accordingly, the proposal is considered to be in accordance with paragraphs 7-11 and 23 of the NPPF (2012), the Policies 2.6, 2.15 and 7.4 of the London Plan (2016) and Policies LE4, H8 and R10 of the Local Plan Part Two (November 2012).

7.02 Density of the proposed development

London Plan (2016) Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan (2016) Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a very high PTAL rating of 4. The density matrix therefore suggests a residential density in the region of 200-700 habitable rooms per hectare for this location. The proposal provides 294 habitable rooms per hectare which accords with the recommendation of the London Plan (2016).

UNIT MIX

London Plan Policy 3.8 and the Mayor's Housing SPG expect new developments offer a range of housing choices, in terms of the mix of housing sizes and types. In addition, London Plan Policy 3.11 accords priority to affordable family housing in residential development. Policy H4 of the Local Plan of the Hillingdon Local Plan: Part 2 - Policies (November 2012) provides that one and two bedroom development will be preferable in town centre locations.

The proposal provides 110 units which includes the following mix:

- 16 x 1-bedroom;
- 84 x 2-bedroom; and
- 10 x 3-bedroom

The proposed unit mix is considered appropriate in this location, the proposal would contribute towards creating a mixed and balanced community offering a range of housing choice.

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

The proposal site is not situated within an archaeological priority area, Conservation Area nor does it contain listed buildings.

The West Drayton Garden City Area of Special Local Character lies approximately 210m to the south. To the east there are two Grade II listed buildings:

- . De Burgh Arms P.H
- . The Railway Arms P.H

It is not considered that the proposal would negatively impact on the setting of the nearby listed buildings. There are no views of the 'The Railway Arms' from the vicinity or from

within the application site itself. The closest listed building to the site is the 'De Burgh Arms Public House', but views of the development in association with the front of this building are limited furthermore, the building is already dominated by taller development to the north, west and south as such this proposal will not impact the setting of the this Grade II Listed building.

7.04 Airport safeguarding

Not applicable to this development.

7.05 Impact on the green belt

Not applicable to this development.

7.07 Impact on the character & appearance of the area

Paragraph 64 of the NPPF (2012) states that "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 of the Hillingdon Local Plan: Part Two (November 2012) further emphasis that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Policy BE35 of the Hillingdon Local Plan: Part Two (November 2012) notes that major developments adjacent to or visible from rail connections, the Local Planning Authority will require the development to be of a high standard, design, layout and provide attractive views fro these corridors.

The immediate area surrounding the site is characterised by mix and varied development ranging from more traditional rows of terraced properties to more modern and larger scale residential buildings.

The existing buildings are of a dated design and are not considered to be of any architectural value. In its current form, the site does not positively contribute to the character and appearance of the area, or the surrounding local residential context.

The proposal varies in height, along Bentick Road, the proposal is 3-storeys with an active frontage in the form of front doors with defensible space opening out onto the street. The units along Bentick Road have been carefully designed to read as 'a terrace of townhouses'. This element of the proposal sensitively addresses the small scale and intimate nature of terraced dwellings along Winnock Road.

Turning the corner, the proposal features a well designed transition corner with 5-stories along Bentick Road and upto 6-stories along Tavistock Road. The proposed scale is considered acceptable on this corner.

The Tavistock elevation rises up to 8-storeys with a total height of 25.2m. The overall height is 1.2m taller than the approved development at Padcroft at its highest point. The difference in height is due to clearance required for servicing required for sprinkler systems. The difference in height is not considered to be significant or detrimental to the character of the local area. Overall, the height from 3-storeys to 8-storeys varies across the development to ensure it responds to the surrounding context. It is considered that the height of the development along Tavistock Road which is set away from existing Victorian terraces along Winnock Road and Tavistock Road is considered to have an acceptable impact to the streetscene and the character of the local area.

The elevation of the building has been amended so the building now reads as separate elements to provide further articulation. The first two and top two floors have also been articulated with different materiality, depth and framing to provide visual enhancements to the building. Details such as doors and gates are subject to condition to ensure the proposed materials are of a high quality. The balustrade around the rooftop amenity space is set in by 2.5 metres away from the edge of the building to ensure this element of the proposal is not visually prominent. Overall, the scheme maintains its high quality design which complements the existing mix of development forms and styles that characterise this part of Hillingdon, adding to the overall quality of the immediate area.

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

The proposal will include public realm improvement by way of repaving and appropriate street lighting along Tavistock Road and Winnock Road adjacent to the development. Amenity space and landscaping is provided for residents of the development which would focus on connecting the development to the wider area to create a vibrant space with the added benefit of providing a new pedestrian route linking Bentinck Road and Tavistock Road.

7.08 Impact on neighbours

Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

The site is located within the Yiewsley/ West Drayton Town Centre and it is considered that the building has been carefully designed to ensure that there is no unacceptable loss of outlook to adjoining neighbours and that there is minimal overlooking from windows, in particular in the direction of the rear of those properties fronting Winnock Road and the new residential units currently under construction at the Former Padcroft Works.

Although the proposal breaches the 45 degree angle of No 2 Winnock Road, the existing situation is such that No 2 Winnock Road is surrounded by a 2 and 3 storey existing warehouse building which sits 2.5m to the south west of the dwelling. Whilst this breach is not specifically addressed, this is mitigated by the development through the demolition of the existing building and opening up views to the rear and therefore the quality of light received by the units along Winnock Road. It is considered that the proposed buildings

would result in improved light and outlook to the nearest properties on Winnock Road.

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. The impact of the proposed development on daylight and sunlight to adjacent properties is considered within the daylight and sunlight report submitted in support of this application. assess the impact of the development on the light receivable by the neighbouring properties at 1 to 13 Winnock Road, 15 to 17 Tavistock Road, Padcroft and Tavistock Gardens.

The report assess daylight and sunlight to the windows of the proposed flats and concludes that the development is acceptable in an urban setting. Officers in this case consider the key BRE daylight/sunlight issues to be whether the tall buildings (proposed under this development and the adjacent Padcroft Works site) results in an amenity area that is heavily overshadowed.

The report does consider the impact of the development on the existing amenity spaces (of nearby residential dwellings) and proposed amenity spaces. The BRE guide (2011) recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21 March. The results show that 53% or more of the area of each amenity space will receive at least two hours of sunlight on 21 March. The proposed development therefore passes the BRE overshadowing to gardens and open spaces test.

The levels of light afforded to neighbouring occupiers are considered to be adequate given the sites location within this town centre environment. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

A condition has been attached to secure privacy screening is provided on the balconies of relevant units, particularly units A.1.09, A.1.10, A.209, A.207, A.2.10, A.3.05, A.3.06 and A.3.07 to ensure the privacy of future occupiers is maintained. Such a relationship between units was considered acceptable subject to appropriate privacy screens on the adjacent development.

7.09 Living conditions for future occupiers

UNIT SIZES

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

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of

residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. Significant thought has been given to the design of the units A.1.09, A.1.10, A.2.09, A.2.10, A.3.06 and A.3.07 to ensure the future occupiers of receive adequate light and a comfortable living environment. It is considered that the generous space provided for the units, and the size and angle of the windows would provide a well lit and a good quality habitable accommodation.

EXTERNAL LAYOUT

With respect to the design of the scheme, the London Plan Policy 7.1 (2016) expects communal spaces to provide activate frontages. Access into the ground floor units is provided directly from the open spaces (i.e providing front door access onto the new route) and as such this proposal enhance the streetscene along Winnock Road and Tavistock Road.

The proposal provides an active frontage onto Winnock Road and Tavistock Road, in that respect, the proposal would enhance the streetscene.

Policy BE23 of the Local Plan:Part Two (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

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

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

Based on the current accommodation schedule the required amenity space provision for 110 dwellings would be 2,720m².

The current development proposal provides a combined total of 2755m² of communal amenity space in the form of shared amenity space at ground/podium levels and roof levels together with private balconies which equates to 728m².

CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

Play space with a combined total of 110m² for children between 0 and 4 years old is distributed across the development within the ground level spaces.

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

for future occupiers in the interest of residential amenity).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM7 and AM14 of the Local Plan: Part Two (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

Tavistock Road is situated just south of Yiewsley town centre and intersects with High Street Yiewsley just opposite Station Approach, this provides access to West Drayton station. It's junction with High Street is a priority junction though there are box junction road markings on the near northbound carriageway. At the far western end, Tavistock Road intersects with Trout Road at a mini roundabout.

Tavistock Road has the Great Western Mainline railway line on its southern side with various former business uses opposite, similar to the application site; many of these are being redeveloped for residential use. To the west Tavistock Road becomes more residential in nature.

This application is for the demolition of an existing warehouse with ancillary office building, the site would then be used for the construction of 110 self-contained residential units and a community use. The site currently comprises 80 car parking spaces with vehicle access provided by a single access on Tavistock Road along the south west boundary of the site. The new development would have 110 car parking spaces of which 30 would be provided at ground level, the remaining 81 in the basement via a ramped access. This represents a parking ratio of 1 space per residential unit which accords with the Council's currently adopted parking standards. The number of parking spaces provided is considered satisfactory taking into account the broad range of services and facilities offered by Yiewsley town centre. West Drayton station is nearby providing trains to Central London and Reading as well as numerous bus services including:-

U1 West Drayton to Uxbridge;
U3 Heathrow Central bus station to Uxbridge;
U5 Hayes to Uxbridge;
222 Hounslow to Uxbridge;
350 Hayes to Heathrow Terminal 5 and
698 School Service.

The applicant seeks to provide 22 active electric vehicle charging points and 22 passive electric vehicle charging points which accords with the Council's policies. A passive electric vehicle charging point is one which has servicing only allowing a charging point itself to be installed relatively easily at some point in the future. There would be 218 cycle parking spaces, 10 disabled parking spaces and 7 parking spaces for motorcycles - these would have anchor points providing their owner with somewhere secure to lock their motorcycle.

Access to the site would be from Tavistock Road and would be controlled by an automatic gate; residents would open these using electric fobs. These gates would be set 5 metres back from the edge of the kerb providing sufficient space for a car to wait whilst the gate open without overhanging into the highway. It should be noted however that the footway would momentarily be blocked by the waiting car however taking into account that

pedestrian flows along Tavistock Road are relatively light and that using the fob vehicles would be able to enter the site reasonably quickly. It is considered that this would not unduly expose pedestrians to the risk of being involved in a collision or be inconvenienced. As with any access onto a public highway drivers must be able to see sufficiently far in either direction to allow them to judge when it is safe to pull out. The design of the access is satisfactory as the visibility splays are in accordance with Manual for Streets. The creation of this access would necessitate the loss of 2 car parking spaces.

The site would be serviced on-street from Tavistock Road, again leading to a loss of on-street parking though this is considered acceptable given that parking for residents is adequately provided for on-site. When deliveries and the like are taking place, there would be still be sufficient carriageway space for vehicles to pass.

The trip rates used by the developer have been taken from the TRICS - the 'industry standard' national database of trip generation. This works by selecting a comparable site from the data base in terms development type and location and applying those observed trip rates to the proposed development. The sites selected by the developer have been checked to make sure they are appropriate and are considered valid meaning the forecast number of trips generated by the development are a reasonable approximation.

The applicant's report states that the new residential development which replaces the existing warehouse and ancillary office actually results in an overall net reduction in vehicular trips.

The developer has provided the results of traffic counts carried out at the mini- roundabout junction of Station Road/Tavistock Road and the priority junction of Station Road/Station Approach. As instructed these baseline figures have then been used to analyse the performance of both junctions using PICADY and ARCADY - the standard assessment tools for roundabouts and priority junctions. The result of this modelling shows that both junctions currently operate satisfactorily, they can both accommodate the traffic demand placed upon them even during the busiest the times of day - the morning and evening peak hours.

Following discussions with the Highways Officer, the applicant has assessed the performance of these junctions once the new development has been built, both in the current year 2017 and in 5 years hence, 2022. The developers have derived forecast 2022 flows by applying 5 year TEMPRO growth factors to the 2017 observed counts. TEMPRO again is the industry standard modelling tool designed to allow users to review road traffic growth actual and forecast data supplied by the Department for Transport.

The report found, as the new development would lead to a net reduction in vehicular trips, the mini roundabout junction of Station Road/Tavistock Road and the priority junction of Station Road/Station Approach would actually perform better both in 2017 and 2022 with the new development as opposed to without. The most congested movement would be at the Station Road/Station Approach junction where as traffic approaches the mini roundabout along High Street from the north, in the PM peak there would be at least 2 cars queuing at the Give Way line, this is marginally less than would be the case without the development.

Taking into account that the development would generate less traffic than its former use, that the junction of Tavistock Road/High Street and High Street/Station Approach have been all shown to operate within capacity, the number of car parking spaces provided, the

sites proximity to town centre services and facilities and its connectivity with the wider transport there are no objections to the development on transportation grounds.

7.11 Urban design, access and security

See section 'living conditions for future occupiers'.

7.12 Disabled access

The Council's Accessibility Officer has reviewed the plans and raises no objection to the scheme in terms of access and special needs housing subject to a condition to ensure that 10% of the proposed residential units meet the standards for M4(3) Category 3 'wheelchair user dwellings', with all remaining units designed to the standards for Category 2 M4(2) 'accessible and adaptable', as set out in ADM 2015. Subject to this condition, the proposal would be considered to comply with policy 3.8 'Housing Choice' of the London Plan (2016).

7.13 Provision of affordable & special needs housing

Policy 3.3 of the London Plan (2016) and Policy H2 of the Local Plan: Part One (November 2012) requires a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing.

Affordable Housing and Viability SPG states the preferred tenure split is for schemes to deliver:

- At least 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers 'genuinely affordable';
- At least 30% as intermediate products; and
- The remaining 40% to be determined by the relevant LPA.

A measure of flexibility allowed for within Policy H2 of the Local Plan: Part 1 (November 2012), it is proposed that the development would provide the following mix:

- 30% London Affordable Rent;
- 30% Shared Ownership; and
- 40% London Living Rent.

The applicant proposes to provide 38 affordable units, the above mix is secured by way a Section 106 legal agreement and the final details such as the level of London Living Rent would be agreed with the Council's Affordable Housing Officer. It is considered that the proposal provides a policy compliant level of affordable housing.

7.14 Trees, landscaping and Ecology

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

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

7.15 Sustainable waste management

Waste arrangements for the site is considered to meet requirements. A condition has been secured to provide details of waste management as part of this application.

7.16 Renewable energy / Sustainability

The development as submitted does not comply with planning policy 5.2 of the London Plan (2016) as the the scheme is not zero carbon. However, the applicant has accepted

the need for an offsite contribution to make up for the shortfall. The offsite contribution would equate to £163,800. Appropriate conditions are attached to ensure the proposal contributes to CO2 reductions as specified by Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Water Management Officer has reviewed the submitted Flood and Drainage Assessment and raised no objection in principle subject to a condition to require the submission of a scheme for the provision of sustainable water management to ensure there is no increased risk of flooding as a result of the development. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Local Plan: Part Two (November 2012).

7.18 Noise or Air Quality Issues

The Council's Environmental Health Officer raised concern over the potential noise exposure in this development due to its location and the proximity of nearby commercial uses on the proposed development. A noise condition has been attached to ensure noise mitigation is sufficiently addressed.

This is an Air Quality Management Area and as such mitigation will be required. This would include mechanical ventilation with heat recovery, as well as designing the building to minimise exposure to poor air quality including green barriers, window design and room usage and design. These details will be secured via condition and as such, the proposals accords with local, regional and national planning policy.

7.19 Comments on Public Consultations

Comments have either been dealt with in the body of the report or by way of recommended conditions.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. Planning obligations should be:

- 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

'Saved' policy R17 of the Unitary Development Plan (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

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

Non-monetary contributions:

i) Affordable Housing: 38 units (30% London Affordable Rent; 30% Shared Ownership; and 40% London Living Rent. (as agreed with the Local Planning Authority (LPA)) and 4 units shall be wheelchair adaptable.

ii) Highways Works S278/S38 as required by the highways engineer and to be completed

prior to occupation.

iv. Car parking allocation and management scheme;

v. Refuse and delivery management scheme;

vi. A Construction Logistics Plan

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

viii) Public Realm Improvement Works (repaving of footways adjacent to development)

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

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

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

Monetary contributions:

vii) Construction Training: either a financial contribution or an in-kind training scheme.

vii) Canal improvements contribution £7,150

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

x) Carbon off setting contribution £163,800.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 110 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

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 to this application.

10. CONCLUSION

The revised application seeks to redevelop existing COMAG site to provide 110 residential units and a community facility. The proposal provides a well considered scheme which would vastly improve the quality of the existing site and provides a development that is of an appropriate scale and height. The proposal would vastly enhance the quality of the streetscene by providing an active frontage and repaving the adjacent footway. The proposal includes good quality amenity space that links the site from Tavistock Road through to Bentick Road. Appropriate levels of car parking and cycle parking is provided.

It is considered that this is a well designed scheme which takes a contemporary approach to design. It is expected that the scheme will regenerate and enhance this site within the Yiewsley/West Drayton Town Centre and will continue to set a benchmark for good quality of design expected in future developments in Yiewsley and West Drayton. The proposal is of an appropriate architectural and urban design quality that will offer a significant improvement to the streetscene, townscape and wider views beyond.

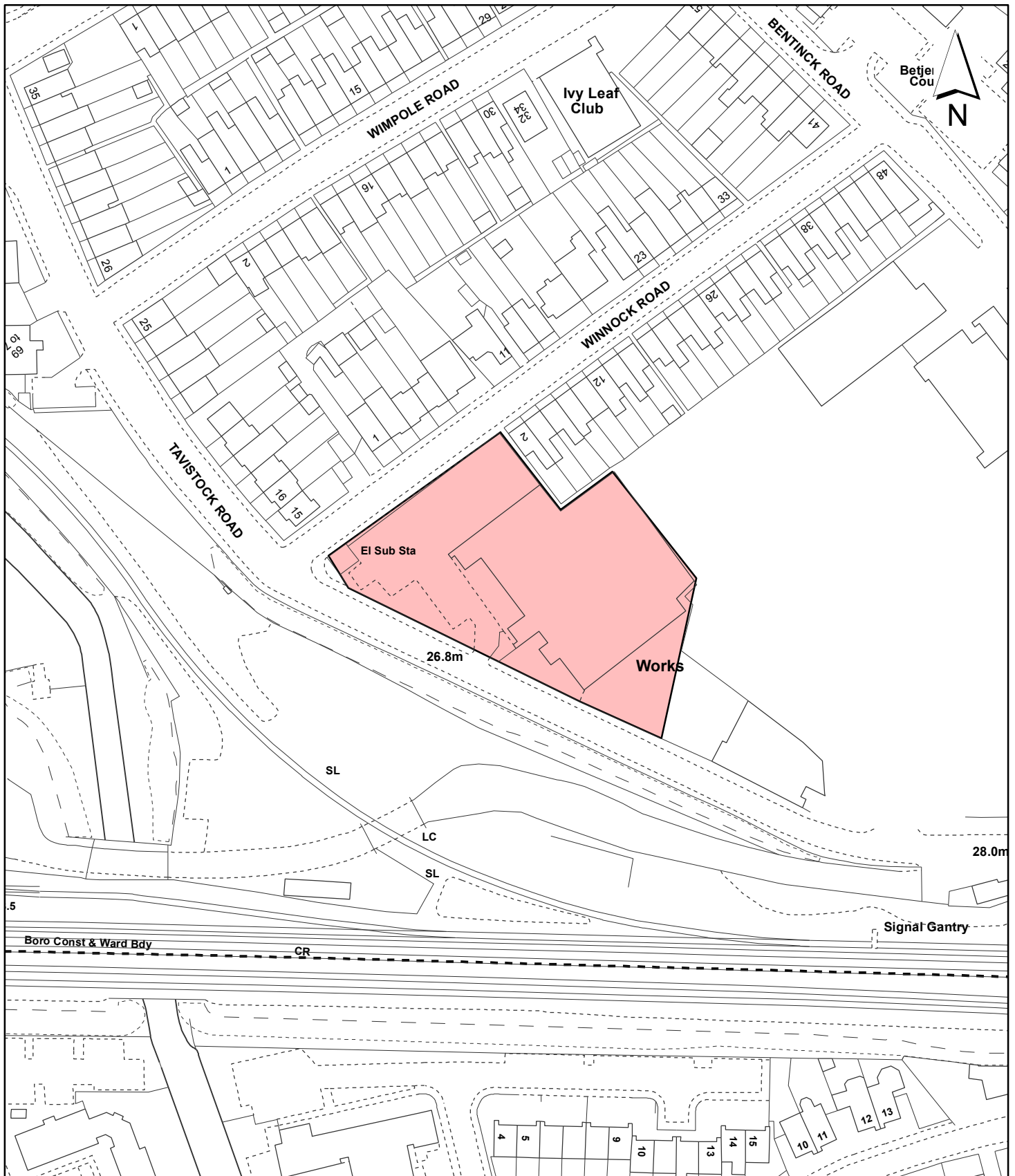
For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions.

11. Reference Documents


The Hillingdon Local Plan: Part 1 (November 2012)
Hillingdon Local Plan: Part 2 (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
COMAG	
Planning Application Ref:	Scale
24849/APP/2017/2974	1:1,250
Planning Committee	Date
Major Application	December 2017

LONDON BOROUGH OF HILLINGDON

Residents Services

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



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address FORMER GARAGE SITE OFF MALMESBURY CLOSE & LAND OPPOSITE
18-32 MALMESBURY CLOSE PINNER

Development: Demolition of existing garage blocks and construction of a terrace of 5 x two-storey 4-bedroom dwellings with additional rooms in roof space and 11 x car parking spaces provided on former garage plot.

AMENDED DESCRIPTION FOLLOWING REVISIONS TO PLAN

LBH Ref Nos: 73231/APP/2017/3665

Drawing Nos: 2017/D208/P/01 Rev: A - Location Plan
2017/D208/P/02 Rev: A - Existing Site Plan
2017/D208/P/03 Rev: B - Proposed Site Plan
2017/D208/P/04 Rev: A - Proposed Ground and First Floor Plans
2017/D208/P/05 Rev: A - Proposed Loft Floor and Roof Plans
2017/D208/P/06 Rev: A - Proposed Elevations (1 of 2)
2017/D208/P/07/ Rev: A - Proposed Elevations (2 of 2)
2017D208P20 - Design and Access Statement

Date Plans Received: 09/10/2017 **Date(s) of Amendment(s):** 21/11/2017

Date Application Valid: 09/10/2017 09/10/2017

1. SUMMARY

The proposal would improve the appearance of the site through the removal of dilapidated garages buildings and hard standing and replacement with dwellings and landscaping that will introduce surveillance to what is currently a secluded site that is vulnerable to anti-social behaviour and vandalism.

The design and appearance of the dwellings and the layout of their plots is consistent with the surrounding residential development and the development would not result in any unacceptable harm to the amenities of neighbouring residents.

The dwellings would provide a good quality living environment for future residents.

The development includes adequate parking and access arrangements which would ensure there is not unacceptable risk to pedestrian safety or emergence of parking stress.

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:-

2017/D208/P/01 Rev: A - Location Plan
2017/D208/P/02 Rev: A - Existing Site Plan
2017/D208/P/03 Rev: B - Proposed Site Plan
2017/D208/P/04 Rev: A - Proposed Ground and First Floor Plans
2017/D208/P/05 Rev: A - Proposed Loft Floor and Roof Plans
2017/D208/P/06 Rev: A - Proposed Elevations (1 of 2)
2017/D208/P/07/ Rev: A - Proposed Elevations (2 of 2)

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:

2017D208P20 - Design and Access Statement

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

REASON

To ensure that the development complies with the provisions 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 BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 RES7 Materials (Submission)

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

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

photographs/images.

REASON

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

7 RES13 Obscure Glazing

All windows shown as obscurely glazed on the approved plans 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 DIS2 Access to Buildings for People with Disabilities

The dwellings would be required to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015

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

9 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
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting (including safety lighting for access road).
 - 2.3 Details of signage for access road.

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

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).

10 MCD10 Refuse Facilities

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

The development shall not be occupied until the access roads, parking, servicing and turning 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).

12 RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse nor any garage, sheds or other outbuilding shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of external amenity space or neighbouring residential amenity in accordance with policies BE 21 and BE 23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

13 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce

- the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
 - (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 NONSC Sustainable Drainage

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. This rate should be presented per hectare as well as the total for the whole site.

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

iv. Where infiltration techniques (soakaway) 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).

b) 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.

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

i. Provide a management and maintenance plan

ii Include details of Inspection regimes, performance specification, (remediation and

timescales for the resolving of issues where a PMC).

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

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

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 EM 6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

15 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM 14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

16 RES24 Secured by Design

The dwellings 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 dwelling 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 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.

2 113 Asbestos Removal

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

3 111 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).

4 112 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.

5 118 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

6 124 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

7 I3 Building Regulations - Demolition and Building Works

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

8 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.

9 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.

10 I45 Discharge of Conditions

Your attention is drawn to conditions 5, 6, 9, 10, 11, 13 and 14 which must be discharged prior to the commencement of works and conditions 15 and 16 which must be discharged prior to the occupation of any dwellings. 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).

11 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).

12 15 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

3. CONSIDERATIONS

3.1 Site and Locality

The housing site is currently occupied by blocks of garages that, in some cases, are in a poor state of repair. The majority of the garages have corrugated metal roofing and timber doors with the rest of the structure built in brick. The garages are set within a hard surfaced. The site positioned to the side and rear of residential houses and flats on Malmesbury Close and, as such, has no street frontage. Vehicular access is provided from Malmesbury Close to the north whilst there is also a footpath link to Fore Street to the west. This is not a public right of way but is used to access

The site is not subject to any specific planning constraints nor do they fall within any specially designated area.

3.2 Proposed Scheme

The proposal involves the demolition of all of the existing garages on the site and construction of a staggered row of 5 two-storey four bedroom residential dwellings.

All dwellings will be of a similar design, possessing gable ended roofs as well as a front projecting gable end with a stepped down ridge line. Rear facing flat roof dormers are

included on all dwellings in order to allow for habitable rooms within the roof space. The dwelling on the southern end of the row, includes a single-storey lean-to extension which would house a utility room.

The combined footprint of the dwellings would be approximately 282 m². Height to roof ridge would be approximately 8.4 metres with eaves height at 5.1 metres. The frontage of each dwelling is approximately 5.8 metres in width whilst the depth is approximately 8.6 metres. The gable ended front projection extends approximately 2.25 metres forward of the main frontage.

Each rear garden for the 4 bedroom dwellings has an area of a minimum of 100 m².

A total of 11 car parking spaces, including 1 disabled bay, would be provided within the former garage site. This equates to 2 parking spaces per dwelling with one space for visitors.

A footpath which currently runs between the garage site and Fore Street would be blocked by the development but the access from Fore Street would be retained to allow for continued access to the rear gardens of properties on Fore Street. This footpath is not a Public Right of Way.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no planning history attached to this 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.H1 (2012) Housing Growth
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM14 New development and car parking standards.
- HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- 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.

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.
H12	Tandem development of backland in residential areas
H4	Mix of housing units
H5	Dwellings suitable for large families
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 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th November 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

PETITION OF OBJECTION (27 Signatories):

There is not enough parking and no site access.
Overdevelopment of site.

Any future planning application should be made with the full consultation of local residents prior to submission.

8 LETTERS OF OBJECTION:

Pleased that the garages will be demolished but concerned over how asbestos would be removed;
Will cause overlooking of neighbouring properties;
Worried about the amount of noise that would be generated;
The site plan is inaccurate, there are no parking bays outside 2 - 16 Malmesbury Close;
Construction traffic will be dangerous;
The Council has failed to maintain the garages and has doubled the rent, resulting in them falling into disrepair;
The removal of the footpath should have been carried out years ago in order to improve security;
Bedrooms, dining rooms and kitchens are small but there are a lot of bathrooms. The dwellings are not suitable as family homes but ideal for use as HMO's;
Construction vehicles would need to mount kerb turning off Fore Street and would also hit overhanging trees on approach;
Existing infrastructure cannot cope;
Existing Council housing should be repaired before new ones are built;
Design is out of character and unsympathetic towards neighbouring dwellings;
The site will be cramped, particularly given rooms in the roof, and would be overdevelopment;
Loss of privacy to rear gardens at 26 - 36 Malmesbury Close;
Concern the dwellings may be used as HMO's;
Will increase traffic in congested area;
Access road is unsuitable for emergency vehicles;
Replacement of wall with 1.8 metre high fence will cause security issues;
External lighting will cause glare and disturbance;
Waste collection area is immediately adjacent to 14 - 16 Malmesbury Close and will cause unacceptable noise and odour;
Cars park on the existing service road and within the garage area and these parking spaces will be lost;
Proposed 1 way system will mean cars have to use narrow service road which would be difficult for larger vehicles, the emergency services and delivery vehicles;
The application only mentions that the access road is used for numbers 10-12 and 18-20, it is in fact also the sole access to numbers 14 and 16;
This is a quiet residential road with enough cars and traffic as it is;
Do not want to lose the green area to parking and traffic;
Don't understand why 5 bedroom houses are being built;
People who currently park on the garage site will lose their parking spaces;
Yellow lines will be needed to protect access and this will result in the loss of on street parking;

Internal Consultees

HIGHWAYS (Summary):

This application is for the development of an existing garage block off Malmesbury Close Pinner. Malmesbury Close is a local road on the Council Road Network that is subject to parking stress as many properties do not have off-street car parking. The existing garage block with 44 garages was previously provided to serve local housing and now the garages are invariably too small for modern cars.

The site has a narrow vehicular access off a section of Malmesbury Close. The access road to the site is not suitable for two-way traffic and has no pedestrian facilities. The proposal is to demolish the existing garages and construct 4x4b +1x5b townhouses on the site along with car parking. The layout plans show 9 car parking spaces on the site and three located from an existing open space

approximately 70m from the site.

The DAS mentions the provision of 1 secure cycle parking space for each dwelling and for the size of dwelling proposed this should be 2 (conditioned). I am concerned about the proposed parking set away from the development and how that will operate. This arrangement would mean loss of open space and I would be interested to learn about the views of the Landscape Architect on this issue. In order to comply with Council parking policy if there were 10 spaces provided on the site the proposal would be compliant.

LANDSCAPES:

This site is occupied by a series of garages and forecourts which are accessed from Malmesbury Close and situated to the rear of gardens in Fore street and Salisbury Road. There is no vegetation within the site, but there are off-site trees, including ash and birch, on the rear boundaries of the surrounding gardens. There are no tree, or landscape planning, constraints on this site.

No trees, or other landscape features of merit, will be directly affected by the proposal. However, the trees will require protection from the indirect threats posed by demolition and construction work which may be caused by collision, soil compaction or snagging with branches. The layout indicates that the proposed houses will benefit from front (small) and rear gardens with a small area of communal space which could be planted.

No objection subject to conditions requiring details of tree protection and landscaping scheme.

The green contains three trees and the space is a prominent feature which is overlooked by a number of houses within this residential close. Any interference with this space - and possible damage to existing trees, which provide visual amenity for the area, should be avoided.

FLOODING & DRAINAGE:

Surface Water Standard condition should apply.

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.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an established residential area which is not subject to any special designations or constraints that would restrict or prohibit development.

The site is considered to represent 'brownfield' land as it has been completely built upon through a combination of the existing garages and hardstanding. Para. 17 of the National Planning Policy Framework (NPPF) sets out a series of overarching core land use planning principles. One of these principles states the following:-

'encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;'

The site is not within any specially designated area or sensitive area in terms of environment and ecology and is hard surfaced or built upon in its entirety. It is therefore

considered that it should not be regarded as possessing high environmental value.

Whilst the site does not possess any significant street frontage, it is not considered that the proposal would represent unacceptable 'back land' development, which is resisted by Local Plan Policy H 12, as the number of houses provided would ensure that the overall development possesses its own distinctive frontage area.

It is considered that the proposal represents an efficient and appropriate re-use of previously developed land and that principle of the proposed development is therefore acceptable.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential development of a particular site. Optimal density levels vary based on the Public Transport Access Level (PTAL) score for the area in which the site is located, the character of the area (central, urban or suburban) and the type of accommodation being provided (based on the amount of habitable rooms per unit).

It is considered that the site is located within a suburban setting, as defined within notes to Table 3.2 of the London Plan (2016) due to the surrounding area being predominantly residential with small building footprints and typically buildings of two to three storeys.

The PTAL score for the site is 1a which identifies the area as having poor public transport. Having consulted the matrix, the optimal residential density for the development of this site to provide 4 and 5 bedroom dwellings would therefore be between 35 and 55 units per hectare or 150 - 200 habitable rooms per hectare.

The proposal involves the provision of 5 residential units on a site which has an overall area of approximately 1500 m² (0.15 hectares). The density of the proposed development therefore equates to approximately 33 dwellings per hectare or 172 habitable rooms per hectare. The development can therefore be regarded as representing an optimal use of the site, towards the lower end of recommended density. It is noted that the units per hectare rate is marginally below the optimum level but that the habitable rooms per hectare rate is towards the middle of the spectrum. This concurs with the guidance set out in para. 1.3.16 of the London Plan Housing SPG (2016) which states that higher density developments are better suited to houses with a lower number of habitable rooms and less demand for amenity space.

The density of development is comparable to the density on Chippenham Close, the next street to the north-west, which equates to approximately 30 dwellings per hectare on a site that also includes the road, parking areas and a small green space.

The proposed development is therefore considered to represent an optimum development of a site that is subject to constraints due to proximity to neighbouring dwellings and the shape of the site, and is also considered to be of comparable density to surrounding development.

It is therefore considered that the proposed development accords with London Plan (2016) Policies 3.4 and 3.5.

The proposal incorporates a suitable mix of residential accommodation and includes provision of a number of three bedroom family units for which there is an identified need

within the Borough.

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

The site is not located inside, or within close proximity of, any Listed Building or Conservation Area. It is approximately 100 metres to the east of the edge of the Ruislip Motte and Bailey Archaeological Priority Area and, as such, is not within a sensitive location.

7.04 Airport safeguarding

Not applicable given the location and scale of the proposed development.

7.05 Impact on the green belt

The site is approximately 40 metres to the east of the green belt, which encompasses Ruislip Common. The proposed development would not negatively impact upon the setting of the green belt as it involves the construction of domestic scale dwellings amongst and established group of similarly sized buildings.

7.07 Impact on the character & appearance of the area

It is not considered that the existing garages serve any positive function in regards to the character and appearance of the surrounding area. The buildings are in a poor state of repair and laid out in such a way as to result in a secluded site with a cluttered arrangement of structures, leaving the site susceptible to anti-social behaviour.

The proposed development is situated within an established residential area which consists of dwellings of flats, the majority of which are two-storey structures and are either semi-detached or terraced. Dwellings tend to be set back from the road and have relatively long and narrow rear gardens. Roof forms consist of a mix of hipped and gable ended structures. Whilst roof dormers are not a common feature, roofing on surrounding dwellings is of sufficient ridge height and slope angle to accommodate dormers, which could generally be added under householder permitted development rights if within the rear roof slope.

The proposed dwellings would be set in a staggered diagonal row which would be similar in orientation to the buildings to the north on Malmesbury Close, and the west on Fore Street. Rear gardens are of comparable length and width to those of surrounding properties. The height of the dwellings would be similar to neighbouring properties on Malmesbury Close and Chippenham Close which are approximately 8 metres in height and Salisbury Close which are approximately 8.25 metres in height.

It has already been established in section 7.02 of the report that the density of the proposed development is consistent with neighbouring development.

It is therefore considered that the proposed development complies with Policies BE 13 and BE 19 or the Local Plan and Policies 7.4 and 7.6 of the London Plan.

7.08 Impact on neighbours

The site, other than the opening for the access road, is entirely surrounded by residential development. This constraint has been responded to in the layout of the development, with the use of a staggered terrace ensuring that no parts of the proposed dwellings reach within 15 metres of the front and rear elevations of neighbouring dwellings, in compliance with the Council's Residential Layouts SPD standards (para. 4.9). A gap in excess of 1 metre is also comfortably maintained between all two-storey elevation walls and site boundaries, as required by Local Plan Part 2 Policy BE 22.

The length of rear gardens within the development itself and at surrounding properties

ensures helps to maintain this degree of separation. Given this, coupled with the domestic scale of the proposed dwellings, it is considered that the proposed development would not appear overbearing towards neighbouring residents nor would it bring about undue levels of overshadowing. Measurements taken from the accompanying site plan 2017/D208/P/03 Rev: B show that there are no habitable room windows or garden patios within 15 metres of proposed elevation walls that fall within a splay covering 45 degrees either side of the centre point of these features.

Windows on the side elevations of the dwellings would be obscure glazed. Front facing windows at first floor level on the three southernmost dwellings would be in the form of an 'oriel' design with two angled aspects. The part of the windows angled towards neighbouring dwellings at 32 - 36 Malmesbury Close would be obscure glazed and fixed shut, other than the top fanlight which would open for ventilation. This design has been adopted so as to prevent invasive views towards 32 - 36 Malmesbury Close. The other aspect of the windows would face north towards the site entrance and would not provide intrusive views into neighbouring habitable windows.

A planning condition will be used to ensure windows shown as obscurely glazed on the proposed plans will be maintained as such throughout the lifetime of the development in order to preserve the amenities of neighbouring residents. The level of obscurity will also be set in this condition.

Front facing ground floor windows would be clear glazed, intrusive views from these windows would be obstructed by site boundary treatment. Front facing roof lights would be angled upwards and would not overlook neighbouring properties. All other clear glazed windows, including those within the roof dormers, would be rear facing and be positioned in excess of the 21 metres required by the Residential Layouts SPD (para. 4.12) in order to preserve the privacy of neighbouring dwellings which the windows face towards.

The residential use of the site is considered to be compatible with surrounding residential development and, as such, would not bring about any unexpected or uncharacteristic levels of noise or light emissions. Parking spaces would be provided away from neighbouring residential buildings and site boundary fencing would help prevent headlight spill into neighbouring windows.

It is therefore considered that the proposed development accords with Local Plan Part 2 Policies BE 20, BE 21, BE 22, BE 23, BE 24 and OE 1 and London Plan Policies 7.1, 7.4 and 7.6.

7.09 Living conditions for future occupiers

The proposed dwellings would provide well laid out internal space that complies with Gross Internal Area (GIA) minimum standards as set out in Technical housing standards - nationally described space standard (2015). All habitable rooms would be served by windows that allow for satisfactory levels of natural light to permeate into them and provide good quality living conditions. This includes the bedrooms where the partially obscure glazed oriel windows, which serve one of the bedrooms on each of the 3 southernmost dwellings, are to be used as natural light will permeate through the clear glazed section. These windows would also provide an acceptable outlook with no neighbouring structures within sufficiently close proximity to appear oppressive or overbearing.

The proposed dwellings are dual aspect and this allows a greater degree of natural light permeation into habitable rooms throughout the course of the day.

All of the new dwellings would possess rear gardens of adequate size and layout in accordance with the standards set out within the Residential Layouts SPD (para. 4.15). All rear garden space would be secured by boundary fencing.

The dwellings would not be in close proximity to any sources of sustained and / or excessive levels of noise, light or odour.

It is therefore considered that the proposed development accords with Local Plan Policies BE 20 and BE 23 and London Plan Policy 3.5 and London Plan Housing SPG Standards 28, 29 and 32.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed development would utilise the existing access to the garages, with improvements being made to the surfacing to identify it as a 'shared space' and additional lighting and signage being provided in the interests of pedestrian safety. The current access road serves all 44 of the existing garages and it is not anticipated that the level of traffic using this road would be likely to exceed that which was present at the time when the garages were in full use.

The proposed access is therefore considered to be adequate. Ease of access for larger vehicles would be improved through the removal of garages on the eastern boundary as this would allow a wider space for the manoeuvring of vehicles.

A total of 11 car parking spaces would be provided, including a disabled parking bay. This level of parking provision complies with Local Plan parking standards (which require a minimum of 10 car parking spaces). The parking spaces would be distributed around a hard surfaced turning area which would allow vehicles to enter and leave the site in forward gear.

Secure, covered cycle storage would need to be provided at a level of 2 cycles per dwelling. This can be secured by way of a planning condition that would be attached to any approval.

It is therefore considered that the proposed development is compliant with Local Plan Policies AM 7 and AM 14 and London Plan Policies 6.9 and 6.13.

7.11 Urban design, access and security

The proposed dwellings would replace a secluded and dilapidated collection of garages that provide opportunities for anti-social behaviour and vandalism. The presence of dwellings would increase surveillance of the site as well as the surrounding area. The number of dwellings proposed is considered sufficient to prevent the development appearing isolated and vulnerable to anti-social behaviour.

All main entrances to houses are visible, clearly identifiable, and directly accessible from the public realm. The frontages of the buildings which face onto publicly accessible space are active frontages which provide natural surveillance and activity.

The proposed development therefore satisfies Local Plan Policy BE 18, London Plan (2016) Policy 7.3 and London Plan Housing SPG (2016) Standards 8 and 10.

7.12 Disabled access

Level access thresholds are incorporated at all entrances and exits. The main entrance door to each of the new dwellings will be sufficiently wide to offer unobstructed wheelchair and buggy access.

7.13 Provision of affordable & special needs housing

The proposed development consists of a net gain of 5 new dwellings and, therefore, falls below the threshold for affordable housing requirement which covers developments of 10 dwellings or more.

7.14 Trees, landscaping and Ecology

The site is currently hard surfaced and does not possess any landscape or ecological value. The proposal introduces improved hard standing in the form of permeable brick pavers. A large amount of soft landscaping would be provided in the form of rear gardens as well as planting adjacent to the parking areas and a lawn area to the front of all properties which covers in excess of 25% of the dwelling frontages in accordance with the Residential Extensions SPD (para. 11.2).

It is therefore considered that the proposed development is in accordance with Local Plan Policy BE 38.

7.15 Sustainable waste management

The development would be serviced by the Borough waste and recycling collection service. Bin stores are included within the development and this is considered to be good practice. It is noted that the store would be adjacent to the site boundary shared with 14 - 16 Malmesbury Close and a condition would therefore be attached to any approval to require the store to be covered and secured in order to protect the amenities of the occupants of those properties.

7.16 Renewable energy / Sustainability

Given the modest scale of the proposed development, these matters are adequately addressed through building regulations.

7.17 Flooding or Drainage Issues

The site is not located within Flood Zone 2 or 3 and, as such, is not vulnerable to tidal or fluvial flooding. Environment Agency mapping also shows that the site is not susceptible to surface water flooding or drainage issues.

The development is therefore considered to be acceptable on flooding and drainage grounds, subject to a satisfactory drainage system being incorporated and maintained. This can be secured by way of a planning condition.

7.18 Noise or Air Quality Issues

The site is located within a residential area and there are no nearby uses that generate excessive and / or sustained levels of noise, light or odour that would be detrimental to the living conditions of future occupants.

The residential use proposed would also not cause undue or unexpected levels noise, light or odour that would be disruptive to the occupants of neighbouring properties.

It is therefore considered that the proposed development complies with Local Plan Policies OE 1 and OE 5.

7.19 Comments on Public Consultations

Demolition works would be carried out in accordance with Environmental Health legislation and any asbestos encountered would be removed in a safe and responsible manner.

There is no reason to suspect that the proposed dwellings would be used as HMO's. Permitted development rights for the conversion of individual dwellings to HMO's applies only to buildings housing a maximum of 6 unrelated occupants, which is similar to the expected level of occupancy for a 4 bedroom dwelling.

The existing access is considered to be adequate and ease of access would be improved through the removal of garages on the eastern boundary as this would allow a wider space for the manoeuvring of vehicles.

Given the context of the site and local resident concerns, a condition would be attached to any approval requiring the submission of a Construction Management Plan which would cover vehicle movements, access routes, timings of deliveries and pollution control in order to ensure pedestrian safety and protect the amenities of neighbouring residents.

7.20 Planning obligations

Due to the size and scale of the proposed development, which includes adequate provision of amenity space and would not require any off site highway works, it is not considered that any legal obligations would need to be signed.

The development is liable to both London Borough of Hillingdon and Mayoral CIL charges as it results in a net increase in residential accommodation. A CIL liability notice requesting these contributions will therefore be issued should planning permission be granted.

Matters relating to potential impact upon amenities, traffic and the character and appearance of the surrounding area are addressed in the main body of this report. Other matters raised are not material planning considerations.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further matters to raise.

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

It is recommended that the application is approved, subject to the conditions set out in the recommendation section of 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 (2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Residential Extensions
Hillingdon Planning Obligations SPD
National Planning Policy Framework (NPPF)
DCLG Technical housing standards - nationally described space standard (2015)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



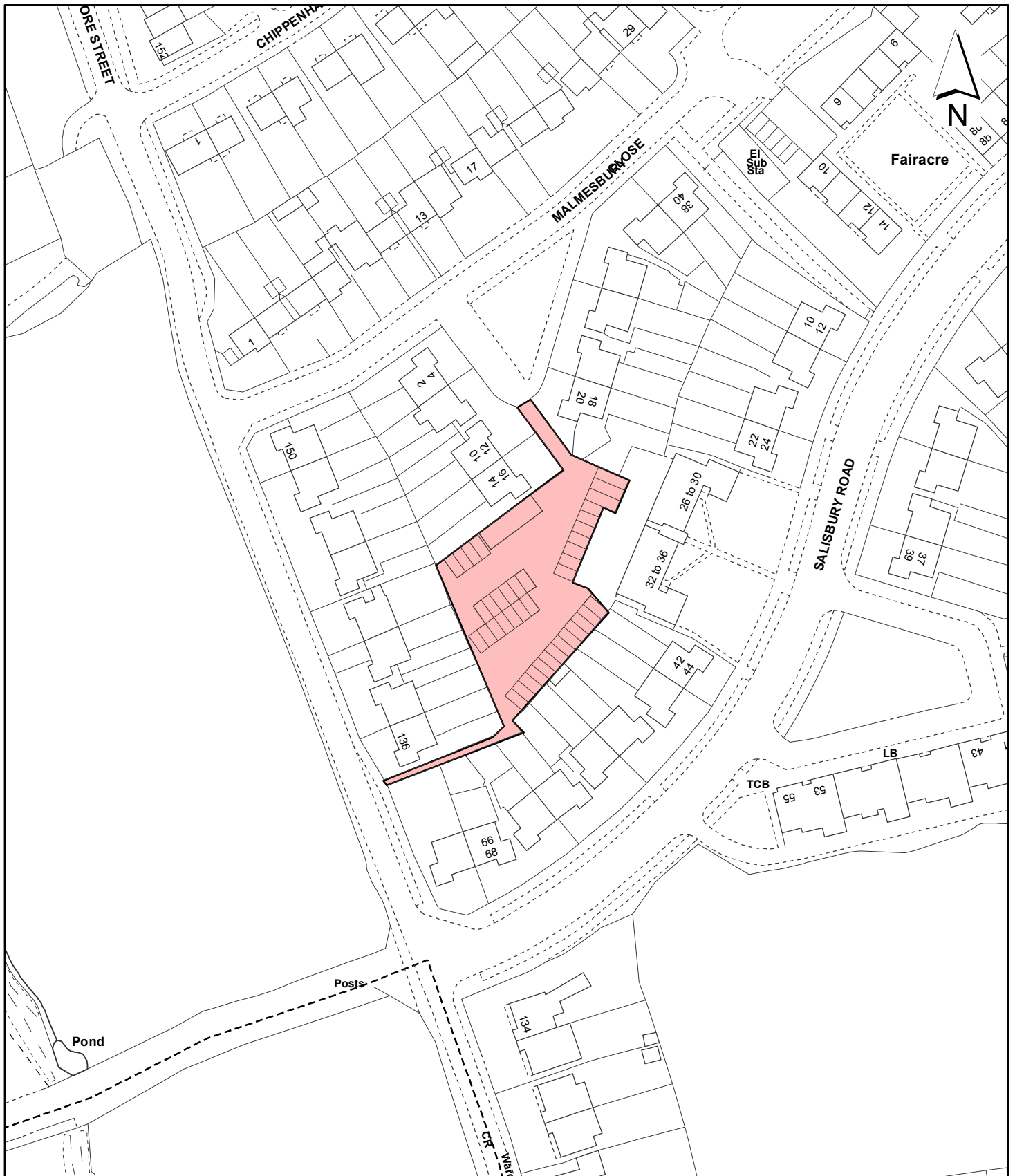
NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before selling out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.


A	Open space area omitted.	Sam	17/11/17
Rev	Revision notes	Initials	Date
Project GARAGES SITE AT MALMESBURY CLOSE, UXBRIDGE, HILLINGDON, UB8 3RS		Scale 1:1250 @ A4	Drawn by SAM
Description SITE LOCATION PLAN		Date OCT 2017	Checked by SV
Drawing No. 2017/D208/P/01			Rev. A



HILLINGDON
LONDON

RESIDENTS SERVICES
CAPITAL PROGRAMME AND PLANNED WORKS
2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111 Fax: 01895 277 224



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>Former garage Site off Malmesbury Close and Land Opposite 18-32 Malmesbury Close Pinner</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>73231/APP/2017/3665</p>	<p>Scale</p> <p>1:1,250</p>	 <p>HILLINGDON</p> <p>LONDON</p>
	<p>Planning Committee</p> <p>Major Application</p>	<p>Date</p> <p>November 2013</p>	

Report of the Head of Planning, Sport and Green Spaces

- Address** 40A - 50 STATION ROAD HAYES
- Development:** Part conversion and part redevelopment of site to provide a part one to four storey building with roof-top plant comprising 5 retail units and a 64-bedroom hotel, with restaurant, and associated servicing facilities and car park.
- LBH Ref Nos:** 11563/APP/2017/2071
- Drawing Nos:** Sustainability and Energy Statement, dated 10/7/17
Transport Statement, July 2017
Travel Plan, July 2017
Air Quality Neutral Assessment, dated 18/10/17
16/9/PROANIMATIONS/50STAT/1;
16/10/PROANIMATIONS/50STAT/1;
16/11/PROANIMATIONS/50STAT/1;
014/EXTMONTAGE/50STAT/1;
Daylight, Sunlight and Overshadowing Assessment, July 2013
Maven Plan Covering letter dated 6/6/17
Planning, Design and Access Statement
Addendum to Daylight and Sunlight Assessment (July 2013) dated 28/6/17
01B/BLOCK/50STAT/EXI/500/12
025/SWEPT/PRO/50STAT/200/12
Outline Noise Assessment of Proposed Mechanical Services Plant, June 2017
01/SITE/50STAT/EXI/1250/1;
02/50STAT/EXI/200/12
03/1ST/50STAT/EXI/200/12
04/2ND/50STAT/EXI/200/12
05/ROOF/50STAT/EXI/200/12
06/FRONTEL/50STAT/EXI/200/12
07/LEFTTEL/50STAT/EXI/200/12
08/RIGHTTEL/50STAT/EXI/200/12
09/REAREL/50STAT/EXI/200/12
10/SECTS/50STAT/EXI/200/12
11/AERIAL3D/50STAT/EXI/200/12
12/AERIALPHOTO/50STAT/EXI/200/12
11/STREETSCAPE/50STAT/12
10/REAREL/50STAT/PRO/200/12
12/HAYESPLAN/50STAT/3350/1;
13/HOTELSITE/50STAT/PRO/500/12
14/STREETSECTS/50STAT/500/12
15/SECTSAABB/50STAT/200/12
16/SECTSCDD/50 STAT/200/12
17/SHOP/50STAT/PRO/50/12
13/ALLPHOTOS/50STAT/EXI/12
16/1/PROANIMATIONS/50STAT/1;
16/2/PROANIMATIONS/50STAT/1;
16/3/PROANIMATIONS/50STAT/1;
16/4/PROANIMATIONS/50STAT/1;
16/5/PROANIMATIONS/50STAT/1;

16/6/PROANIMATIONS/50STAT/1;
16/7/PROANIMATIONS/50STAT/1;
16/8/PROANIMATIONS/50STAT/1;
024/SWEPT/PRO/50STAT/500/12
01/GND/PRO/50STAT/200/12
02/1ST/PRO/50STAT/200/12
03/2ND/PRO/50STAT/200/12
04/3RD/PRO/50STAT/200/12
05/4TH/PRO/50STAT/200/12
06/ROOF/PRO/50STAT/200/12
07/FROEL/50STAT/PRO/200/12
08/LEFTTEL/50STAT/PRO/200/12
09/RIGHTTEL/50STAT/PRO/200/12

Date Plans Received: 06/06/2017 **Date(s) of Amendment(s):** 06/06/2017
Date Application Valid: 14/06/2017 02/10/2017

1. SUMMARY

This application relates to an irregular shaped 0.17 hectare site which is centrally located within Hayes Town centre, and currently comprises a number of retail units within a retail parade of mixed single, two and three storey height which fronts the western side of Station Road and includes a rear service yard.

This application seeks a new planning permission to replace a planning permission which was granted on 30/7/14 and extant at the time this application was submitted in order to extend the time limit for implementation of a scheme for the part conversion and part redevelopment of the site to provide 5 retail units and a 64 bedroom hotel with associated servicing facilities and car park (ref. 11563/APP/2013/2076).

The only significant change in policy is that this area now forms part of the Hayes Housing Zone. There has been no other significant material change in terms of policy. As regards site circumstances, Station Road has been subject to improvement works under the Station Road Improvement Plan. However, it is considered that neither of these two developments would now justify departing from the previous decision. As such, it is recommended that a further planning permission be granted.

The application is therefore recommended for approval subject to a S106 Agreement/Deed of Variation, appropriate conditions and informatives.

2. RECOMMENDATION

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

1. That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

(i) Travel Plan, including a £20,000 Bond,

- (ii) Hayes Town Centre Improvements: £25,000 to include improvements to the adjoining Grand Union Canal and bike hire scheme,
- (iii) £74,595 contribution towards an air quality local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels,
- (iv) Construction Training: £2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$ or in kind provision.
- (v) Hospitality/Employment Training: In kind provision.
- (vi) Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

2. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 5th January 2018, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits, namely transportation, town centre/canalside improvements, construction training, hospitality training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

3. That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

4. 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.

5. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

6. That on completion of the S106 Agreement, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers.

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

01/GND/PRO/50STAT/200/12,
03/2ND/PRO/50STAT/200/12,
05/4TH/PRO/50STAT/200/12,
07/FROEL/50STAT/PRO/200/12,
09/RIGHTEL/50STAT/PRO/200/12,
11/STREETSCAPE/50STAT/12,
15/SECTSAABB/50STAT/200/12,
17/SHOP/50STAT/PRO/50/12

02/1ST/PRO/50STAT/200/12,
04/3RD/PRO/50STAT/200/12,
06/ROOF/PRO/50STAT/200/12,
08/LEFTTEL/50STAT/PRO/200/12,
10/REAREL/50STAT/PRO/200/12,
14/STREETSECTS/50STAT/500/12,
16/SECTSCDD/50STAT/200/12 and

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 (March 2016).

3 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).

4 COM7 Materials (Submission)

Notwithstanding the details shown on Drw. Nos. 01/GND/PRO/50STAT/200/12, 02/1ST/PRO/50STAT/200/12, 03/2ND/PRO/50STAT/200/12, 04/3RD/PRO/50STAT/200/12, 05/4TH/PRO/50STAT/200/12, 06/ROOF/PRO/50STAT/200/12, 07/FROEL/50STAT/PRO/200/12, 08/LEFTTEL/50STAT/PRO/200/12, 09/RIGHTEL/50STAT/PRO/200/12, 10/REAREL/50STAT/PRO/200/12, 15/SECTSAABB/50STAT/200/12, 16/SECTSCDD/50STAT/200/12 and 17/SHOP/50STAT/PRO/50/12, no development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

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

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

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

- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.g Other structures (such as compaction plant)
- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of 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 development shall be carried out and maintained in full accordance with the approved details.

REASON

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

6 NONSC Delivery and Servicing Plan

A Delivery and Service Plan including hours for servicing and deliveries shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied. The development shall be implemented in accordance with the Delivery and Service Plan for so long as the development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (March 2016).

7 NONSC Car Parking Management Plan

A Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied. The development shall be implemented in accordance with the Car Parking Strategy for so long as the

development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (March 2016).

8 NONSC Demolition and Construction Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iii) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (iv) The storage of demolition/construction materials on site.

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

REASON

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

9 NONSC Details of Traffic Arrangements

Prior to the commencement of works on site, details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) shall be submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 NONSC Cycle Parking Provision

Notwithstanding the detail shown on Drw. Nos. 01/GND/PRO/50STAT/200/12, 024/SWEPT/PRO/50STAT/500/12 and 025/SWEPT/PRO/50STAT/200/12 prior to the occupation of the site, full details of the covered and secure provision for cycle parking provision for 16 cycles, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the cycle parking provision shall be maintained and retained at all times for the use of the development.

REASON

To ensure that adequate cycle parking facilities are provided, in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and

Policy 6.9 of the London Plan (March 2016).

11 NONSC Details of Accessible Bedrooms

The development hereby approved shall ensure the accessible bedrooms are designed in accordance with BS 8300:2009+A1: 2010, and shall ensure that the quantity of accessible bedrooms as a percentage of the total number of bedrooms is no less than:

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

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people, in accordance with Policy 4.5 of the London Plan (March 2016).

12 NONSC Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

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

b) 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.

c) Long Term Management and Maintenance of the drainage system:

- i. Provide a management and maintenance plan,
- ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

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

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

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 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012),
- Policy 5.12 of the London Plan (March 2016) and

To be handled as close to its source as possible in compliance with

- Policy 5.13 of the London Plan (March 2016), and

Conserve water supplies in accordance with

- Policy 5.15 of the London Plan (March 2016).

- National Planning Policy Framework (March 2012), and

- Planning Practice Guidance (March 2014).

13 NONSC Detailed Energy Assessment

Prior to the commencement of development full details of the carbon reduction measures that conform to the energy strategy (Energy Statement, 10 July 2017) shall be submitted to and approved in writing by the Local Planning Authority. These shall include:

1. Full details of the baseline energy (kWhr) and carbon performance (KgCO₂) of the development

2. Full details and specifications of the passive energy savings measures (Be Lean - London Plan) and how they relate to the baseline emissions

3. Full details and specifications, including relevant plans and elevations of any low or zero carbon technology to be utilised in the site. This must include elevations and roof plans showing the incorporation of the PV panels.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes a CO₂ reduction in accordance with Policy 5.2 of the London Plan (March 2016).

14 NONSC Noise Rating Level

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

REASON

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

15 NONSC Scheme for the Control of Noise and Odour

No air extraction system and flues shall be used on the premises until a scheme which specifies the provisions to be made for the control of noise and odour emanating from the site or to other parts of the building has been submitted to and approved by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

REASON:

To protect the amenities of the occupiers of residential accommodation in the vicinity in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

16 NONSC 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 emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures and noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

17 NONSC Details of any Plant, Machinery or Fuel Burnt

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Details to limit and/ or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation and thereafter implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON:

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

18 NONSC Construction, Environmental and Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating

to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason

To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

19 NONSC Secure 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) and include external security lighting and CCTV cameras. No building shall be occupied until accreditation has been achieved.

REASON

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

20 NONSC Scheme for the Control of External Air Pollution

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution shall be submitted to and approved in writing by the Local Planning Authority. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

Reason

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

21 NONSC Details of Vehicle Gates

Prior to the commencement of the development, details of the operation of any vehicular access gates by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning authority

Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in Accordance with Policy 3.8 of the London Plan (March 2016).

22 NONSC Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. Prior to the undertaking of the drafting of the LES, the applicant shall consult with the EHO what measures are acceptable to deliver the emission reduction required. The LES shall address:

1) the fleet composition serving the Hotel to be Euro 5/VI or above or have implemented

retrofitting devices that will enable compliance with such Euro standards.

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

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority. The strategy will present a clear time table of delivery and results to be achieved on a yearly basis.

In addition, the strategy will commit to deliver:

3) an electric vehicle charging bay. This is to be implemented as part of the proposal with a minimum of three charging points (fast charging units).

4) a clear and effective plan to encourage staff to

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

The LES shall encompass a package of measures, which help to reduce emissions over and above design features and other aspects of mitigation already incorporated into the scheme proposal. The package will set out to encourage and incentivise the use of low emission fuels and transport technology. The package may tackle one or a combination of the following site sub-fleets:

- Private cars (staff and/or visiting the site)
- Captive fleet(s) (site based - light and/or heavy)
- Service vehicles (goods) (visiting site: light/heavy for collection/delivery of goods)
- Service Vehicles (people) (visiting site: light/heavy for personal transport, e.g. taxi)

Non exhaustive examples of possible measures:

- measures discouraging high emission vehicles
- measures encouraging low and ultra-low emission vehicles
- Designation of parking spaces for low emissions vehicles
- Differential parking charges depending on vehicle emissions
- Commercial Vehicles Euro based standard
- On-site fleet low emission operations plan

The measures in the agreed scheme shall be maintained throughout the life of the development and be quantified to show the reduction of emissions required as the neutral assessment undertaken to support the planning application.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

Furthermore, during the construction phase of the proposed development, the non-road

mobile machinery emission standards shall be complied with as per requirements as of 1st September 2015.

REASON

In order to reduce emissions within a Focus Area within an Air Quality Management Area, in compliance with paragraph 124 of the NPPF and Policy 7.14 of the London Plan (March 2016).

INFORMATIVES

1 152 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).

2 153 Compulsory Informative (2)

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

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.15	(2016) Town Centres
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 4.12	(2016) Improving opportunities for all
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
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 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
	(2016) Cycling

LPP 6.9	
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
S11	Service uses in Primary Shopping Areas
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
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
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

PR2	Western Core Area, Hayes
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 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).

4 15 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

5 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

6 113 Asbestos Removal

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

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.

8 160 **Cranes**

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

9

In order to discharge condition 8 (Sustainable Water Management), clear details and calculations should be submitted demonstrating how the surface water run off will be controlled on site to the greenfield runoff rate through sustainable drainage systems. This is required as there is evidence of localised flooding on Station Road, due to the overwhelming of the surface water sewers.

10

As the proposal involves creating a new vehicular access from Station Road, the development will have to be carried out in association with the Council's Highways Team who will need to be contacted before the commencement of any works on site.

11

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

12 128 Food Hygiene

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

3. CONSIDERATIONS

3.1 Site and Locality

The 0.17 hectare application site is located within Hayes Town centre, on the western side of Station Road, some 30m to the north of its junction with St Anselm's Road, which turns through 90 degrees at its junction with Nield Road to run along the rear of the site. The site comprises a mix of one, two and three storey buildings which front Station Road, with a three storey block located at the southern end of the site (Nos. 46 - 50 Station Road) and a part single storey, part two storey building at the northern end (Nos. 42A - 44 Station Road). On the ground floor, these buildings mainly comprise retail uses within 5 retail units with a sixth unit (No. 44 Station Road) providing an indoor arcade of 8 smaller units known as 'The Plaza'. There is also a separate retail/storage unit located at the rear of No. 42A at the northern end of the site known as 40A Station Road which is accessed at the side of No. 42A Station Road. At the rear of the site is a private car park for 23 vehicles. The upper floors provide a mixture of offices and 4 flats.

On Station Road, the application site is adjoined to the north by a single storey parade and to the south by a mainly part three, part 4 storey building in use as a Primary Care Centre which extends along the full side boundary of the application site. On the opposite side of Station Road is a three storey retail parade with offices on the upper floors. Anselm's Road at the rear of the application site is primarily residential, characterised by two storey semi-detached houses which are sited opposite and immediately to the north of the application site.

The whole of the site forms part of the Hayes Town Centre, with the buildings forming part of its Primary Shopping Area. The site also forms part of the Hayes Housing Zone and it is within the Hayes/West Drayton Corridor. The site has a Public Transport Accessibility Level (PTAL) score of 4 on a scale of 1 to 6 where 6 represents the highest level of accessibility.

3.2 Proposed Scheme

This application seeks a new planning permission to replace a planning permission which was granted on 30/7/14 and extant at the time this application was submitted in order to extend the time limit for implementation of a scheme for the part conversion and part redevelopment of the site to provide 5 retail units and a 64 bedroom hotel with associated servicing facilities and car park (ref. 11563/APP/2013/2076).

A new planning permission is sought for the conversion/extension of Nos. 46 to 50 Station Road and the demolition of Nos. 40a to 44 Station Road to allow the erection of a part single, part 2, part 3 and part 4 storey building/extension to provide a 3,455sqm Class C1 hotel, with 64 hotel rooms on the upper floors and on the ground floor, retention of the existing 3 retail units at Nos. 46 to 50 Station Road and provision of 2 new retail units at

Nos. 40a to 44 Station Road, together with the hotel entrance, undercroft access, hotel lobby area and servicing facilities including a kitchen, bar, swimming pool and spa. The retained building would be extended with a new recessed floor at roof top level with plant area above and extensions at the rear. The hotel would provide 61 double bedrooms and 3 singles, with 7 of the double rooms being for disabled persons. The proposal involves the loss of office space and 4 residential flats from the upper floors and 231sqm of retail floor space on the ground floor.

Parking for 12 cars, including 6 disabled spaces would be provided at the rear, accessed from Station Road through the undercroft with an ancillary service access from St Anselm's Road. 3 of the spaces are proposed to have electric charging points. The spaces would be for use by hotel guests and disabled staff and visitors.

The hotel would have a sedum flat roof.

This scheme previously formed the subject of a pre-application enquiry to the Council and the original application did undergo a number of revisions in the light of officer comments.

The application is supported by the following original and revised documents:-

Planning, Design and Access Statement:

This provides an introduction to the proposals and lists the accompanying documents. The site is described and previous planning history documented. The proposals are then described and relevant national, regional and local planning policy and guidance is assessed. Various detailed aspects of the proposals are discussed, including the acceptability of the principle of the development, design, access and parking. The statement concludes by stating that the proposal would meet the strategic policy target of increasing hotel bedspaces in London and local planning policy to regenerate this part of Hayes and locate hotels in Hayes Town Centre, increasing employment within the tourism and visitor economy. Furthermore, the scheme would improve the appearance of this part of the town centre and the proposal accords with the development plan and represents sustainable development in a sustainable location for which there is a presumption in favour for the proposal within the NPPF.

Transport Statement, July 2017:

This provides an introduction to the study, describes the existing site and the local road network. It goes on to present results of a parking survey undertaken on Friday 7th and Saturday 8th July 2017 and describes the site's accessibility. The development proposals are described, with a particular focus on access, parking, servicing and travel plan arrangements. Relevant national, regional and local planning policy is assessed. The report concludes by stating that a hotel of this scale would have in the order of 43 car/taxi movements in and out per day, with movements during peak times of between 3 and 7 vehicles in/out per hour. The report states that this is insignificant in comparison with background levels of traffic and not materially higher than the traffic from the existing 23 car parking spaces. The scheme is therefore acceptable in traffic and transport terms, in accordance with transport policy.

Travel Plan, July 2017:

This provides an introduction to the plan, provides a policy context and sets out the plan's objectives and targets. A travel plan strategy is devised, measures and initiatives are set out, together with the monitoring and review mechanisms. An action plan is presented which would be reviewed and revised on an annual basis and secure and monitored through the S106 Agreement.

Daylight, Sunlight and Overshadowing Assessment for the Proposed Redevelopment of Nos. 40a to 50 Station Road, Hayes:

This provides the background to the study, describes the site and the development. Best practice guidance is described and relevant planning policy identified. Assessment techniques and methodology are described and the report advises that using the BRE guidelines, the only building that falls within the 25 degree obstruction angle test is the adjoining Hesa Medical Centre. Although the building is non domestic and does not contain any habitable room windows, a precautionary approach has been adopted which assumes the facing windows enjoy a reasonable expectation of daylight and therefore further numerical modelling has been carried out on these side windows and results are presented. The report concludes that the development would not result in any significant reduction in sunlight or overshadowing of garden/amenity areas and there would be no notable reduction in the amount of either daylight or sunlight reaching neighbouring buildings.

Addendum to Daylight and Sunlight Assessment (July 2013) dated 28/6/17:
This provides an update to the original assessment.

Sustainability and Energy Statement, dated 10/7/17:

This provides the context for the study, assesses the planning policy background and evaluates various energy efficiency technologies. The report concludes that the fabric insulation standards of the building will exceed those required by the Building regulations, space heating (and cooling) will be provided by a variable refrigerant flow system and use of combined heat and power may be feasible, subject to further detailed design. In addition, a photovoltaic array would be provided on the roof.

Outline Noise Assessment of Proposed Mechanical Services Plant, June 2017:

This provides an introduction to the study and describes the site. The assessment advises that a background noise survey was undertaken on Monday 29th to Tuesday 30th April 2013 at No. 5 Anselm's Road, the nearest residence to the proposal and its results are presented. Relevant acoustic criteria are described and noise control recommendations are outlined. The report concludes that a further assessment is likely to be required, once full details of the p[lan]t specification have been confirmed.

Air Quality Neutral Assessment, dated 18/10/17:

This compares the estimated building and transport emissions with respective benchmarks.

3.3 Relevant Planning History

Comment on Relevant Planning History

The original proposal for a mixed retail/hotel scheme was originally presented to the Major Applications Committee on 24/6/14 where Members resolved to approve the scheme, subject to a S106 Agreement and conditions. Following the completion of the S106 Agreement, the scheme was granted planning permission on 30/7/14 (App. No. 11563/APP/2013/2076 refers).

Prior to this, following an initial refusal of permission on 26/10/07 (App. No. 11563/APP/2007/2159 refers), outline planning permission was granted on 21/2/2008 for the redevelopment of part of the current site at Nos. 42-44 Station Road, Hayes which involved the demolition of the existing buildings and erection of a 4 storey mixed use building containing a retail store at ground level with 14 residential units at the first, second and third floor levels (App. No. 11563/APP/2007/3360 refers). A further application was submitted to renew the permission which committee resolved to approve on 5/9/12, but it

was refused on 28/3/13 as the agreed contributions had not been secured through a completed S106 Agreement (App. No. 11563/APP/2011/1621 refers).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.E5 (2012) Town and Local Centres
- PT1.E7 (2012) Raising Skills
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF2 NPPF - Ensuring the vitality of town centres
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.15 (2016) Town Centres
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 4.5 (2016) London's Visitor Infrastructure
- LPP 4.7 (2016) Retail and town centre development
- LPP 4.8 (2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
- LPP 4.12 (2016) Improving opportunities for all
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.6 (2016) Decentralised Energy in Development Proposals
- LPP 5.7 (2016) Renewable energy
- LPP 5.9 (2016) Overheating and cooling
- 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 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
S11	Service uses in Primary Shopping Areas
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
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
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR2	Western Core Area, Hayes
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th July 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

56 neighbouring properties have been consulted on 30/6/17, 2 site notices were displayed, one at the front and one at the rear of the site on 4/7/17, with a closing date of 25/7/17 and the application has been advertised in the local press on 4/7/17, with a closing date of 25/7/17. 3 responses have been received from neighbouring properties, raising the following concerns:-

- (i) Proposal is not ideal for this site. It does not enhance Hayes Town,
- (ii) St. Anselms Road will have buildings towering over them,
- (iii) The proposal has rooms directly over looking into our garden invading our privacy,
- (iv) Proposal will result in more noise and pollution,
- (v) Water pressure is already low in the area, this is not going to help the situation,
- (iv) Refuse collection will be from the rear, already this is a complete mess with items dumped all over the car park. This will get worse with proposal, raising concerns with rats and mice,
- (vii) Hayes town is already overpopulated, and has a hotel and many flats near the station. We do not need another Hotel in Hayes Town - what is needed are decent shops to encourage people to come to shop in Hayes,
- (viii) Landlords of No. 42A have recently started trading in area between this and our property at No. 40 which used to provide a shared access between the two properties so that access is blocked which was a service route to rear of our property, a fire access and bin storage area.

Canal and River Trust:
We have no comment to make.

Hayes Town Partnership:
I am writing on behalf of the Hayes Town Partnership in response to the consultation on the planning application to provide a 64 bedroom hotel and 5 retail units at 40A to 50 Station Road Hayes. I apologise for the late submission.

The Hayes Town Partnership is a multi-agency partnership set up by the Council to help regenerate the area. Besides the Council our members include Hillingdon Police, Hayes Town Business Forum, Hillingdon Chamber of Commerce, Uxbridge College (Hayes Campus) and Brunel University plus major employers and developers. This response is from the Partnership as a whole and does not purport to represent the corporate view of the Council.

The Partnership wishes to make two observations on the application. Firstly it questions the rationale for an additional hotel in Hayes Town. We currently have Stay City in High Point Village and the Best Western Airlink Hotel in Pump Lane and a Premier Inn is also under construction in North Hyde Road. While there is a strategic planning objective to provide more hotels in Town Centres it should be noted that Ballymore, the developers of High Point Village, spent a considerable number of years trying to attract a mainstream operator to run the hotel element of its development. The building stood empty for a considerable period and eventually it was taken over by the operators of the adjoining Stay City apart-hotel. The Partnership is concerned at the prospect of another hotel being built in the Town Centre which might also fail to attract a mainstream operator.

It should also be borne in mind that the hotels that already exist are producing little direct economic benefit to the Town Centre with the customers using them simply as a stopping-off point before travelling to and from central London or Heathrow Airport. There is no obvious evidence of money being spent in the existing shops or eating establishments and no clear prospect that an additional hotel would produce a different result.

The second reservation is that the proposed scheme would bring about only a limited redevelopment of the western side of Station Road. The creation of a Housing Zone in Hayes means that the population of the Town Centre is likely to increase by many thousands of people in the years ahead. A more comprehensive development of this side of Station Road could contribute towards achieving the number of residential units envisaged as part of the Housing Zone and provide the opportunity to improve the shopping offer which is currently extremely restricted. It could also help bring into positive use some of the backlands to the rear of the shops which are a current focus for crime and anti-social behaviour.

On behalf of the Partnership I request that these observations are taken into account in determining the application.

NATS:
The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Internal Consultees

Conservation/ Urban Design Officer:
The design of this development is being developed as part of the Housing Zone. No further comments from the Conservation and Design Team.

Housing Zone Programme Officer:
There will need to be a planning condition in place regarding the materials. This is because the

current proposals are not satisfactory and therefore not acceptable, given the site's prominent location in Hayes Town Centre.

Officer comment

A materials condition forms part of the officer's recommendation.

Highway Engineer:

This application is for the conversion/redevelopment of a site in Station Road, Hayes to create a building with retail units at ground level and a 64 bed hotel. Station Road (A312) is a classified road and there are waiting restrictions associated with the Hayes CPZ outside the property commensurate with a Town Centre location. The site has a PTAL value of 5 (good) which suggests that there will be a reduced reliance on private car trips to and from the site. There is a wide pedestrian footway on the Station Road frontage.

The site has previously (2012) been the subject of a pre-application enquiry for a similar development on the site where a set-down facility was suggested. There was also approval given in 2014 for a 64 bed hotel and retail units on the site.

There is an existing 23 space car park at the rear of the buildings with an access off the one-way St Alnelms Road. There are also public car parks in the surrounding area.

A Transport Statement by TPP dated July 2013 was submitted in support of this application and this has now been updated by the same authors in September 2017.

The old car parking data (2014) showed there was large amounts of car parking available in the area. The latest parking beat surveys in the roads and car parks nearby in July 2017 also showed spare car parking capacity. Pump Lane Car Park was busy during the day but other locations had spare capacity.

The proposals involve adding space above the existing retail space to create a 64 bed hotel. With the extensions in place there will be 12 parking spaces (6 for disabled) to serve both shops and the hotel. A cycle store and refuse bin store are provided at ground level.

The proposals include creating a new access off Station Road to allow customers of the hotel to set down close to the new lobby. According to the TS the development is likely to generate an additional 50 movements per day which is not significant given the local background traffic flows.

The Council has carried out significant Town Centre improvement works in Station Road, Hayes so any changes to this area (new access) will have to be carried out in association with Council's Highways Team.

On the basis of the previous pre-app and the previous approval of the development I do not have significant highway concerns over the application.

Environmental Protection Officer (Noise):

There are no objections to the proposal subject to recommended conditions to ensure plant and/or machinery complies with an appropriate noise rating level; a scheme for the control of noise and odour is submitted and implemented before any air extraction system is used; details of a scheme to control noise from the site are provided, together with a construction, environmental and management plan.

Officer Note:

The recommended conditions for part of the officer's recommendation.

Environmental Protection Officer (Air Quality):

I have evaluated the Air Quality Assessment associated with 1563/APP/2017/2071 and it exceeds the benchmark for transport emissions. We therefore will require mitigation to reduce the excess emissions. Also, they may consider a Combined Heat and Power (CHP) at a later stage - if that is the case a neutral assessment will be required for the facility at that point which was not included in the current assessment.

In Summary:

The development trip rate is greater than the calculated benchmark ; mitigation of transport related emissions is therefore required for the development to be considered as air quality neutral.

The Transport Statement indicates that the following mitigation measures will be implemented:

- a) Of the twelve car parking spaces, six will be disabled car parking spaces; and three parking spaces will be fitted with electric charging points;
- b) Secure covered parking will be provided for 16 cycles, with showering and locker facilities available for hotel staff. Access to the cycle parking will also be available for retail staff and hotel guests.
- c) The operator of the hotel will encourage guests and other users to use sustainable modes of transport.
- d) A Travel Plan will be submitted with the planning application to encourage staff to use public transport and active modes of travel.

These measures are generic and non quantifiable in terms of emission reductions required to meet the transport benchmark. Therefore a low emission strategy is required that clearly identifies the emission reduction necessary to meet the standards. Please see text offered below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. Prior to the undertaking of the drafting of the LES, the applicant shall consult with the EHO what measures are acceptable to deliver the emission reduction required. The LES shall address:

- 1) the fleet composition serving the Hotel to be Euro 5/VI or above or have implemented retrofitting devices that will enable compliance with such Euro standards.
- 2) the supply of energy to the Hotel. Any CHP or gas boiler will have to conform with the London Low NOx requirements;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority. The strategy will present a clear time table of delivery and results to be achieved on a yearly basis.

In addition, the strategy will commit to deliver:

- 3) an electric vehicle charging bay. This is to be implemented as part of the proposal with a minimum of three charging points (fast charging units).
- 4) a clear and effective plan to encourage staff to
 - a) use public transport;

- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

The LES shall encompass a package of measures, which help to reduce emissions over and above design features and other aspects of mitigation already incorporated into the scheme proposal. The package will set out to encourage and incentivise the use of low emission fuels and transport technology. The package may tackle one or a combination of the following site sub-fleets:

- Private cars (staff and/or visiting the site)
- Captive fleet(s) (site based - light and/or heavy)
- Service vehicles (goods) (visiting site: light/heavy for collection/delivery of goods)
- Service Vehicles (people) (visiting site: light/heavy for personal transport, e.g. taxi)

Non exhaustive examples of possible measures:

- measures discouraging high emission vehicles
- measures encouraging low and ultra-low emission vehicles
- Designation of parking spaces for low emissions vehicles
- Differential parking charges depending on vehicle emissions
- Commercial Vehicles Euro based standard
- On-site fleet low emission operations plan

The measures in the agreed scheme shall be maintained throughout the life of the development and be quantified to show the reduction of emissions required as the neutral assessment undertaken to support the planning application.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

Furthermore, during the construction phase of the proposed development, the non-road mobile machinery emission standards shall be complied with as per requirements as of 1st September 2015.

Reason - As the application site is within an Air Quality Management Area and in particular within a Focus Area, and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2).

The proposal increases emissions from associated transport by an estimated 0.242 tonnes per year at an equivalent damage cost of £74, 595. It is therefore incumbent on the developer to identify and implement mitigation to reduce emissions by at least this value. In the instance the developer chooses to enter a section 106 agreement with the LAP, £74, 595 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels.

Sustainability Officer:

There are no objections to the proposed development subject to a condition requiring the final details of the carbon reduction measures to be submitted which conform to the energy strategy in the Energy Statement, 10 July 2017.

Officer's note:

The recommended condition forms part of the officer's recommendation.

Water and Flood Management Officer:

It is noted that a sedum roof is proposed to be included on flat roof which the Council supports.

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

Officer's note:

The recommended condition forms part of the officer's recommendation.

Waste Services Manager:

An area is designated for waste storage which is good practice.

Hotel

It is estimated the waste arising from the development would depend on the star rating of the hotel from 16,000litres weekly (15 eurobins required) for a 2/3 star hotel to 22,400 litres (21 eurobins) for a 4/5 star hotel. From the above it can be seen that larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on - roll off bins. The latter would give the opportunity to be fed through compactors, to optimise the load being taken away. The plans indicate a compactor system is included; this would be the logical option for the volume of waste. Alternatively a private company, who is a licensed waste carrier, would have to be found that could carry out daily collection.

Commercial Units

The producers of waste from commercial premises have a duty of care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection. In this case, the occupiers of the commercial units may be able to agree to share waste collection arrangements with the hotel, although this may lead to some problems in terms of apportioning costs between the people using the waste containers.

Metropolitan Police (Secure by Design) Officer:

Due to the existing crime in the local area, I would request that this is conditioned to achieve Secured by Design accreditation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The officer's report on the original hotel application noted that the National Planning Policy Framework (NPPF) at paragraph 2 states that "Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise".

Further, Government guidance requires Local Authorities to make the best use of urban land within their boroughs while safeguarding the quality of the surrounding environment and the amenity of neighbouring residents. The National Planning Policy Framework states that local authorities should actively promote sustainable development.

As previously noted, the existing single and two storey buildings at Nos. 40A - 44 Station Road are of little historical or architectural merit and no objections are raised to their loss.

The previous report noted that the site is located within Hayes Town Centre, with its Station Road frontage being within the primary shopping area as designated by the Hillingdon Local

Plan: Part Two - Saved UDP Policies (November 2012). Additionally, the site is subject to policy designation PR2 (part of the western core area of Hayes) of this plan.

Saved Policy PR2 states:

"Redevelopment of the northern part of the west side of Station Road, Hayes, as shown on the proposals map, for retail or mixed development comprising retail with office and residential uses at first floor level, will be considered acceptable in principle subject to:

- (i) Provision of adequate parking and rear servicing;
- (ii) Removal of non-conforming uses;
- (iii) Improved servicing facilities to existing retail premises; and
- (iv) High quality landscaping, where appropriate, around the periphery of the site".

Saved Policy T4 states:-

Hotels, guest houses and other tourist accommodation will be acceptable in principle provided:

- (i) The development is located within a mixed use area; and
- (ii) The development is located near or on a primary or secondary road or British Rail or underground station; and
- (iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; and
- (iv) Parking to standards adopted by the Local Planning Authority can be met within the curtilage of the site;
- (v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

Although a hotel use is not specifically identified within the site specific policy, with a town centre location close to Hayes Station and with a PTAL score of 4, this is a mixed use area and represents a very sustainable location for hotel development.

The officer's report went on to note that the adopted Local Plan Part 1: Strategic Policies does specifically identify Hayes town centre as being one of the three preferred areas for hotel growth. Policy E2 which deals with the location of employment growth, in relation to hotels, states:

'The Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations.'

Paragraph 5.23 outlines how this is based on the GLA's Hotel Demand Study (2006), which allocates a requirement of 3,800 new hotel rooms to the borough between 2007-2026. However Paragraph 5.23 goes on to highlight how this figure is likely to be an underestimate and according to Hillingdon's Tourism Study (2007), a much higher figure of 5,600 additional hotel bedrooms is identified as being required between 2012 and 2026. The London Plan (March 2016) Policy 4.5 outlines a London-wide target of 40,000 additional bedrooms by 2036.

The previous report stated that from 1st April 2006 to 31st March 2013, records showed that 1,703 new hotel rooms were completed (including the 307 additional bedrooms with

the alteration and extension of the Radison Edwardian Hotel on the Bath Road which was then under construction).

There has been no published data regarding completions since then. However, it is considered that there will still be strong demand for additional hotel capacity. This is acknowledged in the emerging Local Plan Part 2: Site Allocations and Designations which proposes to introduce Policy SEA 2: Hotel and Office Growth Locations, in which Hayes Town Centre is confirmed as a destination for Hotel Growth. This will support Local Plan Part 1: Strategic Policies Policy E2 and confirm that the Council supports a range of visitor accommodation in Hayes Town Centre, subject to it meeting all other local plan policies.

The site does now fall within the Hayes Housing Zone. However, such a designation does not preclude such a mixed use development on this site.

As such, it is therefore considered that given the current policy background, there is no objection to the further grant of planning permission for a hotel use on this site.

The previous officer's report also cited Policies H2 and H3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) which state that planning permission will not normally be granted for a change from residential use and the loss of residential accommodation will not be permitted. The proposal would result in the loss of 4 small flats, however, given the small quantity of residential accommodation on site, compared with the much more comprehensive use that would be made by the hotel which will create employment and help regenerate this part of the town centre, it is considered that the loss of 4 small flats which do not satisfy current minimum floor space standards is justified.

The previous report also noted that this site also forms part of the primary retail frontage of the town centre. A main thrust of retail policy is to prevent avoidable interruptions to the frontage by dispersing service uses within shopping areas and limiting the length of continuous frontage in non-retail use (Policy S11 of the Hillingdon Local Plan: Saved UDP Policies (November 2012)). This scheme retains the retail frontage at Nos. 46 - 50 Station Road and re-provides 2 retail units on the remaining frontage so that the proposed non-retail frontage, comprising the hotel entrance and undercroft access would total 13.6m in width (including the adjoining Class A3 cafe use at No. 40). Although this distance would be marginally in excess of the 12m distance recommended in the supporting text in Paragraph 8.26 to Policy S11, it is considered that the non retail frontage on this scheme has been kept to a minimum and the scheme would generally accord with Saved Policy S11, particularly as the hotel itself would generate pedestrian footfall within this part of the town centre.

7.02 Density of the proposed development

Not applicable to this commercial development.

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

The proposals would not affect any statutory or locally listed building and the application site is not located within or on the fringes of a conservation area or an area of special local character. The site also does not form part of an archaeological priority area and the proposal is unlikely to affect any archaeological remains. The proposal would therefore not impact upon any heritage asset.

7.04 Airport safeguarding

No airport safeguarding issues are raised by this application and NATS have confirmed that they have no safeguarding objections to the proposal.

7.05 Impact on the green belt

This site does not form part of the Green Belt, nor is it located close to the Green Belt boundary. As such, no Green Belt issues are raised by the proposal.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene. Saved Policy BE26 seeks to ensure that within town centres, the design, layout and landscaping of new buildings respect the role, overall scale and character of the town centre as a focus for shopping and employment activity.

On the previous scheme, the Council's Urban Design/ Conservation Officer advised that Hayes town centre and in particular Station Road, contains buildings of varied age, architectural style and scale. As a result, there is little overall consistency in the appearance of the local streetscape, which is rather eclectic in character and the current buildings on the site are of little interest.

The officer's report advised that the overall four storey scale of the proposed extension/building would not be out of keeping with the surrounding area. The adjoining Hesa Medical Centre building is four storeys along the Station Road frontage and there is 5 storey development along this part of Station Road. Building heights increase to 10 and 12 storeys further to the south around Hayes and Harlington Station. At the rear, the building steps down towards the two storey residential development on St Anselms Road.

The Council's Urban Design/ Conservation Officer advised that the alterations, including the addition of an extra floor to the existing 3 storey red brick office block and a new 4 storey building directly to the north have the potential to positively enhance the streetscape of the area.

The scheme previously underwent a number of revisions in the light of the design officer's comments. The design officer concluded that the proposed development incorporates a simple modern design, which reflects the scale and massing of the existing building to the south, and will read as two buildings to reduce its apparent scale and potential impact on the local streetscene. The materials for the elevations and the detailing of the fenestration, including balconies, canopies and shopfronts will require additional submissions via suitable conditions, however, overall, there are no design objections to the scheme.

7.08 Impact on neighbours

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

The officer's report on the previous scheme advised that the Council's Supplementary Planning Document HDAS: Residential Layouts is also useful, in that it establishes minimum dominance and overlooking distances that can also be applied to other non-residential schemes. The guidance advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a 21m distance between facing habitable room windows and private amenity space (considered to be a 3m deep 'patio' area adjoining the rear elevation of a property) which could be overlooked to safeguard their privacy within a 45 degree line of sight.

The officer's report went on to advise that the nearest residential properties to the application site are located in St Anselm's Road. No. 5 St Anselm's Road directly abuts the

northern boundary of the site. A daylight, sunlight and overshadowing assessment was previously submitted in support of the application which assessed the impact of the development on all surrounding buildings, following BRE guidance. This concluded that there would be no notable reduction in the amount of either daylight or sunlight reaching neighbouring buildings or overshadowing of their garden/amenity areas.

Furthermore, the nearest part of the proposed building would be sited over 20m from the rear elevation of this property with the nearest proposed window being a first floor hotel bedroom window which would not overlook the rear elevation of this property or its private patio area within the 45 degree line of site and in any case, the separation distance at over 22m exceeds the minimum 21m recommended by guidance. As regards the properties on the opposite side of St Anselm's Road, the nearest front elevation would be sited some 40m from the nearest part of the proposed building.

The proposal would be sited adjacent to the Hesa Health Centre to the south which contains side windows that face the application site. The daylight, sunlight and overshadowing assessment assessed the impact of the development on all surrounding buildings and identifies the Health Centre as the only building affected in terms of light loss. Although this building is not in residential use, the assessment took a precautionary approach by identifying these side windows as having a reasonable expectation of daylight. The assessment concluded that although some of the windows would be affected, this would not be significant in terms of the reduction in sunlight from these windows.

The original daylight, sunlight and overshadowing assessment has been re-submitted as part of the current proposal. It is accompanied by an addendum, dated 28/6/17. This incorrectly states that the scheme has since been amended by the removal of a fourth floor restaurant and consequent reduction in the bulk of the fifth floor so that it now only incorporates a plant room (this change was in fact made as part of the initial scheme). However, the addendum does go on to advise that:-

'The daylight and sunlight assessment that was prepared for the original application concluded that there were only negligible reductions to the daylight and sunlight received by the neighbouring buildings, many of which are commercial premises. The reduction in the massing of the fourth floor of the currently proposed scheme will reduce the impact of the building further. Therefore, it will still be possible to conclude that the overall impact of the proposals will remain within the acceptable parameters of the BRE Guidance and thus the reduction in daylight and sunlight will remain negligible.'

As such, it is considered that the proposal would not adversely impact upon surrounding occupiers, in relation to loss of sunlight, dominance and/or loss of privacy and the scheme complies with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The hotel bedroom would all have en-suite bathroom/showerooms, with single rooms having an area of 15sqm and double rooms ranging from 20 - 33sqm. All of the bedrooms would have a reasonable outlook and natural lighting.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

There are no car parking standards for hotel development. The Council's adopted car parking standards advise that parking requirements should be assessed on an individual basis using a Transport Assessment and Travel Plan. The London Plan (March 2016) states that no maximum standards are set for hotels, but advises that the Mayor would expect in locations with a PTAL of 4 - 6, on site provision should be limited to operational

needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. Cycle parking should be provided at a minimum of one space per 20 bedrooms and one space per three staff.

This town centre site is located some 300m from Hayes and Harlington Station and has a Public Transport Accessibility level (PTAL) of 5 based on a scale of 1-6, where 6 represents the highest level of accessibility.

The proposed car park would provide 12 car parking spaces, 6 of which would be disabled spaces located at the rear but mainly accessed via an undercroft access from Station Road. These would be for hotel guests and disabled staff and visitors. The Transport Statement advises that the retail units would continue existing service arrangements along Station Road, allowing servicing to take place outside 10:00 to 14:00. Parking space would need to be booked in advance, with access controlled by hotel management. The undercroft access from Station Road would have a 3.2m clearance height that would allow the majority of service vehicles to use this access and would be required to do so by hotel management. The hotel lobby would provide 2 pedestrian access points, an entrance adjacent to the proposed access road layby for those parking on site or being dropped off or collected by taxi, with another entrance directly fronting Station Road. Secondary service access, primarily for use for refuse collection, would utilise St Anselms Road, where refuse collection for the existing site already takes place. The existing site access from St Anselm's Road would therefore be used in a more limited way than at present, with a reduction in vehicular traffic using this access. A barrier with an intercom would be used to control access. The car park layout does allow refuse vehicles and minibuses to turn.

On the original application, the proposals underwent a number of revisions and additional information was submitted in an attempt to address the initial concerns raised by the Highway Engineer. The Highway Engineer then went on to advise that the proposals are acceptable, provided that the development is subject to a delivery and service plan, a car parking management strategy and a traffic management plan. Also, details of all traffic arrangements, the sustainable travel initiatives detailed within the submitted Travel Plan being implemented upon first occupation of the development and reviewed at 12 monthly intervals, 20% (10% active and 10% passive) of all car parking spaces have electrical charging points and details of the proposed cycle parking provision for 16 cycles need to be secured by conditions or a S106 Agreement. These have been included in the recommendation on the current application.

The Highway Engineer has reviewed the revised Transport Assessment submitted as part of the current application and advises this predicts that the development would generate an additional 50 movements per day which is not significant in terms of the local background traffic flows. Furthermore, the old car parking data (2014) showed that there were large amounts of car parking available in the area. The latest parking surveys of the roads and car parks nearby, undertaken in July 2017 also showed spare car parking capacity. Pump Lane Car Park was busy during the day but other locations had spare capacity.

The Highway Engineer therefore raises no objections to the further grant of planning permission.

The Highway Engineer also notes that the Council has carried out significant Town Centre improvement works in Station Road so that any changes to this area (ie. the new access) will have to be carried out in association with the Council's Highways Team. An informative has been added advising of the need for the applicant to contact the Council's Highways

Team before the commencement of works on site.

7.11 Urban design, access and security

Security

A condition is recommended to ensure that the scheme satisfies Secure by Design standards.

7.12 Disabled access

The Council's Access Officer reviewed the original application and advised that the proposal is acceptable from an access point of view and recommended a condition to ensure that the disabled bedrooms meet relevant standards. This condition forms part of the officer's recommendation.

7.13 Provision of affordable & special needs housing

Not applicable to this commercial development.

7.14 Trees, landscaping and Ecology

Landscaping

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires development proposals to retain and utilise topographical and landscape features of merit and to provide for new planting and landscaping wherever it is appropriate.

There are no trees or other landscape features of merit on this site which is entirely covered by buildings and hardstanding nor are there any landscape features nearby that may constrain development.

The proposals include a large sedum roof. The Council's Tree/Landscape Officer advises that landscaping should preserve and enhance the character and appearance of the area and that a landscape management / maintenance plan will be required to ensure that the roof planting and other landscape proposals are established and maintained in accordance with good practice. This has been secured by the recommended condition.

Ecology

The site does not provide any ecology interest at present and it is considered that the proposed sedum roof would be appropriate and improve wildlife habitat on this town centre site.

7.15 Sustainable waste management

The Council's Waste Services Manager advises that the provision for waste storage at the site will depend upon the standard of hotel to be provided, ranging from 9 eurobins for a 1 star hotel up to 21 bins for a 4/5 star hotel. A 18sqm bin refuse area within the car parking area is shown. It is considered that this would be capable of providing appropriate provision on site.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer advises that the submitted energy assessment is broadly sufficient but is not yet detailed enough at this stage to understand the final design solutions. The strategy includes a number of recommendations but it is not clear how or if these will be included within the final design. The officer recommends a condition that would ensure a detailed energy assessment is submitted prior to the commencement of development. This forms part of the officer recommendation.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer, as on the original scheme, raises no objection to the proposal, but does recommend the use of a condition to ensure that the scheme incorporates suitable sustainable drainage techniques and water saving

measures. This forms part of the officer's recommendation.

7.18 Noise or Air Quality Issues

Noise

Hillingdon does not normally apply planning conditions which seek to protect new hotel development from external noise. It is the responsibility of the developer to ensure that noise levels inside hotels meet an acceptable standard.

Given the nature of the development the main impact of the hotel on surrounding residential properties would be from any associated plant. An outline noise assessment has been submitted with the application. This establishes cumulative plant noise criteria that would need to be satisfied at the nearest residential property to comply with Council criteria. However, as the details of the proposed mechanical services plant have not been confirmed at this stage, it has not been possible to undertake a detailed plant noise prediction or to recommend specific noise control measures that may be required to meet relevant criteria. It recommends that a further assessment is undertaken once mechanical services plant has been specified.

The Council's Environmental Health Officer has reviewed the assessment and raises no objections with its findings or conclusions and recommends that conditions are attached to any permission to ensure that an appropriate noise rating level is established and noise and odour control measures are in place before any plant is used. These conditions have been included within the officer's recommendation.

Air Quality

The site is located within a Focus Area of an Air Quality Management Area. An Air Quality Neutral Assessment has been submitted which has been reviewed by the relevant EPU Officer.

The officer advises that air quality would exceed the benchmark for transport emissions and therefore mitigation will be required to reduce the excess emissions. Also, there may be a Combined Heat and Power (CHP) system at a later stage and if that turns out to be the case, a neutral assessment will be required for the facility at that point which has not been included in the current assessment.

The officer advises that although the Transport Statement advises that (i) of the twelve car parking spaces, six will be disabled car parking spaces; and three parking spaces will be fitted with electric charging points; (ii) secure covered parking will be provided for 16 cycles, with showering and locker facilities available for hotel staff, (iii) the operator of the hotel will encourage guests and other users to use sustainable modes of transport and (iv) a Travel Plan will encourage staff to use public transport and active modes of travel, these measures are generic and non quantifiable in terms of emission reductions required to meet the transport benchmark. Therefore a low emission strategy is required that clearly identifies the emission reduction necessary to meet the standards. The officer's recommended condition forms part of the officer recommendation.

The officer also advises that the proposal increases emissions from associated transport by an estimated 0.242 tonnes per year at an equivalent damage cost of £74,595. It is therefore incumbent on the developer to identify and implement mitigation to reduce emissions by at least this value. In the instance the developer chooses to enter a section 106 agreement with the LPA, £74,595 is to be paid for Hillingdon to deliver its air quality

local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels. This also forms part of the officer recommendation.

7.19 Comments on Public Consultations

Points (i) to (iv), (iv) and (vii) have been dealt with in the officer's report. As regards point (v) regarding water pressure, the relevant water company is made aware of the applications submitted to the Local Planning Authority through the weekly list and no concerns have been raised. Point (viii) does not raise a material planning consideration as regards the proposal.

In terms of the comments from the Hayes Town Partnership, whilst one of the existing hotel schemes in Hayes may have taken a while to attract a mainstream operator, the reason for this is not known and would have involved multiple commercial considerations. As regards the claim that the existing hotels are producing little direct economic benefit to the Town Centre, clearly with their presence, the potential to provide a greater benefit will exist and could be exploited. As regards the need for more comprehensive re-development on this side of Station Road, this is not a reasonable reason to withhold further planning permission as this scheme would not prevent adjoining sites from being re-developed.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

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

1. Travel Plan, including a £20,000 Bond,
2. Hayes Town Centre Improvements: £25,000 to include improvements to the adjoining Grand Union Canal and bike hire scheme,
3. £74,595 contribution towards an air quality local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels
4. Construction Training: £2500 per £1m build costs + Coordinator Costs: 1000/7500 x £71,765 = £9556.66 or in kind provision.
5. Hospitality/Employment Training: In kind provision.
6. Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

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

The development also represents chargeable development under the Mayor's Community Infrastructure Levy which would equate to £35 per sq.m of floorspace (including within the basement car park) adjusted for inflation.

7.21 Expediency of enforcement action

The proposal does not raise any enforcement issues.

7.22 Other Issues

There are no other issues raised by 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.

9. Observations of the Director of Finance

10. CONCLUSION

This proposal for a mixed use retails and hotel scheme within the Hayes town centre was originally granted planning permission on 30/7/14 (ref. 11563/APP/2013/2076). Since this approval, the site now also forms part of the Hayes Housing Zone and improvement works have been undertaken along Station Road. The various officers concerned have confirmed that these changes should not preclude a further grant of planning permission for the scheme.

Hayes town centre is one of the three preferred areas for hotel development within the borough. The application site lies close to Hayes and Harlington Station and its Station Road frontage forms part of the town centre's primary shopping area. The proposal retains the majority of this frontage in retail use, with only a narrow width providing the entrance and vehicluar access to the hotel.

The proposal does involve the loss of 4 small and undersized residential flats, but it is considered that the employment opportunities associated with a 64 bedroom hotel and the positive enhancement of this part of the town centre would justify this loss.

The scheme would be of an appropriate scale and represents a sympathetic design that, subject to suitable external materials being used which has been conditioned, positively enhance this rather rundown part of Hayes town centre. Furthermore, the scheme would not result in the loss of amenity to surrounding occupiers and it would not prejudice highway safety, with car parking at the site strictly controlled. The scheme makes appropriate provision to be able to cater for disabled persons. Conditions have also been added to ensure that the development makes appropriate contributions towards energy efficiency, water use savings and sustainable drainage.

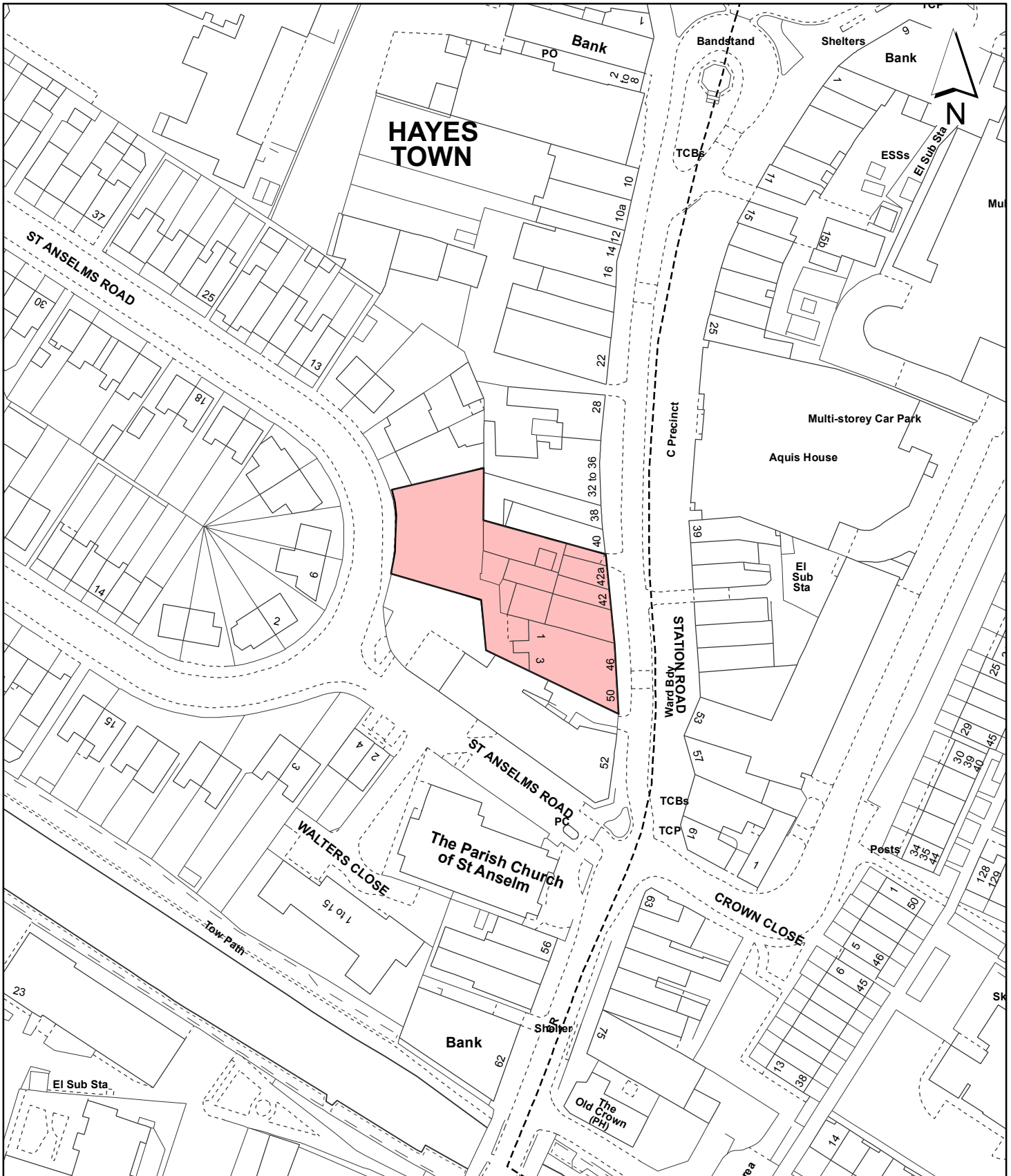
The scheme also provides a commensurate package of planning benefits and is recommended accordingly.

11. Reference Documents

National Planning Policy Framework (March 2012)
Planning Practice Guidance (March 2014)
London Plan (March 2016)
Hillingdon Local Plan (November 2012)
HDAS: 'Accessible Hillingdon'

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**40a - 50 Station Road
Hayes**

Planning Application Ref:

11563/APP/2017/2071

Planning Committee

Major Application

Scale

1:1,250

Date

**December
2017**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address ANSELL GARDEN CENTRE HOLLOWAY LANE HARMONDSWORTH

Development: Replacement of shop and canopy destroyed by fire and retention of a dog grooming parlour.

LBH Ref Nos: 1114/APP/2017/2104

Drawing Nos: MSC1655-02D
MSC1655-04G
MSC1655-05C
MSC1655-06D
MSC1655-07B
MSC1655-08B
MSC1655-01D
Planning Statement

Date Plans Received: 09/06/2017 **Date(s) of Amendment(s):**

Date Application Valid: 26/06/2017

1. SUMMARY

The use of the site as a garden centre is established and the proposal would not increase either the built up area of the site, or the intensity of the use of the site, to a proportion that would be damaging to the integrity and openness of the green belt.

The design of the building is sympathetic towards its surroundings and represents an improvement on the previous collection of buildings on site which appeared somewhat cluttered. The replacement building would provide a uniform layout and cohesiveness.

Parking facilities, which incorporate a total of 96 car parking spaces, of which 8 will be disabled bays, as well as the provision of parking for 5 bicycles are suitable for the scale of the development. The existing site access would also be improved to include more effective visibility splays and safer pedestrian access.

The retail offer is concentrated to horticultural products and those associated with gardening and the overall amount of retail space provided would be reduced from 6,504 m² to 6,018 m². Provided controls are imposed on the range and amount of goods that can be offered, the proposal would not adversely impact upon town centre retail viability and vitality.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

MSC1655-01D;
MSC1655-02D;
MSC1655-04G
MSC1655-05C;
MSC1655-06D;
MSC1655-07B;
MSC1655-08B;

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

REASON

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

3 COM5 General compliance with supporting documentation

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

Planning Statement (incorporating Retail Impact Assessment, Transport Statement and Travel Plan, Flood Risk Statement, Energy Statement and Planting Plan.

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

4 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

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

(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policies OE 1 and OL 4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM22 Operating Hours

The retail operation of the site shall be allowed during the following hours only:-

09:00 and 18:00, Mondays - Saturdays
10:00 to 16:30, Sundays, Public or Bank Holidays.

REASON

To safeguard the character of the green belt in accordance with Policy OL 4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM12 Use Within Same Use Class

The premises shall be used as a garden centre only and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

REASON

To ensure that the approved retail use does not adversely impact upon the viability and vitality of town centre retail in accordance with para. 24 of the National Planning Policy Framework (NPPF) and Policies 4.7 and 4.8 of the London Plan (2016).

7 NONSC Non Standard Condition

The division of the retail floor space shall accord with the designated square meterage set out within the Planning Statement, in particular, the following areas shall not exceed the square metre's shown :-

Garden furniture/barbecues/outdoor living/christmas goods - 400 m²
Garden gifts/books - 300 m²
Ancillary coffee shop 265 m²
Children's play area - 100 m²

REASON

To ensure that the approved retail use does not adversely impact upon the viability and vitality of town centre retail in accordance with para. 24 of the National Planning Policy Framework (NPPF) and Policies 4.7 and 4.8 of the London Plan (2016).

8 RPD12 Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 7, Schedule 2 of the The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings 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 in accordance with Policies .

9 COM14 No additional internal floorspace

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

REASON

In order to prevent further intensification in the use of the site that would detract from the character of the green belt in compliance with Policy OL 4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

10 MCD1 Ancillary Uses

The coffee shop, dog grooming and aquatic centre floorspace hereby permitted shall be used only for purposes ancillary to the use of the premises as a garden centre and shall not be expanded above the figures provided within the accompanying Planning Statement.

REASON

In order that the overall character of the site remains as a garden centre in the interests of the viability and vitality of town centres and to prevent over intensive and inappropriate use of the site that would detract from the character of the green belt in compliance with para. 24 of the NPPF and Policies 4.7 and 4.8 of the London Plan (2016).

11 COM31 Secured by Design

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

REASON

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

12 COM7 Materials (Submission)

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

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

REASON

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

13 COM29 No floodlighting

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

REASON

To safeguard rural nature of the surrounding green belt land, in accordance with Policy OL 4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 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 BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

15 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Covered Cycle Parking for 5 bicycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including 6 passive and 6 active electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs
 - 3.a Justification as to why no part of the development can include living roofs

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

5. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies 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 (2016)

17 H15 Cycle Storage - In accordance with approved plans

The development hereby permitted, shall not be occupied until the cycle storage, changing facilities, lockers and shower facilities for cyclists have been provided in accordance with the approved plans. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (2016).

18 H10 Parking/Turning/Loading Arrangements - Commercial Devs.

The roads, turning, loading facilities, sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM 7 and AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

19 H4 Pedestrian/cyclist's access - construction

The building hereby permitted shall not be occupied until the means of access for pedestrians and cyclists has been constructed in accordance with the approved plans. Thereafter, this means of access shall be retained and kept open for pedestrians and cyclists using the building.

REASON

To ensure that safe and convenient access is provided for pedestrians and cyclists prior to the occupation of the building in accordance with Policy AM 7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

20 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with London Plan (2016) Policies 3.1 and 3.8.

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.
AM14	New development and car parking standards.
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
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.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 4.1	(2016) Developing London's economy
LPP 4.11	(2016) Encouraging a connected economy
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.13	(2016) Safety, security and resilience to emergency
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 7.21	(2016) Trees and woodlands
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF3	NPPF - Supporting a prosperous rural economy
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings

3

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

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

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

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

LIGHT

Any light installed shall operate 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, so as not to cause nuisance to nearby businesses/offices/dwellings. 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.

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

5 118 **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

6 I24 Works affecting the Public Highway - General

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

7 I3 Building Regulations - Demolition and Building Works

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

8 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.

9 I45 Discharge of Conditions

Your attention is drawn to conditions 11, 13, 14, 15 and 18 which must be discharged prior to the commencement of works and conditions 16 and 17 which must be discharged prior to the occupation of the development. You will be in breach of planning control should you commence these works and/or occupy the development prior to the discharge of these conditions. The Council may consider taking enforcement action to rectify the breach of these conditions. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

10 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).

11

Heathrow Airport Safeguarding have recommended that Ash trees are not used within the proposed landscaping scheme due to their potential to attract birds that may pose a danger to the operation of aircraft.

The landscaping details to be submitted as required by condition 16 should take this into account.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located within the Green Belt between Heathrow Airport to the south and West Drayton to the north. The site accommodates a garden centre and associated parking. The majority of the garden centre buildings were recently destroyed or damaged beyond repair by a fire.

The site is adjacent to the A3044 (Holloway Lane) which passes to the north and the road frontage is bordered by an approximately 2 metre high metal palisade fence which is flanked by a belt of mature trees and hedgerow. A hard surfaced dropped kerb access is provided from Holloway Road.

The site was formerly a nursery and permission for change of use to a garden centre was granted in on the 30th of April 1980 following application 1114/M/80/0118. Subsequent permissions for additional buildings and provision of a car wash facility have been approved in the intervening period.

The majority of the buildings occupying the site were located towards its south eastern corner and were in garden centre retail and ancillary use. Adjacent to the buildings along the eastern boundary was a significant uncovered sales area. Open air storage space was provided to the rear of buildings in the far south eastern corner of the site. A hard surfaced car parking area was positioned to the west of the buildings and uncovered sales area.

There are open fields to the north and south of the site. To the east is a waste processing and landfill site with fields further to the east. To the west, on the other side of Holloway Road, is a light industrial site. The nearest residential areas are in the small villages of Sipson, approximately 400 metres to the southeast and Harmondsworth, approximately 380 metre to the south-west.

3.2 Proposed Scheme

NEW BUILDINGS:

The proposal involves the rebuild of the established garden centre use following a serious fire that damaged the majority of the buildings on site at the time beyond repair. The overall area of retail space (including ancillary offices and facilities) would be reduced from the 6,504 m² offered previously to 6,018 m². It should, however, be noted that the proposed sales area would be configured differently to the previous arrangement, with an increase of 395 m² in covered sales areas, the reduction of overall sales area on site being as a result of a decrease in the amount of open sales areas.

The proposed covered sales area would be contained within a single building and an

attached open side canopy. The proposed building would be approximately 60 metres in length at its widest point, towards the centre of the structure, and approximately 41 metres in width at the frontage. It would consist of four connected segments, each with a gable roof arrangement, three of the segments would be 10 metres in width, with the southernmost segment being 11 metres. The southernmost segment would also incorporate a two-storey flat roof element that would be 25.48 metres in length, with office space and staff facilities occupying the first floor. The footprint of the building would be 2127 m² as opposed to the footprint of the previous shop buildings which was 1679 m².

Overall height to ridge level of the single-storey gable roofed elements is approximately 5.7 metres with eaves height at approximately 3.5 metres. The two-storey flat roof element of the building would be approximately 7 metres to roof top height. Levels taken from ground level to the rear are increased by approximately 0.5 metres due to a gentle slope on the site.

External finishing of the building would consist, predominantly, of timber cladding to the frontage and metal cladding to the side and rear. The frontage of the segment containing the main building entrance will be glazed to eaves height and there will also be glazed sections on the southern (side) and rear elevations. A section of living wall would be incorporated on the southern (side) elevation. The roof surface would be metal, with a quantity of polycarbonate roof lights installed to allow sunlight permeation.

The proposed open sided canopy would be attached to the northern elevation of the main building and would measure 8.6 metres in width by 53.1 metres in depth. The structure would be open on all sides and would have a metal framework with an arched roof surfaced in polythene.

The north eastern corner of the site would be used for open air sales space, as was the previous arrangement.

A modestly sized outbuilding (19 m²) and adjoining decked area would be retained on site for use as a dog grooming parlour.

CAR PARKING AND ACCESS:

Car parking facilities would be provided within the footprint of the existing car park. The existing car park provides 96 car parking bays and this amount would also be continue to be provided within the revised car park layout which includes slight modifications in the orientation of bays, the provision of 8 disabled parking bays and 2 electric vehicle charging points. The overall amount of car parking spaces provided on site would remain at 96 and no additional areas of hard standing would be created.

RETAIL MIX:

The retail space offered would amount to 5418 m² and be allocated as follows:-

SHOP:

GARDEN TOOLS/CHEMICALS/LAWNCARE/WATERING - 500 m² (9% of overall retail space)

GARDEN FURNITURE/BARBECUES/OUTDOOR LIVING/CHRISTMAS GOODS - 400 m² (7% of overall retail space)

GARDEN GIFTS/BOOKS - 300 m² (6% of overall retail space)

COFFEE SHOP - 265 m² (5% of overall retail space)
HOUSEPLANTS/FLORISTRY - 240 m² (5% of overall retail space)
WILD BIRD CARE/PET PRODUCTS - 100 m² (2% of overall retail space)

CANOPY SALES AREA:

BEDDING PLANTS/CHRISTMAS TREES/SEASONAL PLANTS - 116 m² (2% of overall retail space)
PEAT AND COMPOST - 90 m² (2% of overall retail space)
PLANT POTS - 110 m² (2% of overall retail space)
FENCING/ARCHES ETC - 75 m² (1% of overall retail space)
GARDEN SUNDRIES - 76 m² (1% of overall retail space)

OPEN SALES AREA:

SHRUBS/TREES - 2,095 m² (39% of overall retail space)
STONEWARE/PAVING ETC - 751 m² (14% of overall retail space)
DISPLAY GARDENS - 120 m² (2% of overall retail space)
CHILDREN'S PLAY AREA - 100 m² (2% of overall retail space)
OUTDOOR AQUATIC PRODUCTS - 90 m² (2% of overall retail space)

The remaining 600 m² of floor space within the main building (which includes all of the first floor level floor space) would be utilised for non-retail facilities (checkouts/toilets/staff room/offices/store/plant room).

LANDSCAPING:

Existing landscaping would be bolstered by new tree planting on the site boundaries and within and around the car park. A new native hedgerow of 117 linear metres in length would extend from the existing hedgerow on the eastern boundary on to the southern site boundary to the front of the proposed buildings.

3.3 Relevant Planning History

1114/AA/87/2337 Wyevale Garden Centre Holloway Lane Harmondsworth
Erection of new building for additional retail space & installation of sewage treatment plant
(Outline)

Decision: 25-03-1988 Refused

1114/ADV/2011/89 Ansell Garden Centre Holloway Lane Harmondsworth
Installation of 1 x non-illuminated vinyl banner, 4 x non-illuminated plaques, 1 x non-illuminated
free standing sign

Decision: 02-03-2012 Refused

1114/AF/92/1296 Hurrans Garden Centre Holloway Lane Harmondsworth
Erection of a front canopy over existing walkways in seasonal plant area and garden hardware
area

Decision: 11-11-1992 Refused

- 1114/AH/93/0313 Hurrans Garden Centre Holloway Lane Harmondsworth
Erection of a front canopy over existing walkways, seasonal planting area and garden hardware area
- Decision:** 16-04-1993 Approved
- 1114/APP/2005/1856 Ansell Garden Centre Holloway Lane Harmondsworth
ERECTION OF A SINGLE STOREY DETACHED BUILDING IN THE EXISTING PARKING ARE FOR THE USE OF A JET/CAR WASHING FACILITY
- Decision:** 02-08-2005 Refused
- 1114/APP/2005/2151 Ansell Garden Centre Holloway Lane Harmondsworth
ALTERATIONS TO ELEVATIONS AND ERECTION OF A FIRST FLOOR EXTENSION WITH EXTERNAL STAIRCASE TO SOUTH AND EAST ELEVATION AND EXTENSION TO EXISTING GREENHOUSE
- Decision:** 20-09-2005 Refused
- 1114/APP/2006/1637 Ansell Garden Centre Holloway Lane Harmondsworth
ERECTION OF A SINGLE STOREY DETACHED BUILDING FOR RETAIL USE (INVOLVING DEMOLITION OF EXISTING BUILDING).
- Decision:** 30-07-2009 Refused
- 1114/APP/2011/2683 Ansell Garden Centre Holloway Lane Harmondsworth
Use of part of Garden Centre car park as ancillary hand car wash.
- Decision:** 24-01-2012 Approved
- 1114/L/79/1204 Wyevale Garden Centre Holloway Lane Harmondsworth
Use of land as a garden centre (section 53)
- Decision:** 15-01-1980 Refused
- 1114/M/80/0118 Wyevale Garden Centre Holloway Lane Harmondsworth
Change of use to garden centre
- Decision:** 30-04-1980 Approved
- 1114/P/81/0006 Wyevale Garden Centre Holloway Lane Harmondsworth
Erection of buildings, new hard surface and security fence to form garden centre.

Decision: 24-03-1981 Approved

1114/Z/87/2338 Wyevale Garden Centre Holloway Lane Harmondsworth
Change of use of store area to provide extra retail space

Decision: 24-02-1988 Approved

Comment on Relevant Planning History

Planning permission for the use of the site as a garden centre was originally granted under application 1114/M/80/0118. This involved the use of existing nursery greenhouses occupying the site, as well as newly built greenhouse buildings providing an additional floor area of 12,000 square feet (approximately 1,115 m²). The original greenhouses were in a similar position to the proposed building, although they extended further to the north of the site.

The amount of buildings on the site has both expanded and contracted in the intervening period, with the glasshouses being replaced by more permanent buildings.

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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- 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.
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 4.1 (2016) Developing London's economy

LPP 4.11	(2016) Encouraging a connected economy
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.13	(2016) Safety, security and resilience to emergency
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 7.21	(2016) Trees and woodlands
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF3	NPPF - Supporting a prosperous rural economy
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **31st July 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HEATHROW AERODROME SAFEGUARDING:

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.

We have noted from the Planting Plan that 25% of the proposed new trees will consist of Ash. Ash is very attractive to Birds which pose a threat to the operation of aircraft. We recommend that Ash is removed from the planting plan to eliminate potential future safety implications. If however the applicant is minded to keep Ash, we recommend planting ideally at 15 m centres to prevent canopies joining together, attracting certain species of bird.

Officer Comment: Ash represents 25% of the indicative proposed tree planting. An informative has been added advising the applicant that the landscape scheme submitted to discharge condition 16 should take account of these concerns.

GREATER LONDON ARCHAEOLOGICAL ADVICE SERVICE: (GLAAS):

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Although the Heathrow plateau is well known for its prehistoric and later archaeology the Ansell Garden Centre Site lies just outside Hillingdon Council's Heathrow Archaeological Priority Zone. This is because the land to both north and south of the site has been quarried leaving the site itself as a small isolated 'island'. On balance I consider that the relatively small-scale proposed replacement of buildings in this location is unlikely to cause significant harm to archaeological interest.

No further assessment or conditions are therefore necessary.

HARMONDSWORTH CONSERVATION AREA ADVISORY PANEL:

The height and floor area of the proposed buildings are greater than the ones they are replacing but because they are set back from the road and screened by trees these changes will have little visual impact. We have no objection to the proposed buildings.

GREATER LONDON AUTHORITY (GLA):

London Plan policies on Green Belt and transport are the strategic issues relevant to this planning application. The application complies with these policies for the following reasons:

Principle of land use: Although there is a slight increase in the built form, which has been justified; the proposal meets the test of the NPPF exception under paragraph 89 bullet point (iii) limited infilling. Therefore, it is appropriate development on Green Belt and the proposal is acceptable.

Transport: There are no strategic transport concerns.

The application does not need to be referred back to the Mayor.

Internal Consultees

LANDSCAPES:

The glasshouses (used as indoor sales areas) are set well back from the road behind an external plant sales area. A car park to the west is well screened by road side vegetation. No trees or other significant landscape features will be affected by the proposed development. The new building appears to have a much larger footprint than those that it replaces. A former storage yard in the south-east corner of the site will be built over.

HIGHWAYS:

The overall retail area is reduced from 6504 sq m to 6018, the reduction is predominantly in the open sales area with an increase of 325 sq m in the shop area.

The site has a very low PTAL of 1a. In any case most customer trips to the centre are likely to be by motorised transport to take home bulky goods. The transport statement provides profiles of estimated daily and monthly car arrivals. The busiest months are April, May and June and the busiest day is Saturday between 11.00 am and 2 pm. The maximum estimated hourly arrivals during the above hours are 139 compared to the existing 135. It is not anticipated that the proposal will result in a material increase in the AM and PM peak hour trips or result in a material increase in car parking demand.

There are currently 96 car parking spaces and there are no proposals to increase them. A total of 8 accessible spaces are being provided(there are currently none) as well as 2 spaces allocated for electric charging points. There are currently no cycle parking facilities, 5 are being provided together with showers and changing facilities for staff.

A Condition is required to ensure cycle parking is in a covered and secure location. There are two bus services (the 350 and U3) running part way along Holloway Lane from Harmondsworth with the bus stop located approx. 250m from the site entrance. A Travel Plan for staff is being provided. No objections are raised on highway grounds.

ENVIRONMENTAL PROTECTION UNIT (EPU):

No objection.

Officer Comment: A standard informative has been attached to remind the applicant of their duties during demolition and construction works as set out in the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990.

DRAINAGE OFFICER:

The Planning Statement states that rainwater collection system will be installed to collect rainwater from the roof of the new building for reuse irrigating plants and in the pot wash machine in the kitchen. It's not clear if all of the surface water from the roof will drain into this. The capacity of the tank needs to be provided as well as the calculations used to determine this. All associated pipework needs to be included on the drawings.

If there is to be any surface water discharge from the site to a main sewer the rate of discharge should be restricted to greenfield runoff rates. Available capacity within the network will also need to be confirmed with Thames Water.

The site is currently served by three soakaways. It's not clear if these soakaways will be used to

take surface water from the new development. If so, the condition of these should be inspected and also to confirm the condition of the associated pipework.

There may also be potential to include more sustainable drainage techniques on the site such as living roofs, basins or ponds. If these are not viable justification is needed.

The access road and associated alterations will drain to new soakaways. This is acceptable to the Council and should be included in the drawings. A full site investigation will be done to confirm suitability. The results of which should be provided to the Council.

A detailed management and maintenance plan for any SuDS needs to be provided. This should include detail of who is responsible for what as well as inspection regimes required.

OFFICER COMMENT: The details requested are expected to be provided by the applicant in due course. An update on drainage matters will be provided within the addendum papers.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the green belt where the principle of inappropriate development is resisted in the interests of maintaining the openness and tranquillity of the surrounding environment.

Paragraph 89 of the National Planning Policy Framework (NPPF) regards any construction of new buildings within the green belt as inappropriate. However, a list of exceptions to this general rule are provided, one of which is the replacement of a building, provided it remains in the same use as the previous building and is not materially larger than the previous structure.

The NPPF Policy position is complimented by Policy OL 4 of the Local Plan (Part 2) which states that the replacement or extension of a building within the Green Belt will only be permitted if it meets a list of criteria including that the development would not result in any disproportionate change in the bulk and character of the original building and the development would not significantly increase the built up appearance of the site.

Whilst there are no set definitions within the NPPF describing what constitutes a proportionate extension, it is well established through appeal decisions/case law that increases in footprint of greater than 50% are not considered proportionate.

The floor area of the original building is regarded as the extent of the building as permitted upon commencement of the use of the site as a garden centre. Planning records show that existing greenhouses on site were extended and linked together through the use of additional buildings with a combined footprint of 952 m². The footprint of the existing greenhouses cannot be ascertained from records but the proposed plan shows that occupy a sizeable part of the site, at least the same amount of area as the additional buildings and it is therefore reasonable to conclude a combined footprint approaching 2,000 m².

The planning history of the subject site illustrates that the buildings were subsequently extended, removed or altered on a number of occasions such that the main building footprint at the time of the recent fire was 1,679 m².

It is therefore considered that the proposed development satisfies the criteria as an

exception as the use of the building would remain as a garden centre and the footprint of the building, as well as the siting, would be similar to the buildings that have occupied the site throughout the lifetime of the garden centre use. Furthermore, the proportional increase in footprint from the 1,679 m² of the buildings occupying the site at the time of the fire and the 2,127 m² proposed would amount to approximately 27% only. This is considered to be an acceptable proportionate extension.

The principle of the development is therefore considered to be acceptable, subject to the satisfaction of relevant planning policies and the adherence to relevant conditions that would be attached to any approval given. An assessment of the proposed development against these policies forms the main body 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

The site is surrounded by the Heathrow Archaeological Priority Zone but does not form part of it as it has been the subject of quarrying.

The Greater London Archaeological Advice Service (GLAAS) have been consulted and have raised no objections to the proposed development.

The site is not located close to any heritage assets and, therefore, would not result in any negative impacts upon such features.

It is therefore considered that the proposal does not conflict with Local Plan Policies BE 1 and BE 3.

7.04 Airport safeguarding

The site is located approximately 1.3 km to the north of Heathrow Airport. The buildings are not of a sufficient height to impact upon airport operations.

Advice has been received from Heathrow Aerodrome Safeguarding relating to the positioning of Ash trees that form part of the proposed landscaping scheme so as to prevent canopies forming that may encourage congregations of birds that could affect the safe operation of aircraft. Final landscaping details would be required prior to commencement of the development and the species of trees included can be adjusted in accordance with these comments.

It should be noted that Condition 8 of this recommendation prohibits any further extensions to the building without an application being submitted. This included increasing the height of the buildings.

7.05 Impact on the green belt

The proposed development will involve the replacement of existing buildings with a new main structure which, whilst occupying a larger footprint, would not result in a significant increase in the built up area of the site. The new building and canopy will be located in the south eastern corner of the site, as is the case with the existing buildings, and the increase in footprint will be achieved by building over an established hard surfaced yard / storage area. The height of the two-storey element of the building will be minimised through the use of a flat roof design and will not be significantly taller than the previous building, which incorporated a first floor.

It is therefore considered that the proposal would not introduce any element of sprawl within the green belt as the built area of the site will remain concentrated in the south

eastern corner. It would also not result in the loss of any significant landscape features as the footprint would occupy that of the previous buildings and hard surfaced yard area.

The proposed canopy that would be attached to the northern elevation of the main building is considered to be modestly sized in terms of height and, due to this and its open sided nature, would not be visually prominent. The structure would be attached to the existing building and would not project beyond the its front or rear elevations so as not to appear as an isolated feature within the green belt.

The open sales area would be screened by existing metal palisade security fencing which is approximately 2 metres in height and largely screened by existing landscaping. A condition would be attached to any approval given to control the height at which materials can be stored and stacked in this area in order to minimise visual impact.

By incorporating internal storage space, in place of the existing open yard, it is considered that a further reduction in clutter within the site would be achieved.

There are no public footpaths within the immediate surrounding countryside. Surrounding roads, namely Holloway Lane to the north, Sipson Road to the east and Hamondsworth lane to the south are bordered by contiguous hedging and trees as is the site itself. As a result, the remains of the existing buildings are effectively screened from view from the surrounding countryside and, therefore, do not appear as a visually intrusive presence. It is considered that the proposed development, due to its modest scale, would also be well screened and that the effectiveness of this screening will be enhanced by the supplementary landscaping scheme included as part of the proposal.

The proposal does not result in an increase in the area of retail space offered on site and parking provision would not be increased. As a result, it is not considered that the intensification of the use would be increased to the extent that it would be materially greater than previously and disruptive to the tranquillity of the surrounding rural environment.

It is therefore considered that the proposal would not injure the visual amenities of the green belt and would therefore be in accordance with Local Plan policy OL 4 and Policy 7.16 of the London Plan.

7.07 Impact on the character & appearance of the area

As fully discussed in section 7.05 of this report, the proposed buildings would not result in any significant visual impact within the surrounding area. The use as a garden centre is established and the intensity of the use would remain at a similar level to previously.

It is considered that the appearance of the site itself would be improved as the proposal involves the replacement of a collection of buildings and extensions of various designs and scales with a more cogent and articulated building that will result in the site appearing less cluttered and more effectively laid out. Existing storage sheds and containers will also be removed, further reducing clutter.

The mix of external finishes employed, including the sections of living wall on the southern elevation, would prevent the building from appearing monotonous and the use of valley roofs would help break up the mass of the building as would the staggered design to the frontage and rear elevation. It is also considered that the choice of external finishes would be sympathetic towards the surrounding rural area and would ensure that the building did not appear overly utilitarian.

In regard to the dog parlour operation, this use is regarded as sui generis and would therefore involve a Change of Use of part of the site. However, given the modest scale of the building and the fact that the operation would clearly be ancillary to the wider use of the site as a garden centre, it is considered that such a use would be acceptable. Attention is drawn to the existing permission for a car wash to operate on site (ref: 1114/APP/2011/2683) which was granted due to it being an ancillary function to the main use of the site.

It is therefore considered that the proposed development would not detract from the character and appearance of the surrounding area, in accordance with Local Plan Part 2 Policy BE 13 and London Plan Policies 7.4 and 7.6.

7.08 Impact on neighbours

Due to its rural location, the nearest neighbouring residential dwellings are in Harmondsworth, approximately 360 metres to the south west of the site, Sipson, approximately 400 metres to the south east of the site and in West Drayton, approximately 370 metres to the north of the site.

It is not considered that the proposal would result in a use that generate levels of noise or traffic that would be disruptive to neighbouring residents and detract from their amenities.

The modest scale of the buildings, combined with the amount of separation between them and neighbouring properties, the self contained nature of the site and the screening offered by existing and proposed landscaping would prevent the proposed buildings from appearing overbearing and from causing overshadowing of neighbouring property.

The adjacent site to the east is occupied by a landfill and processing facility. The proposed development is not considered to be noise sensitive and would not prejudice the continued operation of the landfill site.

It is therefore considered that the proposed development complies with Local Plan Part 2 Policies BE 20, BE 21, BE 24, OE 1 and OE 5 and London Plan Policies 7.6 and 7.15.

7.09 Living conditions for future occupiers

Not applicable to this development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The garden centre will continue to utilise the current access from Holloway Lane. This access serves a two lane road which leads to the car parking area and allows two way traffic. It is not considered that any revisions to this arrangement are required. A designated pedestrian access, which is not currently available to the site, would also be provided to the side of the access road, thereby improving pedestrian safety.

The number of car parking spaces provided would be 96, as is the case with the previous scheme. The proposed redevelopment of the site would not result in a significant intensification in its use. As such, the car parking arrangements are considered to be sufficient. The car parking offer would also be enhanced through the creation of 8 disabled parking bays and the provision of 2 ev charging points. It is considered that the number of spaces are acceptable, taking into account that the majority of customers will access the site by car due to the rural location of the site as well as the nature of products sold.

It is therefore considered that the proposed development is in compliance with Local Plan Policies AM 7 and AM 13 and London Plan Policy 6.13.

7.11 Urban design, access and security

SECURITY:

The site is in a fairly isolated location and retail goods would be stored within the open sales area. As such, it is considered that security measures should be provided in order to ensure that the development does not become a target for crime, particularly after closing time.

It is therefore considered that a condition requiring the development to achieve Secured by Design accreditation prior to occupation should be attached to any approval.

The proposal would therefore satisfy London Plan Policy 7.13.

7.12 Disabled access

The Design & Access Statement accompanying the application confirms that the site is not steeply sloped and that the shop, canopy and open sales area would all have step free access.

A total of 8 disabled parking bays would be provided close to the store entrance. The offices and the staff facilities at first floor level would be accessible by a lift.

A condition would be attached to any approval requiring full details of accessibility measures, which would also include doorway widths, lobby opening dimensions, turning areas for wheelchairs users and signposting, to be submitted to the Council and approved prior to commencement of construction.

It is therefore considered that the proposed development would meet the requirements of London Plan Policy 3.1.

7.13 Provision of affordable & special needs housing

Not applicable to the proposed development.

7.14 Trees, landscaping and Ecology

The site is currently well screened by trees and hedging on and around all boundaries. The proposal would include supplementary planting of native trees and hedgerow that would enhance the level of screening at the site in a sympathetic way.

Trees would be concentrated on and around site boundaries and the proposed hedgerow would provide an extension to an existing hedgerow on the eastern boundary to take it along the southern boundary of the site, connecting with an existing hedgerow on the southern boundary.

The augmenting of existing hedgerows would improve wildlife connectivity whilst the use of native planting for all proposed trees and hedgerow will increase the habitat value of the site whilst also ensuring that the planting appears in keeping with its rural surroundings.

It is therefore considered that the proposal satisfies the requirements of Local Plan Policies BE 38 and OL 2 and London Plan Policy 7.21.

7.15 Sustainable waste management

The Planning Statement accompanying the application states that a baler and waste storage area is to be incorporated into the new building. Recycling facilities are also to be provided in the form of composting facilities, plant pot recycling bins and an anaerobic digestion unit for food waste.

The site includes adequate access for servicing vehicles.

7.16 Renewable energy / Sustainability

The buildings would be partially heated through the use renewable sources of energy by way of a geo-thermal system to be installed under the grassed area adjacent to the car park. A heat extractor would also be installed in the kitchen to filter hot air and recycle within the shop.

Filtered and UV treated roof water would be recycled for irrigating plants in the Planteria as well as for flushing toilets and for the coffee shop potwash/washing machine.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is not located within a Critical Drainage Area. As such, the proposed development would not be subject to significant risk of flooding and it is not considered that any specific requirements for flood proofing should be demanded.

Part of the south eastern corner of the site is at risk of flooding by surface water and, given the buildings will be located on this part of the site, it is important that appropriate mitigation measures are adopted and maintained in order to prevent the risk of surface water flooding from being exacerbated. The applicant is currently discussing suitable arrangements with the Council's Drainage Officer and details will be submitted in due course.

The proposed building would incorporate a storage tank for water discharged from the roof. The hard surfaced car parking area would not be increased and, whilst the building footprint is larger than the cumulative area of the previous structures, it should be noted that the increased footprint would occupy an area which is currently a hard surfaced yard space.

Provided a suitable surface water management scheme is adopted and maintained, the proposal would accord with local Plan Policy OE 8.

7.18 Noise or Air Quality Issues

The nature of operations on site would not be altered as a result of the proposal. The intensity of the use would not increase to the extent that it would result in increase noise emissions within the green belt whilst there are also no material concerns regarding air quality.

7.19 Comments on Public Consultations

7.20 Planning obligations

Given the nature of the development, it is not considered that there are any requirements for contributions that would need to be secured through the use of a Section 106 agreement.

The development is liable to both Mayoral and London Borough of Hillingdon CIL payments and a separate notice setting out the required payments would be issued should planning approval be granted.

7.21 Expediency of enforcement action

7.22 Other Issues

RETAIL IMPACT:

Para. 24 of the National Planning Policy Framework (NPPF) requires local planning authorities to apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. The site is not located within a town centre and the local plan does not include any policy

directions with regard to garden centres. However, the use of the the site as a garden centre has already been established and was approved under planning application 1114/M/80/0118 and expanded in size under application 1114/P/81/0006 and, as such, a sequential test is not required.

The overall retail sales area would not be increased as a result of the proposal although the complexion may be altered, with the size of the covered sales area increasing in area. However, the majority of the retail space would remain open air and the submitted retail statement confirms that the majority of produce on sale would be gardening related. Given the nature of the produce sold, it is not considered that this would result in any material loss in trade in surrounding town and local centres, with any increased share of trade most likely to be taken from similar garden centres nearby.

Given a garden centre is an A1 use, a condition would be attached to any approval prohibiting the use of the site for any other purpose with class A1. The proportion of convenience goods and food sales would also be limited by condition to ensure that the products available on site remain largely horticultural in nature, in keeping with he rural surroundings and to discourage increased frequency of HGV deliveries to the site.

The proposal would incorporate a coffee shop that would occupy a relatively small proportion of the overall floor space. A condition would be attached to any approval restricting the operation of the coffee shop to that of an ancillary use to the garden centre that would not be opened additional hours and would not increase in floor space without the prior written approval of the Local Planning Authority in order to control the use of the site.

It is therefore considered that the proposal would be acceptable in terms of the requirements of the NPPF and London Plan Policy 4.7.

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

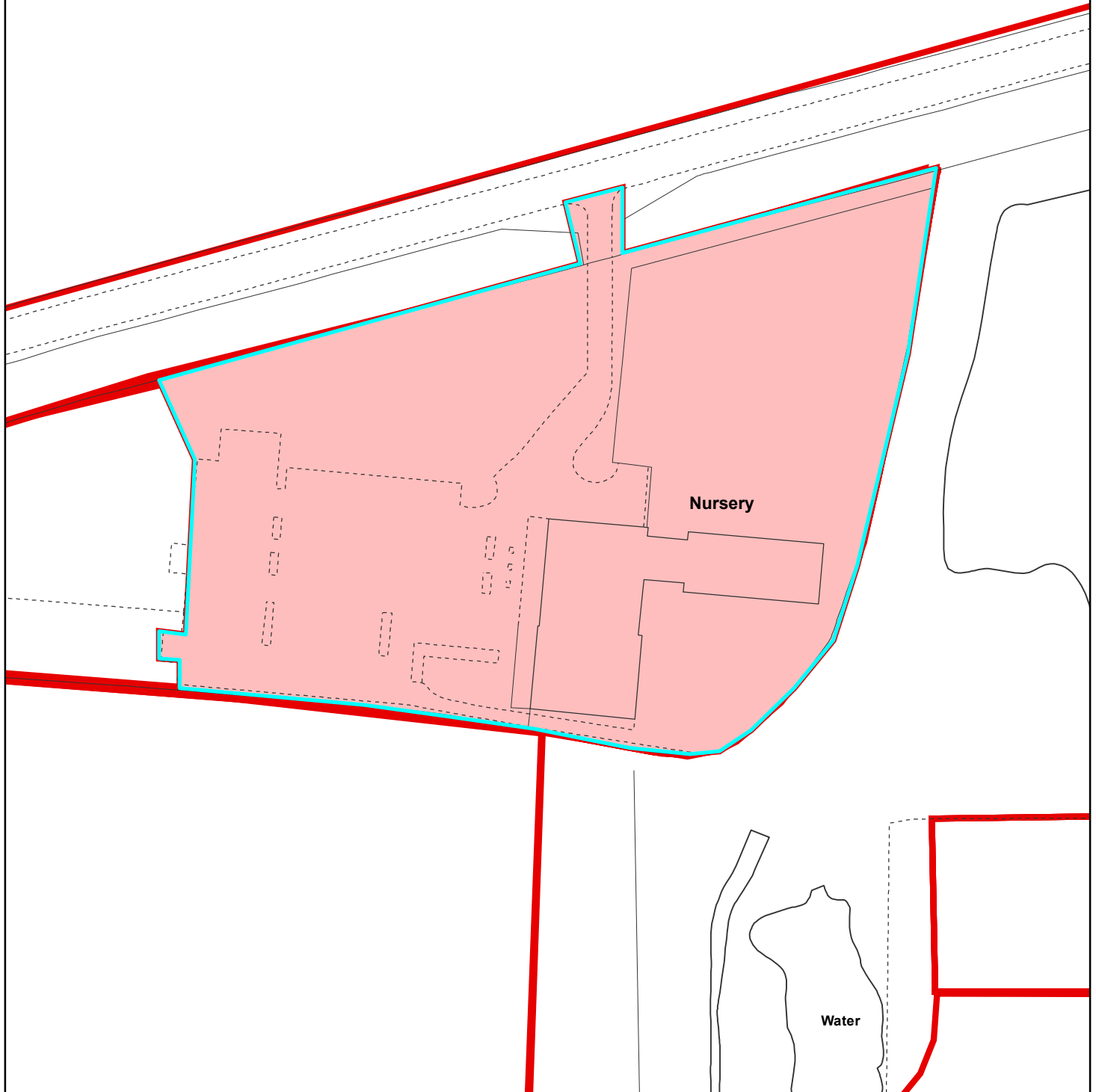
It is recommended that the application is approved, subject to conditions.

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)
Hillingdon Planning Obligations SPD

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

Ansell Garden Centre

Planning Application Ref:
64322/APP/2017/3185

Planning Committee
Major Application

Scale
1:1,250

Date
December 2017

LONDON BOROUGH OF HILLINGDON
Residents Services

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



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address AXIS HOUSE 242 BATH ROAD SIPSON

Development: Erection of a 5-storey 128 bedroom hotel including the excavation of a basement to provide 50 car parking and associated landscaping

LBH Ref Nos: 43794/APP/2017/3704

Drawing Nos:

- 15L08 Planning List of drawings
- 15L08PL04_12 Context elevation and sketchup views
- 15L08PL04_13 Sketchup views from Egerton way.
- 15L08PL04_01 Site plan as proposed
- 15L08PL04_02 Basement plan as proposed
- 15L08PL04_03 Ground floor plan as proposec
- 15L08PL04_04 First floor plan as proposed.
- 15L08PL04_05 Second floor plan as proposed.
- 15L08PL04_06 Third floor plan as proposed
- 15L08PL04_07 Fourth floor plan as proposed.
- 15L08PL04_08 Roof plan as proposed
- 15L08PL04_09 North and East elevations as proposed
- 15L08PL04_10 South andWest elevations as proposed.
- 15L08PL04_11 Sections AA and BB as proposed.
- 15L08PL4_OSM_Site Location Plan 125C

Date Plans Received: 11/10/2017

Date(s) of Amendment(s):

Date Application Valid: 11/10/2017

1. SUMMARY

Planning permission is sought for the erection of a 5 storey (plus basement), 128 room hotel on the car park for Axis House. The principle of a hotel use at this site is supported by both the Local Plan (November 2012) and London Plan (2016). The proposal seeks to make efficient use of land by redistributing car parking spaces elsewhere on the site at surface level and basement levels.

The applicant is seeking permission for the erection of a 5-storey 128 bedroom hotel with associated car parking at basement and ground floor levels. The proposed hotel will also include a restaurant/bar on the first floor and will operate under Hilton's "budget" brand Hampton by Hilton.

This application follows a refusal of a larger 150 bedroom hotel development. This application is considered to address all of the previous reasons for refusals within the revised scheme. This application raises no significant adverse amenity issues to neighbouring occupiers. The car parking provision and highway access arrangements are considered to be sufficient and consistent with planning policy, including the arrangements for service delivery and guest drop off / collection.

The scheme is considered to comply with relevant policies within the London Plan (2016) and Hillingdon Local Plan: Part 1 (November 2012) and Local Plan: Part 2 (November 2012), and accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

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

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

1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.

2. To provide 50 allocated car parking spaces for residents of Axis House. No charges for residents car parking at surface or basement levels. The applicant cannot sell or rent the allocated car parking spaces to third parties. To provide details of temporary parking arrangements for residents of Axis House during construction.

3. The provision of a Travel Plan, including a bond of £20,000, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery Plan.

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

5. Hospitality Training contributions or an in-kind scheme.

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

7. Parking Survey : a contribution of £30,000 towards a parking study and the cost of works towards changes of traffic orders on Egerton Way.

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

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

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

c) If the Legal Agreement have not been finalised by the 25/01/2018 or any other date that may be agreed by the Head of Planning and Enforcement, that delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to agree to provide a Travel Plan, or undertake all

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

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

- 15L08 Planning List of drawings
- 15L08PL04_12 Context elevation and sketchup views
- 15L08PL04_13 Sketchup views from Egerton way.
- 15L08PL04_01 Site plan as proposed
- 15L08PL04_02 Basement plan as proposed
- 15L08PL04_03 Ground floor plan as proposed
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- 15L08PL04_06 Third floor plan as proposed.
- 15L08PL04_07 Fourth floor plan as proposed.
- 15L08PL04_08 Roof plan as proposed
- 15L08PL04_09 North and East elevations as proposed
- 15L08PL04_10 South and West elevations as proposed.
- 15L08PL04_11 Sections AA and BB as proposed.
- 15L08PL4_OSM_Site Location Plan 1250

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

REASON

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

3 COM5 General compliance with supporting documentation

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

Planning Statement produced by Brian Madge;
Air Quality Assessment produced by REC dated October 2017;
Arboricultural Report produced by Arboricultural Solutions dated October 2017;
Transport Statement produced by Monson dated October 2017;
Daylight and Sunlight Report produced by Flow Analysis Limited dated October 2017;

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

REASON

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

4 COM15 Sustainable Water Management

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

- i. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. Provide details of the body legally responsible for the implementation of the management and maintenance plan.
The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
 - iii incorporate water saving measures and equipment.
 - iv. provide details of water collection facilities to capture excess rainwater;
 - v. provide details of how rain and grey water will be recycled and reused in the development.
- vi. Micro drainage outputs to be re-submitted using Cv values and FEH.
- vii. BIA and Groundwater justification
- viii. Details of green/blue roof proposal conceptualised
- ix. Surface water

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

REASON

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

5 COM9 Landscaping

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

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

2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts for 102 car parking spaces including EV and disabled spaces
 - 2.c Hard Surfacing Materials
 - 2.d Provision of CCTV and secure entrance arrangements to the hotel, secure cycle parking spaces and basement car parking
 2. f Motorcycle Parking Spaces
 2. g Refuse storage and access

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

4. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and in pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance and with Policies BE13, BE38 and AM14 of the Local Plan: Part Two (November 2012) and policies 5.11 (living walls and roofs), 5.17 (refuse storage), 7.1 (lifetime neighbourhoods), and 7.3 (designing out crime) of the London Plan (2016).

6 NONSC Air Quality

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

address;

- 1) The fleet composition serving the Hotel to be Euro 5/VI or above or have implemented retrofitting devices that will enable compliance with such Euro standards.
- 2) The supply of energy to the Hotel. Any CHP or gas boiler will have to conform with the London Low NOx requirements;

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

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

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

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

REASON

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

7 NONSC Noise Mitigation

Prior to the commencement of development, a sound insulation and ventilation scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria.

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

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road or air traffic noise in accordance with Policy OE5 of the Local Plan: Part Two (November 2012).

8 NONSC Ingress of polluted air

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

REASON

To safeguard the amenity of future users of the development in accordance with Policy OE1 of the Local Plan: Part Two (November 2012) and paragraph 124 of the National Planning Policy Framework (2012).

9 NONSC Contaminated land

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

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

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

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

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

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

REASON:

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

10 COM29 No floodlighting

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

REASON

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

11 COM31 Secured by Design

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

REASON

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

12 COM7 Materials & Fenestration Detailing

No development shall take place until details of all materials (including physical samples where appropriate) are provided of external surfaces have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such thereafter.

REASON

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

13 DIS2 Access to Buildings for People with Disabilities

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

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

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

REASON

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

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

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

Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

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

15 NONSC Accessibility

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

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

REASON

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

16 NONSC Swept Path Analysis

Prior to the commencement of development, details of swept paths of typical delivery vehicles with a 300mm error margin should be submitted to demonstrate that there is sufficient space to manoeuvre in and out of the bay.

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

REASON: To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (2016).

17 NONSC CO2 Reductions

Prior to the commencement of development full details of the carbon reduction measures that conform to the energy strategy (Energy Statement, 1 June 2017, Ref. E691-ES-00) shall be submitted and approved in writing by the Local Planning Authority. These shall include:

- 1 - Full details of the baseline energy (kWhr) and carbon performance (KgCO₂) of the development
- 2 - Full details and specifications of the passive energy savings measures (Be Lean - London Plan) and how they relate to the baseline emissions
- 3 - Full details and specifications, including relevant plans and elevations of any low or zero carbon technology to be utilised in the site.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure the development contributes a CO2 reduction in accordance with the London Plan Policy 5.2

18 COM9 Accessible Car Parking

Prior to the commencement of development, details relating accessible car-parking bays should be sited within 50m of the entrance. They should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010. This prescribed standard also states that an accessible parking space should be provided for every accessible bedroom, which in this instance should equate to 12 parking bays.

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

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with Policy AM14 and AM15 of the Local Plan: Part Two (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2016).

19 H3 Coach and Cycle Parking

Prior to the commencement of development, details shall be provided illustrating 2 coach parking spaces, 6 long stay cycle parking and 3 short stay cycle parking in a secure and accessible location. Details shall also include changing and shower facilities alongside long stay cycle parking spaces.

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

REASON

To ensure the provision of a safe and convenient access for cycle parking, prior to occupation in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (2016).

20 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

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

(vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

21 NONSC Servicing and Delivery Plan

Prior to occupation, a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational shall be submitted to and approved by the Local Planning Authority in conjunction with TfL.

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

REASON

To to minimise congestion impacts and improve safety in accordance with Policies 6.13 and 6.14 of the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.

BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

3 I28 Food Hygiene

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

4 I3 Building Regulations - Demolition and Building Works

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

5 I23 Works affecting the Public Highway - Vehicle Crossover

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

6 I23B Heavy Duty Vehicle Crossover

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

7 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This

includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

8 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.

9 I23 Vehicular Crossover

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

10

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

11 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)

12

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

- a. The accessible car-parking bays should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
- b. A suitable access route to the building should be provided from the car parking areas. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
- c. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
- d. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
- e. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve

all reception areas.

f. Seating of varying heights should be provided and sited close to reception.

g. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

h. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.

i. The accessible toilet proposed on the ground floor should be signed either "Accessible WC" or "Unisex". Alternatively, the use of a "wheelchair" symbol with the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable.

j. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

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

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

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

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

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

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

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

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

s. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the

scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

13

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

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

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

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

14

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

15

The development shall install a fat trap on all catering establishments and a non return valve shall be provided to avoid the risk of backflow during stormy conditions.

16

Adequate protection measures shall be employed to protect the trees on the footway of A4 Bath Road from damage/ destruction caused by construction activities. TfL reminds the applicant that TfL will not hesitate to prosecute/ make claim against the developer of the proposal if it has found that plants/ trees on the TLRN have been tempered/ damaged by construction activities related to the proposal.

17

All vehicles associated with the construction of the hotel must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst

undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

18

a. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail at an early stage, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

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

c. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

Conclusion: revised plans should be submitted prior to any grant of planning permission, or, suitable pre-commencement conditions attached to any planning permission.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated within the car park of Axis House, 242 Bath Road. The site is currently used as a car park for Axis House, a former office building to the east. The site is bounded by Egerton Way to the north and the A4 (Bath Road) to the south and to the west is Strata House which is currently in use as an office. Beyond the A4 to the south, the area is characterised by a mix of hotels and offices. The area to the north of the application site is characterised by residential terraces. The site is located outside of the Heathrow Opportunity Area.

The existing car park was previously used by the offices at Axis House. In 2014, the offices were converted to form 64 residential units following a Prior Approval under ref: 43794/APP/2014/1542 and in 2015 Axis House was extended to form a further 7 units. The existing car parking is used by the residents of Axis House.

The site records a Public Transport Accessibility Level (PTAL) of 4 on a scale where 1 is the lowest and 6b the highest. 9 bus routes serve the bus stop located outside the site on Bath Road. The nearest tube stop is Heathrow Terminals 1,2 and 3 which is situated approximately 1.5km from the site.

3.2 Proposed Scheme

The applicant is seeking planning consent for:

- the erection of a 5-storey 128 bedroom hotel;
- provision of a restaurant/bar on the ground floor; and
- distribution of existing car parking spaces at basement and ground floor levels.

The proposed hotel is set away from the Doghurst Avenue terrace, situated to the north, by 30m. The proposed hotel would be set away from Strata House to the west by 5m and from the nearest habitable accommodation at Axis House by 10m.

3.3 Relevant Planning History

43794/APP/2013/3855 Axis House 242 Bath Road Sipson

Change of use of offices to 32 Flats (Application for Prior Approval under Schedule 2 Part 3 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended))

Decision: 07-02-2014 PRN

43794/APP/2014/1542 Axis House 242 Bath Road Sipson

Change of use of offices to 64 Flats (Application for Prior Approval under Schedule 2 Part 3 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended))

Decision: 27-05-2014 PRN

43794/APP/2015/1272 Axis House 242 Bath Road Sipson

Conversion of roof space to habitable use to include a rear dormer and a side dormer and 8 x rooflights to create 7 x 1-bed and 1 x 2-bed self contained flats with associated parking

Decision: 20-07-2015 Refused

43794/APP/2015/2822 Axis House 242 Bath Road Sipson

Conversion of roof space to habitable use to include a rear dormer and a side dormer and 17 rooflights to create 6 x 1-bed and 1 x 2-bed self contained flats with associated parking

Decision: 15-10-2015 Approved

43794/APP/2016/2814 Axis House 242 Bath Road Sipson

Details pursuant to conditions 4 (Landscaping) and 5 (Parking) of planning permission Ref: 43794/APP/2015/2822 dated 15/10/2015 (Conversion of roof space to habitable use to include a rear dormer and a side dormer and 17 rooflights to create 6 x 1-bed and 1 x 2-bed self contained flats with associated parking)

Decision: 31-10-2016 Approved

43794/APP/2016/4445 Axis House 242 Bath Road Sipson

Erection of a part 4-storey, part 7-storey 150 bedroom hotel (Use Class C1) including the excavation of a basement to provide 62 car parking spaces and associated landscaping.

Decision: 18-08-2017 Refused

Comment on Relevant Planning History

The planning application under ref: 43794/APP/2016/4445 (18/08/2017) was refused for three reasons:

- The application failed to provide a cohesive scheme, the proposal was considered to be out of keeping with the surrounding area;
- The application failed to provide adequate car parking;
- The size, scale, height and proximity of the proposal to neighbouring buildings was considered to cause overshadowing to neighbouring properties.

This application overcomes the reasons for refusal through:

- A revised design to ensure the proposed height, scale, massing and aesthetic appearance is in keeping with the local area;
- This application secures improvements to the immediate public realm to ensure the proposal responds to its immediate environment and ensures access and egress from the site is suitable;
- The car parking provision has increased for the residents of Axis House from 30 (under the previous proposal) to 50 (this proposal) for residents of Axis House; and
- The proposed footprint has been revised to ensure the building is set away from neighbouring properties. The applicant has supplied a daylight and sunlight report demonstrating the revised proposal would not result in the loss of daylight and sunlight to neighbouring properties.

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.E1 | (2012) Managing the Supply of Employment Land |
| PT1.E3 | (2012) Strategy for Heathrow Opportunity Area |
| PT1.E7 | (2012) Raising Skills |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM11 | (2012) Sustainable Waste Management |
| PT1.EM7 | (2012) Biodiversity and Geological Conservation |
| PT1.EM8 | (2012) Land, Water, Air and Noise |
| PT1.T4 | (2012) Heathrow Airport |

Part 2 Policies:

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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th November 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was consulted on between 06/11/2017 and 27/11/2017. 7 objections were received to the application which are summarised below:

- Objection to the general height, bulk and massing which is considered too large in the context of the surrounding area;
- Height of the hotel to the rear backing onto Egerton Way is too dominant;
- The proposal is likely to result in overlooking into garden and rooms of the terrace to the rear;
- This proposal does not include privacy screens;

- Concerns raised that the car parking which residents of Axis House have been allowed to use would be lost;
- Concerns relating to noise;
- Concerns raised that the car parking during construction will not be available to residents; and
- Concerns relating to overshadowing.

Transport for London

- The site of the proposed development is on Bath Road, the A4, which forms part of the Transport For London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. Therefore, the footway and carriageway on the A4, Bath Road must not be blocked during the construction of the hotel.
- All vehicles associated with the construction of the hotel must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>
- TfL notes the proposed level of car parking spaces is 50, TfL request the applicant investigate the possibility of reducing this provision consistent with the objective to reduce congestion and traffic levels and promote sustainable and public transport.
- This proposal should provide one coach parking space per 50 rooms for hotels, therefore this development should provide at least 2 coach parking spaces.
- The applicant should provide a minimum of 6 long stay cycle spaces which should be located in a secure, sheltered and accessible location. The applicant should also provided 3 short stay cycle spaces. It is advised the applicant provide long stay cycle parking spaces along with shower and changing facilities to encourage staff to cycle to the new development, whilst ensuring the objective to reduce congestion and traffic levels does not undermine walking, cycling and public transport.
- TfL is content the access arrangement to/ from the public highway will be via Egerton Way toward the back of the site, and TfL would like to state clear it would not support any later proposal for direct vehicular access from A4 Bath Road for highway safety reasons.
- A Staff and Guest Travel Plan should be produced to encourage the use of sustainable transport modes, such as walking, cycling and public transport. TfL also asks that an obligation to requiring the applicant provide a shuttle service to Heathrow airport, this can however be arranged through existing operator.
- TfL requests that a Construction Logistics Plan (CLP), as referred to in the London Plan Policy 6.3, which identifies efficiency and sustainability measures to be undertaken while developments are being built is submitted to and approved by the London Borough of Hillingdon in conjunction with TfL before construction work commences on site. TfL further requests that the submission of the plans should be secured via appropriate planning conditions/ obligations. Should be provided in accordance with TfL's CLP guidance to rationalise construction vehicles activities as well as improve safety to minimise risk of conflict with other road users.
- TfL requests that a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational is submitted to and approved by the London Borough of Hillingdon in conjunction with TfL prior to occupation. TfL further requests that the submission of the plans should be secured via appropriate planning conditions/ obligations.
- Adequate protection measures shall be employed to protect the trees on the footway of A4 Bath Road from damage/ destruction caused by construction activities. TfL reminds the applicant that TfL will not hesitate to prosecute/ make claim against the developer of the proposal if it has found that plants/ trees on the TLRN have been tempered/ damaged by construction activities related to the proposal.

Internal Consultees

ACCESS

No objections in principle, the application requires conditions to be attached to the permission requiring details and revised plans indicating how Policy 4.5 of the London Plan (2016) has been met.

This proposal to provide a 128 bedroom hotel would require amendments in order to meet the fundamental principles of London Plan policy 4.5. These are as follows:

1. Accessible car-parking bays should be sited within 50m of the entrance. They should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010. This prescribed standard also states that an accessible parking space should be provided for every accessible bedroom, which in this instance should equate to 12 parking bays.

2. In addition to the 10% provision of accessible rooms, in accordance with the 2016 London Plan policy 4.5, a further 5% should be capable of adaptation as stated in the following excerpt from the said British Standard:

i. 5% without a fixed tracked-hoist system;

ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);

3. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities, with the remaining 50% fitted with a bathtub.

4. The design of the accessible "DDA rooms" appeared not to have been designed to a recognised standard. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm, within a Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010.

Informatives recommended

a. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail at an early stage, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

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

c. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled

people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

Conclusion: revised plans should be submitted prior to any grant of planning permission, or, suitable pre-commencement conditions attached to any planning permission.

HIGHWAYS

This is re-submission for the development of a site off Bath Road Sipson. The latest application is for a 128 bed hotel in the grounds of an existing car park at a site that fronts Bath Road Sipson. This reduction in bedrooms from the previous 150 bedrooms will result in less traffic to and from the site along with less parking demand. There is a Transport Statement by Monson dated October 2017 in support of the application. Bath Road is part of TfL's strategic road network but access to the site is via Boltons Way and Egerton Way, both local Council roads. Egerton Way is a narrow road with kerbside parking and local parking restrictions in place. The kerbside parking in Egerton Way is very well used. The access to Axis House and the service entrance for the adjacent hotel are located off Egerton Way.

The site has a PTAL value of 4 (good) but there will still be a reliance on private cars for trip making for a hotel of this size along with residential trips to the existing flats in Axis House. The proposed hotel is located on the car park that is used by residents of the adjacent Axis House residential development. 70 flats have access to the car park on site. The TS states that the car park has been under used since the flat conversion was completed in March 2016. Since the initial discussions with the applicant the on-site car parking fees have been removed and car parking demand has increased. The local roads surrounding the site are subject to on-street parking stress both during the day and nighttime periods.

The proposal is to reduce the level of on-site car parking to 30 spaces at ground level and 20 basement spaces (50 in total) to serve the 70 flats which equates to 1 space per 1.4 flats or 0.7 spaces per flat which is sufficient for the area. The existing cycle parking provision for Axis House will remain unaltered in the latest proposal. The new hotel with 128 bedrooms to be constructed on site along with a basement car park for 67 cars (20 for residents). As the car park is a shared facility with Axis House the car parking for the hotel provision (47 spaces) is a lot less than the 1 space per bedroom that is in Councils' Policies but is probably thought sufficient for the location, PTAL, and supporting Hoppa bus provision.

The TS estimated the trip generation of the new hotel would be 255 trips per day (21 trips in the AM peak) and these figure must be seen as a maximum but are additional. It is proposed that the existing access/egress arrangements for the residential use will be subject to minor alterations. A proposed hopper bus service that connects the hotel directly to Heathrow Airport terminals is supported and should be conditioned. The provision of adequate cycle parking facilities for the hotel can be conditioned along with refuse/recycling service. A Travel Plan strategy for the new hotel and the provision of a detailed Travel Plan should be conditioned along with a Construction Management Plan. The applicant has supplied schemes for improving the local public realm and improving the access to the new hotel. The latest scheme will improve the public realm of the area albeit it reduces the total on-street car parking by approximately.

I suggest the applicant makes a S106 contribution of £30,000 towards a Parking Study of the area as well as the costs of works and Traffic Orders for changes to Edgerton Way. On the basis of the above comments I do not have significant highway concerns over the latest proposals.

If the application is approved the following conditions are required:

- ECVP charging points (active and passive) in the car park
- No charges for residents parking on site or in the basement
- Secure covered cycle parking
- Hoppa Bus provision
- Refuse area and access
- No sale or rent of residents car parking spaces to others
- Travel Plan
- Construction Management Plan

TREES AND LANDSCAPING

The site is accessed via Bolton's Lane and Egerton Way - which defines the northern boundary. This application includes a roadside verge with a mix of trees and shrubs immediately to the south of the rear gardens of Doghurst Avenue.

There is an existing landscape buffer along the Bath Road and Boltons Lane boundaries. There are no tree or landscape planning constraints affecting the site although some of the existing planting contributes to the visual amenity of the area and has other environmental benefits in an area that suffers from poor air quality.

COMMENT

The site has been the subject of recent applications including ref. 2016/4445, which was refused. Since then pre-application discussions have taken place with a view to addressing the outstanding issues.

A tree survey by Arboricultural Solutions, based on the original survey of 2016, has been updated in October 2017. The survey has identified and assessed 29 individual trees and two groups. The survey concludes that there are no 'A' grade trees. 13 individual trees and groups are graded 'B' (moderate condition and value) - which should be retained as part of a new development if possible. The remaining tree are considered to be 'C' grade (poor) with one 'U' grade tree - which should be removed in the interests of good management Section 6.2 considers the impact of the development on the existing trees. Five of the 'B' grade trees/ groups will be removed to facilitate the development, together with some of the poorer quality specimens. The tree removal / retention plan(dwg. No. TRP_242BATHRD_2 Rev C) confirms that the better most of the better specimens (which include off-site trees on Bath Road and Egerton Way) will be protected and retained as part of the development. At 6.2.6 of the tree report a replacement planting strategy is described. The report also contains an Arboricultural Method Statement and Tree Protection Measures.

The site plan, ref. 15L08PL4_01, by Architects Network shows an indicative masterplan with planting associated with the new layout. There appears to be additional scope for planting along the south and east boundaries (labelled 'green space' on plan). The first floor plan indicates a roof garden above the groundfloor. This will be overlooked from within the building rather than used as a accessible amenity space. Most of the attention to the landscaping has focused on the Egerton Way frontage which was subject to pre-application discussion in attempting to resolve both highway and landscape concerns.

No objection is raised to the proposal subject to appropriate conditions.

SUSTAINABILITY (summary)

I have no objections to the proposed development subject to compliance with appropriate conditions

FLOOD WATER MANAGEMENT (summary)

Current proposal requires further refinement. Development shall not commence until full details are provided and agreed in writing by the local flood authority.

WASTE (summary)

Development must comply with the waste criteria for this type of development

7. MAIN PLANNING ISSUES

7.01 The principle of the development

London Plan Policy 4.5 'London's Visitor Infrastructure' states that the Mayor "will support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London."

Policy 4.5 also sets a target of 40,000 net additional hotel rooms by 2036 and identifies town centres, intensification areas and Opportunity Areas (once there is adequate public transportation to central London and other international and national transport hubs) as locations for additional provision beyond the Central Activities Zone (CAZ).

Policy T2 of the Local Plan: Part 2(November 2012) encourages the provision of a range of accommodation on sites easily accessible from Heathrow Airport provided the development does not conflict with the development plan.

The site is located within the Heathrow Opportunity Area. In the London Plan it is envisaged that the northern part of the Heathrow Opportunity Area will continue to benefit from airport related economic growth stemming from a number of activities including the provision of hotels and leisure/tourism. The proposed hotel will provide 128 rooms; but as it will be a budget hotel, neither conference nor meeting facilities will be provided.

Given the general support for additional hotel accommodation, particularly budget accommodation in outer London provided by policy 4.5 of the London Plan, and the supporting text to policy A4 of the Hillingdon Local Plan, there is no objection in principle to the proposal.

Employment

The application form submitted by the applicant indicates the proposal would provide 36 full time staff and 44 part time staff. In an effort to fulfil the requirements of London Plan policies 4.12 'Improving Opportunities for All', the applicant is required to guarantee that local residents benefit through jobs and training. Should the application be found acceptable, this would be secured by way of a clause within the Section 106 legal agreement.

7.02 Density of the proposed development

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

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

Not applicable to this application.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria. A condition requiring a bird hazard management plan is required.

7.05 Impact on the green belt

Not applicable to this development.

7.07 Impact on the character & appearance of the area

Good design is central to all objectives of the London Plan (2016) and is specifically promoted by the policies contained within chapter seven which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites.

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

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

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

The majority of the site would be occupied by the proposed hotel footprint, with drop off areas, service access and landscaping to the perimeter of the site. It is laid out in a box like shape. This form closely echoes the shape and size of the existing surface car park and enables incorporation of a dedicated drop-off zone at the entrance to the hotel which is designed to create a courtyard effect reflective of the main entrance.

Development on the site is constrained by a maximum building height threshold of 47m AOD that is governed by the adjacent NATS radar. The proposal at 5-storeys complies with the height restriction. The proposed hotel is slightly taller, and occupies a larger footprint than the immediate neighbouring buildings, nevertheless in the context of the wider Bath Road, the proposal is actually of a more modest scale than other hotel developments. Furthermore, unlike the previously refused scheme, the proposed building is considered to be of an acceptable height and scale for the application site.

The neighbouring residents have raised several objections over the height of the proposal and its overbearing impact on the terrace to the rear under the previous application and under this application. It is considered that though this proposal is taller occupies a larger footprint, with a distance of approximately 30m between the proposed hotel and the existing dwellings on Doghurst Avenue, the proposal is unlikely to result an unacceptable visual impact or result in an overtly dominant feature.

This application is a result of discussions and revisions with officers. The key difference between this proposal and the previously refused application is that the proposed development is of a smaller built foot print and of a lower height across the site. The proposed design features a neutral palette of materials which include grey brick, granite, translucent glazing and dark grey cladding at the upper level. The proposal is aesthetically in keeping with the adjacent properties, particularly when viewed in the wider Bath Road streetscene. The proposal is considered to overcome the design reason for refusal under planning ref: 43794/APP/2016/4445 (dated 18/08/2017) and is considered acceptable.

7.08 Impact on neighbours

The NPPF encourages positive planning to achieve high-quality architecture, reflective of local surroundings and materials with a good standard of amenity for all existing and future occupants of land and buildings (paras. 12 and 58). The scale and layout of the proposed development must duly have regard to the specific constraints of the site.

Policy BE19 of the Hillingdon Local Plan (November 2012) requires new developments within residential areas to complement or improve the amenity and character of the area.

Policy BE20 of the Hillingdon Local Plan (November 2012) and the HDAS - 'Residential Layouts' seek to ensure that new development does not result in harm to neighbouring occupiers through loss of daylight or sunlight. The daylight and sunlight assessment is under review.

Policy BE21 of the Hillingdon Local Plan (November 2012) seeks to resist developments which would result in significant loss of residential amenity by reason of their siting, bulk and proximity. The HDAS (2006) - Residential Layout provides further guidance on the interpretation of this policy. The proposed building should be located such that it would retain an appropriate relationship with existing properties on Doghurst Avenue. Specifically, the building should not impinge within 21m of the 45 degree line drawn from adjoining properties habitable windows, in accordance with Local Plan Policy BE24 of the Hillingdon Local Plan (November 2012) and relevant HDAS guidance. The new building complies with the 45 degree line as regards to Axis House.

The application is supported by a daylight and sunlight assessment produced by appropriately qualified consultants. The study considers the potential loss of daylight to the affected windows in Axis House and houses in Doghurst Avenue. It has been accurately quantified and the results have been objectively analysed using widely accepted BRE criteria. It is predicted that the loss of daylight due to the proposed new building is comfortably within accepted limits.

Privacy

The proposed hotel would be set approximately 30m from facing windows along Doghurst Avenue and as such it is not considered that the proposal would result in the loss of privacy. However, neighbouring residents have raised concerns with regards to perceived overlooking, particularly from the proposed windows on the northern elevation. This could be mitigated through the use of louvres, details of which would be secured by way of a condition should the proposal be found acceptable.

The proposed hotel features a number of windows on the eastern elevation of the proposed building which sits approximately 6m from Axis House (which does not have directly facing windows on the side elevation but does have windows facing onto Egerton Way) which could give rise to overlooking into habitable rooms at Axis House albeit from an oblique angle. The proposal would be subject to a condition requiring the windows on the eastern elevation to be obscurely glazed.

In accordance with Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), it is considered that the proposal would not have a detrimental impact on the residents of Doghurst Avenue and Axis House. The proposal is considered to accord with Policy BE24 of the Hillingdon Local Plan: Part Two (November 2012).

7.09 Living conditions for future occupiers

It should be noted that there are no adopted planning standards in respect of privacy/overlooking between hotel guest bedrooms.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Policies AM2 and AM7 of the Local Plan: Part 2 (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 of the Local Plan: Part Two (November 2012) sets out the standards for on-site parking.

This is re-submission for the development of a site off Bath Road Sipson. The application is for a 128 bed hotel in the grounds of an existing car park at a site that fronts Bath Road Sipson. This reduction in bedrooms from the previous 150 bedrooms will result in less traffic to and from the site along with less parking demand. There is a Transport Statement dated October 2017 in support of the application. Bath Road is part of TfL's strategic road network but access to the site is via Boltons Way and Egerton Way, both local Council roads. Egerton Way is a narrow road with kerbside parking and local parking restrictions in place. The kerbside parking in Egerton Way is very well used. The access to Axis House and the service entrance for the adjacent hotel are located off Egerton Way.

The site has a PTAL value of 4 (good) but Axis House, due to a lack of available amenities or a town centre in close proximity to the site, residents rely on private cars for access to services. The local roads surrounding the site are subject to on-street parking stress both during the day and night time periods. The proposed hotel is proposed to occupy the car park that is currently used in part by the 70 residential units at the adjacent Axis House development.

Under this proposal, the applicant seeks to provide a reduced level of on-site car parking to 30 spaces at surface level and provide 20 basement spaces (50 in total) to serve the 70 flats which equates to 1 space per 1.4 flats or 0.7 spaces per flat. Given the site's proximity to the airport and the number of buses that serve the site, on balance this level of car parking is considered to be of an acceptable level.

This application provides 47 car parking spaces for the 128 bedroom hotel, the proposed hotel would also be served by the Hoppa bus which would be secured by way of a clause within the Section 106. Given the number of buses that serve the site, the site's proximity to Heathrow Airport and the Hoppa bus service that will serve the hotel, the proposed level of car parking for the hotel is considered to be of an acceptable.

The existing cycle parking provision for Axis House will remain unaltered in the latest proposal. The new hotel with 128 bedrooms to be constructed on site along with a basement car park for 67 cars (20 for residents). Given the site's proximity to Heathrow Airport, the number of bus routes that serve the site and the supporting Hoppa bus provision, this is considered to be acceptable.

The applicant has supplied schemes for improving the local public realm and improving the

access to the new hotel. The latest scheme will improve the public realm of the area albeit it reduces the total on-street car parking. The Highways Officer requests that a contribution of £30,000 towards a Parking Study for the area and changes to the Traffic Orders on Egerton Way.

7.11 Urban design, access and security

The applicant seeks to provide public realm improvements along Egerton Way which was extensively discussed with officers and is considered necessary to ensure a high quality scheme is delivered and access and egress from the site is suitable. As such, public realm works is secured by way of a clause within the Section 106 whereby a final scheme would be agreed by the Council and work would be delivered by the applicant using an approved contractor. Public realm improvement is considered necessary to mitigate against the direct impacts of the proposal.

7.12 Disabled access

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

The hotel could achieve London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms, the details of which have been secured by way of a condition.

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

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

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

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

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

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

The site as it stands is largely devoid of vegetation, albeit there are some trees off-site that lie close to the south eastern boundary of the site. A site survey has been submitted with the application which plots trees on and close to the site, the tree species, and their quality and spread. The trees in the vicinity are not protected by a Tree Preservation Order or by Conservation Area designations. The proposal is considered acceptable subject to conditions. TfL have commented on the scheme and requested an informative reminding the applicant that damage to trees along Bath Road as a result of this development could result in prosecution or claims against the developer.

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling. The ground floor plan indicates an area proposed to be used for refuse and recycling which is considered to be appropriate.

7.16 Renewable energy / Sustainability

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

The application has been supported by an Energy Statement that is considered satisfactory to determine the application favourably albeit more information will be needed prior to commencement of the development. This additional information can be obtained through a planning condition.

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

7.17 Flooding or Drainage Issues

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

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

Information has been submitted in respect of drainage, however the proposal includes the excavation of a basement and further information would be required prior to commencement to manage surface water/ ground water impacts.

7.18 Noise or Air Quality Issues

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

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic

environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise. The proximity and nature of the proposal would require a form of noise attenuation. Details are expected to be submitted prior to commencement.

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

The Council's Environmental Protection Unit has been consulted on the application and raises no objection regarding noise or air quality. With respect of air quality and air quality monitoring, it is recommended that similar conditions and planning obligations are secured. Overall, the development would be considered to comply with 'saved' policy OE5 of the Local Plan: Part Two (November 2012) and policies 7.14 and 7.15 of the London Plan (2016).

7.19 Comments on Public Consultations

Please refer to the 'External Consultees' section of this report for details regarding public consultation.

7.20 Planning obligations

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

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

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

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

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

The Council's Section 106 Officer has reviewed the proposal, as have other statutory

consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary contributions:

1. Highways: to secure all necessary works adjacent to the site
2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as:
 - . a hopper bus service
 - . a Construction Management Plan,
 - . a Construction Logistics Plan and
 - . a Service and Delivery Plan.
3. Public Realm: Improvement to the public realm along Egerton Way including soft landscaping works along Bath Road, a scheme to be agreed in writing by the Council and carried out by an approved contractor.
4. Axis House Car Parking: 50 spaces to be made available and used by the residents of Axis House at no additional cost.
5. To provide 50 allocated car parking for residents of Axis House. No charges for residents car parking at surface or basement levels. The applicant cannot sell or rent the allocated car parking spaces to third parties. To provide details of temporary parking arrangements for residents of Axis House during construction.

Monetary contributions:

1. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered. A contribution towards co-ordinating costs may also be required.
2. Hospitality Training contributions or in kind scheme to provide apprenticeships and on the-job training for young people interested in pursuing a career in the hospitality industry
3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.
4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement
5. Parking Survey - a contribution of £30,000 towards a parking study and the cost of works towards changes of traffic orders on Egerton Way.

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

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

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

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

It is known by officers that existing occupiers of Axis House have raised concerns relating to prohibitive car parking charges. These concerns relate to a Prior Approval that were not allocated car parking as part of their approval.

Under this application, a clause within the Section 106 Legal Agreement secures 50 allocated car parking for residents of Axis House. The clause further prevents any additional car parking charges and prevents the car parking spaces from being sold/leased to third parties.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

There is no objection to the principle of the development to provide a hotel within this location which is designated as Heathrow Opportunity Area. The general design, size, height and massing of the proposed building is considered to address the previous reason for refusal and the proposal under this application is of a comparable to the general height and scale found on the surrounding Bath Road. It is not considered that the development would have any detrimental impact on the street scene or upon residential amenity.

The budget hotel would primarily serve Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off including the provision of car parking at the adjacent Axis House. These matters taken together are not considered to have any significant detrimental impact on the provision of car parking, existing highway network or on highway safety.

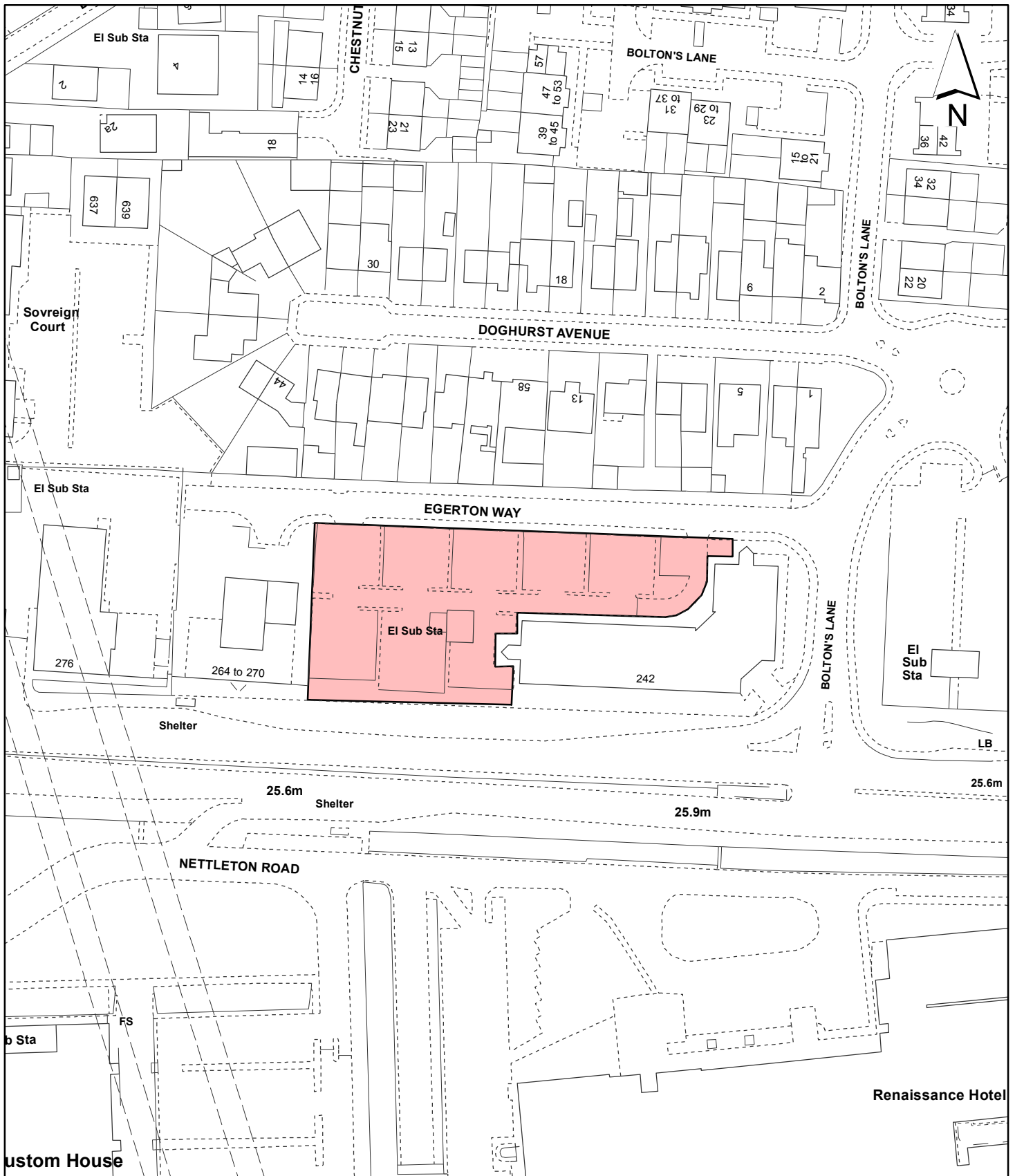
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

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

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Axis House</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>	
	<p>Planning Application Ref:</p> <p style="text-align: center;">43794/APP/2017/3704</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>		 HILLINGDON <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>		

Report of the Head of Planning, Sport and Green Spaces

- Address** RUISLIP HIGH SCHOOL SIDMOUTH DRIVE RUISLIP
- Development:** Provision of a new three-storey linked building, accommodating school hall, Sixth Form centre, classrooms, staff and ancillary facilities; single-storey extension to changing rooms; enhancement of the central courtyard with associated hard and soft landscaping; additional cycle storage; and ancillary development.
- LBH Ref Nos:** 64322/APP/2017/3185
- Drawing Nos:** Planning Statement prepared by Batcheller Monkhouse dated August 2017
Phase 2 Report on a Site Investigation, prepared by Albury S.I. Ltd date March 2017
12306b_CCTV 2 (Underground CCTV Survey)
Arboricultural Constraints Report, prepared by SES dated October 2015
Flood Risk Assessment (FRA) prepared by Ambiental dated May 2017
Air Quality Assessment prepared by Aether dated July 2017
Energy Statement prepared by Arcadis dated August 2017
1 Rev.A (Tree Survey & Protection Plan)
Arboricultural Impact Assessment prepared by SES dated 28/08/17
Ecological Appraisal prepared by EPR dated August 2017
Transport Assessment prepared by Local Transport Projects dated August 2017
Travel Plan prepared by Local Transport Projects dated August 2017
Tree Survey Schedule
BRUKL Output Sheets
External Lighting Strategy Report prepared by Arcadis dated July 2017
R-A-10000 Rev.C (Location Plan)
R-A-12001 Rev.C (Proposed Ground Floor Plan)
R-A-12002 Rev.C (Proposed First Floor Plan)
R-A-12003 Rev.C (Proposed Second Floor Plan)
R-A-12004 Rev.C (Proposed Roof Plan)
R-A-12005 Rev.C (Proposed Ground Floor Plan (Colour))
R-A-12006 Rev.C (Proposed First Floor Plan (Colour))
R-A-12007 Rev.C (Proposed Second Floor Plan (Colour))
R-A-12008 Rev.B (Existing Ground Floor Plan)
R-A-12009 Rev.B (Existing First Floor Plan)
R-A-12010 Rev.B (Existing Second Floor Plan)
R-A-12011 Rev.C (Remodelling Works - Ground Floor Plan)
R-A-12012 Rev.C (Remodelling Works - First Floor Plan)
R-A-12013 Rev.C (Remodelling Works - Second Floor Plan)
R-A-20101 Rev.C (Existing Elevations)
R-A-20102 Rev.C (Existing Elevations)
R-A-20103 Rev.C (Proposed Elevations)
R-A-20104 Rev.C (Proposed Elevations)
R-A-20105 Rev.C (Proposed Elevations (Colour))
R-A-20106 Rev.C (Proposed Elevations (Colour))
R-A-20107 Rev.C (Proposed Sectional Elevations - Courtyard)
R-A-20108 Rev.C (Proposed Sectional Elevations - Courtyard (Colour))
R-A-90001 Rev.C (Axonometric - Ground Floor Level)

R-A-90002 Rev.C (Axonometric - First Floor Level)
 R-A-90003 Rev.C (Axonometric - Second Floor Level)
 R-A-90004 Rev.C (Axonometric - Roof Floor Level)
 R-A-90005 Rev.C (Axonometric 02 - Ground Floor Level)
 R-A-90006 Rev.C (Axonometric 02 - First Floor Level)
 R-A-90007 Rev.C (Axonometric 02 - Second Floor Level)
 R-A-90008 Rev.C (Axonometric 02 - Roof Floor Level)
 R-A-90010 Rev.C (3D Overview Perspective View)
 R-A-90011 Rev.C (3D Aerial Perspective - View 1)
 R-A-90012 Rev.C (3D Aerial Perspective - View 2)
 R-A-90013 Rev.C (3D Aerial Perspective - View 3)
 R-A-90014 Rev.C (3D Perspective - View 1)
 R-A-90015 Rev.C (3D Perspective - View 2)
 R-A-90016 Rev.C (3D Perspective - View 3)
 R-A-90017 Rev.C (3D Perspective - View 4)
 L8145-1 (Existing Elevations)
 M297-100 Rev.P1 (Landscape Plan)
 Design & Access Statement prepared by Callison RTKL dated 31/08/2017
 Topographic Survey (Sheet 1 of 2)
 Topographic Survey (Sheet 2 of 2)
 Underground Services Survey (Sheet 1 of 2)
 Underground Services Survey (Sheet 2 of 2)
 Archaeological Desk-Based Assessment prepared by AOC dated January 2015
 R-A-10001 Rev.C (Proposed Site Block Plan)

Date Plans Received: 31/08/2017 **Date(s) of Amendment(s):**

Date Application Valid: 14/09/2017

1. SUMMARY

This application seeks full planning permission for works associated with the expansion of Ruislip High School. The proposals involve the provision of a new three-storey linked building, which would be located at the north east side of the existing school site and link to the building's two existing north east facing wings; the erection of a single-storey extension to the existing changing rooms; enhancement of the central courtyard with associated hard and soft landscaping; additional cycle storage; and ancillary development

The proposals would enable the expansion of the school from six forms of entry (6FE) to seven forms of entry (7FE) allowing them to cater for a total of 1302 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. Ruislip High 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 be visible from the Green Chain in this location, the harm is not considered to be so significant that refusal could be justified, especially taking into consideration the educational need and lack of alternative options demonstrated by the applicant. The proposal is therefore also considered to accord with the objectives of policy OL11 of the Local Plan: Part Two, relating to development within green chains.

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.

Further information relating to the proposed drainage strategy has been verbally requested by the Council's Flood and Water Management Officer. Negotiations are ongoing between officers and the applicant to ensure sufficient information is provided and this is reflected in the recommendation in part 2 of this report.

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.

2. RECOMMENDATION

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

A. Improvements to the existing drainage system and complimentary measures to address surface water drainage and flooding.

B. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) 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. Project Management & Monitoring: A contribution equal to 5% of the total cash contributions secured to enable the management and monitoring of the resulting agreement.

C. 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.

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

E. 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.

F. 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:

R-A-10001 Rev.C
R-A-12001 Rev.C
R-A-12002 Rev.C
R-A-12003 Rev.C
R-A-12004 Rev.C
R-A-12005 Rev.C
R-A-12006 Rev.C
R-A-12007 Rev.C
R-A-12011 Rev.C
R-A-12012 Rev.C
R-A-12013 Rev.C
R-A-20103 Rev.C
R-A-20104 Rev.C
R-A-20105 Rev.C
R-A-20106 Rev.C
R-A-20107 Rev.C
R-A-20108 Rev.C
R-A-90001 Rev.C
R-A-90002 Rev.C
R-A-90003 Rev.C
R-A-90004 Rev.C
R-A-90005 Rev.C
R-A-90006 Rev.C
R-A-90007 Rev.C
R-A-90008 Rev.C
M297-100 Rev.P1
1 Rev.A

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 prepared by Callison RTKL dated 31/08/2017
Phase 2 Report on a Site Investigation, prepared by Albury S.I. Ltd dated March 2017
Arboricultural Constraints Report, prepared by SES dated October 2015
Arboricultural Impact Assessment prepared by SES dated 28/08/17
Tree Survey Schedule
Air Quality Assessment prepared by Aether dated July 2017
Energy Statement prepared by Arcadis dated August 2017

BRUKL Output Sheets

Ecological Appraisal prepared by EPR dated August 2017

Transport Assessment prepared by Local Transport Projects dated August 2017

Travel Plan prepared by Local Transport Projects dated August 2017

Archaeological Desk-Based Assessment prepared by AOC dated January 2015

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 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage for 76 bicycles

- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts for 79 vehicles
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

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

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

- 5. Schedule for Implementation

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

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

REASON

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

8 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).

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 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.

11 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 August 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.

12 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 (2016).

13 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 (2016) Policy 5.2.

14 NONSC MoD condition

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

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

REASON

To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in accordance with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 COM15 Sustainable Water Management

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

- i. provide information about the design storm period and intensity, the method employed to

delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii. include a timetable for its implementation; and

iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

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

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

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

OL11	Green Chains Replaced by PT1.EM2 (2012)
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures Development in areas likely to flooding - requirement for flood

OE7	protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
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 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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 I3 Building Regulations - Demolition and Building Works

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

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 I12 Notification to Building Contractors

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

7 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.

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

You have already been provided with a copy of the letter dated 22/09/17 from Cadent Gas. You are reminded to take heed of their advice and to contact them in advance of any works taking place. Contact details are as follows:

Plant Protection
Cadent
Block 1; Floor 1
Brick Kiln Street
Hinckley
LE10 0NA
E-mail: plantprotection@cadentgas.com
Telephone: +44 (0)800 688588

3. CONSIDERATIONS

3.1 Site and Locality

Ruislip High School occupies an approximately 1.9 hectare, broadly rectangular shaped plot, located on the south east side of Sidmouth Drive in Ruislip.

The site accommodates a modern 2 -3 storey high building, with extensive sloping green roofs, which is located towards the centre on the site. External social space and all

weather sports pitches occupy the north east and south east sides of the site. A one-way clockwise (westbound) system, which possesses separate access and egress points, taken from Sidmouth Drive to the north of the site, is located to the front of the building. This provides access to 25 parking spaces. A second parking area, located immediately to the west of the main school building provides an additional 54 parking spaces, resulting in a total of 79 parking spaces.

The site is bounded to the north west by Sidmouth Drive, beyond which are New Pond Playing Fields and a small pay and display car park, in addition to a single-storey building used as a nursery and a single-storey building accommodating a gym. To the north east and south west the site is bounded by residential properties. To the south east it is bounded by a recreation ground. It is understood that the school makes use of the playing fields to both the north east and south west.

The site falls within the green chain as designated in the Hillingdon Local Plan. The south west part of the site, forming the school's main car park, falls within flood zone 2 and a critical drainage area. A part of the building and a large all weather pitch to the south east of the site also fall within flood zone 2.

3.2 Proposed Scheme

This application seeks full planning permission for development associated with the expansion of Ruislip High School from a 6FE to a 7FE secondary school.

This would enable an increase in pupil numbers from 1116 to 1302, representing a total increase of 186 (including sixth form). Staff numbers would increase from 105.2 Full-Time Equivalent (FTE) to 122.7 FTE, representing an increase of 17.5.

The Planning Statement and Design and Access Statement both confirm that the proposals would comprise the following:

- A new three-storey building, located to the east of the existing school building and connecting to the two existing sloped wings.
- An additional block added to the existing school building's changing facilities.
- Provision of Special Resource Provision Units to assist with the education of physically disabled students and students suffering from autism.
- Additional classrooms.
- Additional study space.
- Additional student social space.
- Additional faculty rooms.
- Additional restroom facilities.
- Provision of an additional dining/exhibition room.
- Provision of a covered external play deck and art studio.
- Provision of an external plant room.
- Additional changing rooms.
- Additional storage.
- Two three-story staircases connecting the proposed and existing buildings, reorganising the existing connectivity and improving accessibility and student circulation.

3.3 Relevant Planning History

18248/APP/2001/1665 Land At Sidmouth Drive Recreation Ground Sidmouth Drive Ruislip
PROVISION OF A 900 PLACE SECONDARY SCHOOL INCORPORATING ADULT EDUCATION

FACILITIES, DUAL USE SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER SPORTS PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)(OUTLINE APPLICATION)

Decision: 08-11-2002 Refused **Appeal:** 16-12-2003 Allowed

18248/APP/2005/1022 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Reserved Matters (Details Of Siting, Design, External Appearance, Landscaping And Access) In Compliance With Condition 2 Of The Secretary Of State's Appeal Decision Ref.App/R5510/ A/02/1105352 Dated 16/12/2003: Provision Of A 900 Place Secondary School, Adult Education Facilities, Dual School/ Community Use Library, All Weather Pitch And Car Parking (Involving The Demolition Of Cricket Pavilion And Redundant Public Conveniences)

Decision: 21-06-2005 Approved

18248/APP/2005/1050 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site Details Of Floor Area, Height And Footprint Of Buildings, Access, Facilities To Meet Needs Of People With Disabilities, Refuse Storage, Written Specification Of Planting And Cultivation Works, Access, Car Parking And Highway Works, Parking Areas For People Using Wheelchairs, Cycle Storage, Indoor Sports Hall And Floodlit All Weather Playing Surface For School/Community Use And Finished Levels In Compliance With Conditions 6, 7, 9,10,12,17,18,19, 27 & 41 Of The Secretary Of State's Appeal Decision Date 16/12/2003 'Provision Of A 900 Place Secondary School, Adult Education Facilities, Dual School/Community School Library, All Weather Pitch And Car Parking' (Outline Application)

Decision: 15-07-2005 Approved

18248/APP/2005/1272 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site Variation Of Condition 29 (Provision Of A Cricket Pitch And Drainage Improvements At West End Recreation Ground Prior To Commencement Of Development) And Conditions 30 And 31 (Provision Of Sports Pavilion And Two New 10 Pitch Cricket Tables At Bessingby Park Recreation Ground) Of The Secretary Of State's Appeal Decision Ref.App/R5510/A/02/1105352 Dated 16/12/2003: Provision Of A 900 Place Secondary School, Adult Education Facilities, Dual School/Community Use Library, All Weather Pitch And Car Parking (Involving The Demolition Of Cricket Pavilion And Redundant Public Conveniences)

Decision: 04-08-2005 Approved

18248/APP/2005/1559 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site Details Of Two Puffin Crossings On Victoria Road And West End Road, Improvements To The Existing Pelican Crossing Outside New Pond Parade, West End Road, And Footway And Cycle Connections To Public Roads In

COMPLIANCE WITH CONDITION 22 OF THE SECRETARY OF STATE'S APPEAL DECISION REF. APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES) (OUTLINE APPLICATION).

Decision: 14-06-2006 Approved

18248/APP/2005/1676 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF MEASURES TO PROTECT AND ENHANCE THE ECOLOGICAL AND NATURE CONSERVATION INTERESTS OF THE SITE AND NEIGHBOURING OPEN SPACES IN COMPLIANCE WITH CONDITION 36 OF THE SECRETARY OF STATE'S APPEAL DECISION REF. APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 25-08-2005 Approved

18248/APP/2005/2144 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF FLOODLIGHTING AND OTHER EXTERNAL LIGHTING ON SITE AND ALONG ASSOCIATED FOOTWAYS AND CYCLE WAYS IN COMPLIANCE WITH CONDITION 8 OF THE SECRETARY OF STATE'S APPEAL DECISION REF: APP/R5510/A/02/1105352 DATED 16/12/2003 :PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)
(OUTLINE APPLICATION)

Decision:

18248/APP/2005/2145 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF A SCHEME FOR THE REFURBISHMENT AND IMPROVEMENT OF THE CHILDREN'S PLAYGROUND AT WEST END RECREATION GROUND IN COMPLIANCE WITH CONDITION 33 OF THE SECRETARY OF STATE'S APPEAL DECISION REF: APP/R5510/A/02/1105352 DATED 16/12/2003 :PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)
(OUTLINE APPLICATION)

Decision: 22-08-2005 Approved

18248/APP/2005/2147 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF COMPENSATORY FLOOD STORAGE WORKS IN COMPLIANCE WITH CONDITION 39 OF THE SECRETARY OF STATE'S APPEAL DECISION REF. APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT

PUBLIC CONVENIENCES)

Decision: 22-09-2005 Approved

18248/APP/2005/2177 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF MEASURES TO IMPROVE THE DRAINAGE OF NEW POND PLAYING FIELDS, SCHEME FOR THE DISPOSAL OF SURFACE WATER AND SEWAGE WITH SURFACE WATER CONTROL MEASURES IN COMPLIANCE WITH CONDITIONS 32, 38 AND 40 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/ A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 06-10-2005 Approved

18248/APP/2005/2203 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF LANDSCAPING FOR THE BOUNDARIES OF NEW POND PLAYING FIELDS AND THAT PART OF SIDMOUTH DRIVE RECREATION GROUND OUTSIDE THE PROPOSED SCHOOL SITE IN COMPLIANCE WITH CONDITION 37 OF THE SECRETARY OF STATE'S APPEAL DECISION REF: APP/R5510/A/02/1105352 DATED 16/12/2003 :PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)
(OUTLINE APPLICATION)

Decision: 23-10-2006 Approved

18248/APP/2005/2366 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
VARIATION OF CONDITION 22 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/A/02/1105352 DATED 16/12/2003: PROVISION OF A 900-PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES) TO ALLOW FOR THE REPLACEMENT OF PROPOSED TOUCAN CROSSINGS WITH PUFFIN CROSSINGS

Decision: 22-09-2005 Approved

18248/APP/2005/2380 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Site
DETAILS OF PROTECTIVE FENCING IN COMPLIANCE WITH CONDITION 15 OF THE SECRETARY OF STATE APPEAL DECISION REF:APP/R5510/A/02/1105352, DATED 16/12/2003 (PROVISION OF A 900 PLACE SECONDARY SCHOOL INCORPORATING ADULT EDUCATION FACILITIES, DUAL USE SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER SPORTS PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES))(OUTLINE APPLICATION))

Decision: 16-09-2005 Approved

18248/APP/2005/2411 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Si
DETAILS OF MATERIALS ,COLOURS AND FINISHES AND BOUNDARY FENCING IN COMPLIANCE WITH CONDITIONS 2 & 3 OF PLANNING PERMISSION 18248/APP/2005/102 DATED 24/06/2005 'RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE, LANDSCAPING AND ACCESS) IN COMPLIANCE WITH CONDITION 2 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/ A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 14-09-2006 Approved

18248/APP/2006/2498 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Si
DETAILS OF A TRAVEL PLAN IN COMPLIANCE WITH CONDITION 20 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/ A/02/1105352 DATED 16/12/2003: PROVISION OF A 900 PLACE SECONDARY SCHOOL, ADULT EDUCATION FACILITIES, DUAL SCHOOL/ COMMUNITY USE LIBRARY, ALL WEATHER PITCH AND CAR PARKING (INVOLVING THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES)

Decision: 12-10-2006 Approved

18248/APP/2006/2974 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Si
DETAILS OF A SITE SURVEY PLAN IN COMPLIANCE WITH CONDITION 13 OF THE SECRETARY OF STATE APPEAL DECISION REF:APP/R5510/A/02/1105352, DATED 16/12/2003 (PROVISION OF A 900 PLACE SECONDARY SCHOOL INCORPORATING ADULT EDUCATION FACILITIES, DUAL USE SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER SPORTS PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES))(OUTLINE APPLICATION))

Decision: 23-10-2006 Approved

18248/APP/2006/74 Land South Of Sidmouth Drive And To Rear Of New Pond Parade Si
DETAILS OF NEW BOUNDARY FENCING BETWEEN THE OPEN SPACE TO THE SOUTH OF SCHOOL AND THE NEIGHBOURING LONDON UNDERGROUND IN COMPLIANCE WITH CONDITION 43 SECRETARY OF STATE APPEAL DECISION REF:APP/R5510/A/02/1105352, DATED 16/12/2003 (PROVISION OF A 900 PLACE SECONDARY SCHOOL INCORPORATING ADULT EDUCATION FACILITIES, DUAL USE SCHOOL/COMMUNITY USE LIBRARY, ALL WEATHER SPORTS PITCH AND CAR PARKING (TOGETHER WITH THE DEMOLITION OF CRICKET PAVILION AND REDUNDANT PUBLIC CONVENIENCES) (OUTLINE APPLICATION))

Decision: 13-01-2006 Refused

18248/APP/2011/2173 Ruislip High School Sidmouth Drive Ruislip Middlesex
Details in compliance with conditions 4 (proposed canopy) and 6 (construction management plan) of planning permission ref. 18248/APP/2011/686 dated 28/04/11: Erection of a dining room extension, new canopy to rear elevation, four new class rooms in roof void, together with associated internal and external alterations; Relaxation of Condition 5 of Secretary of State's Appeal decision ref:APP/R5510/A/02/1105352 dated 16/12/2003 to allow the additional

floorspace.

Decision: 22-12-2011 Approved

18248/APP/2011/686 Ruislip High School Sidmouth Drive Ruislip Middlesex

Erection of a dining room extension, new canopy to rear elevation, four new class rooms in roof void, together with associated internal and external alterations; Relaxation of Condition 5 of Secretary of State's Appeal decision ref:APP/R5510/A/02/1105352 dated 16/12/2003 to allow the additional floorspace.

Decision: 27-04-2011 Approved

64322/APP/2008/954 Ruislip High School Sidmouth Drive Ruislip

Extension of existing frontage fencing to include additional swing gates and fence panels and raising of height of rear fencing including attachment of mesh fencing for security purposes.

Decision: 16-09-2008 Approved

Comment on Relevant Planning History

Application ref:18248/APP/2001/1665 was refused on 8/12/2002 for a 900-place secondary school incorporating adult education facilities, a dual use school/community library, and an all weather pitch. The scheme was approved by the Secretary of State after a local Inquiry on 16/12/2003. The full planning history is summarised above.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

OL11 Green Chains Replaced by PT1.EM2 (2012)

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1 Protection of the character and amenities of surrounding properties and the local area

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

R10 Proposals for new meeting halls and buildings for education, social, community and health services

R16 Accessibility for elderly people, people with disabilities, women and children

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 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
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LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 83 local owner/occupiers and the Ruislip Residents' Association. Site and press notices were also posted. Six letters of objection have been received, which raise the following concerns:

- i) Unacceptable scale, height, mass and footprint will dominate views from Dartmouth Road.
- ii) Any new building on the site should be located on the car park to lessen its visual impact - the presence of a culvert is not a valid reason for rejecting this option.
- iii) The sloping sedum roofs sought to lessen the impact on the houses in Dartmouth Road - this is contrary to that decision.
- iv) The roof should slope to the east continuing the pitch of the main buildings.
- v) Landscaping should be introduced to soften the visual impact of the building.
- vi) The site would fail to meet basic standards of space provision for the numbers of pupils.

- vii) Lack of playground space and capacity within school canteen.
- viii) No annual maintenance of the dredging pond is carried out and originally proposed landscaping was never carried out.
- ix) Increased risk of flooding.
- x) The Tardis gymnasium will be the business most affected by this extension.
- xi) What is the starting date likely to be and how long will it take to completion?
- xii) Noise and disruption will have a negative effect on gym members - compensation was paid to the gym during previous building works due to their negative effect on the business.
- xiii) Where will construction vehicles and the workers' cars and vans park? Parking for the gym, some members of which are referred for medical reasons and rely on the public car park, is already difficult.
- xiv) What will be the impact on the park and recreation ground?
- xv) Loss of more green space in the borough. This will reduce the width of the Green Corridor, a provision made in the planning of the original school building.
- xvi) What provision is being made for extra staff parking?
- xvii) Unacceptable visual impact.
- xviii) Increased parking pressure, traffic and congestion.
- xix) Increased littering and other anti-social behaviour.
- xx) Increased noise emanating from the school during term time.
- xxi) There are several discrepancies in the supporting documents.
- xxii) The height of the building will impact right of light to properties.
- xxiii) Overlooking and loss of privacy.
- xxiv) The provision should be met elsewhere - Queensmead offers a more viable alternative.

One letter of support has been received which raises the following points:

- i) The growing community and new education building is welcomed, but car parking needs to be carefully considered to ensure parking demand conflicts between Ruislip High and Elimar Nursery, located opposite, are managed by the school and that the nursery, which also provides a vital service to the community, is valued and not disrupted as a result.

MINISTRY OF DEFENCE (MOD)

The application site resides in the statutory safeguarding zone surrounding RAF Northolt and occupies the statutory aerodrome height 15.2m, birdstrike and technical statutory safeguarding zones surrounding the aerodrome and lies 1.51km from the air base.

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of navigational aids and transmitters/receivers are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre and need to be kept free of obstruction from tall structures to ensure that aircraft transiting to and from or circuiting the aerodrome can do so safely.

On reviewing the application plans, I can confirm that the MOD has no safeguarding objections to this proposal.

However, the MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of the Precision Approach Radar (PAR) and air traffic safety. If the redevelopment of this site does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures.

The MOD would request that a condition such as the one below be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

Submission of a Construction Management Strategy:

Development shall not commence until a construction management strategy has been submitted to

and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

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

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

In conclusion, I can confirm that the MOD maintains no safeguarding objection to this application subject to the inclusion of the above condition and provided the overall height of the planned building does not exceed the 35m height stated, as part of any permission granted.

HISTORIC ENGLAND

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The application site does not lie within an Archaeological Priority Area and the desk-based assessment submitted with the application indicates that there is little of known archaeological interest in the area or potential for new discoveries on such a relatively small previously developed site.

No further assessment or conditions are therefore necessary.

METROPOLITAN POLICE

No objections. However, the extended school should achieve Secured by Design accreditation, adhering to the principles set in The New Schools 2014 Design Guide.

LONDON FIRE BRIGADE

No comments received.

CADENT GAS

A letter has been received from Cadent Gas advising that apparatus has been identified within the vicinity of the site. However, the letter appears to provide advice to the applicant rather than any specific comments on the acceptability of the proposals. A copy of the letter has been passed to the applicant and an informative would be attached advising of the need to contact Cadent Gas should planning permission be granted.

Internal Consultees

TREES/LANDSCAPE OFFICER

This site is occupied by a recently built high school, on the south side of Sidmouth Drive.

Aside from the retained larger trees along the boundaries, the landscape (and tree population) is relatively young and immature - contemporary with the built development. While the existing landscape features were secured as part of the approved masterplan, there are no tree constraints affected by TPO or Conservation Area designations.

A tree survey by SES includes a Tree Constraints Report and Arb. Impact Assessment supported by a Tree Constraints Plan and Tree Protection Plan. The survey has assessed 12No. individual trees and 7no. groups.

The tree protection plan confirms that 4No. 'C' grade trees - T8, T9, T10 and T11 - will be removed

to facilitate the development, together with a group of 4No. young hawthorn trees (part of G7) on the front boundary.

The new building will also sacrifice a large area of informal (green) open space with picnic tables. - At the time of my site visit, this area was being well used by many students (at lunch time).

The application includes a Landscape Plan, ref. M297-100 Rev P1 by IJLA, with indicative planting proposals and schedules of hard landscape details. - The proposed layout includes informal external seating and tables to replace those lost in the current layout.

Recommendation:

No objection subject to conditions RES9 (parts 1,2,4,5 and 6).

HIGHWAY ENGINEER

This application is for an extension to the Ruislip High School in Sidmouth Drive Ruislip.

Sidmouth Drive is a local road on the Council Road Network with a 20mph speed limit in place.

There is an existing high school on the site along with a staff car park for 79 vehicles.

There are existing school 'Keep Clear' markings along with other waiting restrictions close to the school. The site is fitted with camera surveillance over the School Keep Clear Markings. There is an existing public car park opposite the school along with a nearby nursery school. The public car park has plenty of spare capacity during the weekdays.

The application is for a school extension that would provide for additional teaching facilities and would see the maximum enrolment increase from 1116 pupils to 1302 pupils; an increase of approximately 17%. There would also be an increase in staff of 17 FTE.

There were pre-app discussions with the transport consultant over the proposals.

The application is accompanied by a Transport Assessment by Local Transport Projects dated August 2017.

There will be no additional car parking provided on site even though there are additional staff required to service the new facilities.

The TA estimates that the proposed extension will add another 16 trips to the morning peak hour and as many as 6 trips in the afternoon peak hour.

The existing School Travel Plan survey indicates there is a high use of sustainable travel modes by pupils (over 62% walk) and that is expected to continue with the new facilities in place. Only 16% come by car either as a single occupant car or as a shared vehicle. This figure is different with staff whereby 65% use cars (single use or car share). However this figure suggests that another 15 staff would require the use of approximately 10 spaces as a maximum.

The existing staff car parking is not fully utilised so additional trips can be accommodated.

In terms of set down and pick up close to the school the TA provided parking beat survey information that showed Sidmouth Drive was close to capacity but other nearby roads had the capacity for car parking and obviously set down/pick up facilities.

An accident analysis in the TA using data from the last 5 years showed that there was no collisions

caused by the operation of the school.

The proposed construction of the facility should be covered by a CMP (conditioned) prior to the start of construction.

It is important that the existing School Travel Plan is updated (Conditioned) no later than 3 months after occupation of the new facility.

On the basis of the above comments no significant highway concerns are raised as a result of the proposed extension to the existing school.

FLOOD & WATER MANAGEMENT OFFICER

Summary

A Flood Risk Assessment has been submitted by Ambiantal dated May 2017 v1 and Drainage strategy by Arcadis dated August 2017 v3 following CCTV survey on the site.

The further CCTV survey provides information that the current drainage system is inadequate and needs to be repaired. However the alternative solution to avoid this alters discharge from one catchment that currently flows across the park to the Thames Water Sewer which is already often overwhelmed. This is also the least preferred option as it requires pumping in order to access the Thames Water Sewer.

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

It is noted and supported that a living roof will be included, however further methods should be explored to reduce water use such as sanitary ware.

The CCTV survey has confirmed that the existing land drainage route to the pond is currently in poor condition and requires renewal/repair. These must be repaired.

An appropriate easement agreed with the Council to ensure pipe location is known and that access can be undertaken by the School.

A Clear management and maintenance plan will need to be submitted at detailed design stage encompassing the pipeline right to the river.

Detailed Comments

The site of the extension currently discharges across the park via a permeable pipe and into a pond before discharging into the Yeading Brook.

The entire site is 1.9 hectares and the proposed additional hardstanding is 0.39 hectares.

A minimum of 266m³ storage through a crate system is proposed to be provided to control surface water within the site up to and including 1 in 100 year plus 40%.

The CCTV survey has confirmed that the existing land drainage route to the pond is currently in poor condition and requires renewal/repair. This must be included.

As the surface water drainage solution requires a package pump to discharge from the attenuation system we would recommend providing a new drain to connect to the existing outfall/pond. Due to the depth of the attenuation the outfall will require a flow control chamber to pump the required discharge to an additional chamber so a gravity connection to the Thames Water surface water

culvert can be achieved.

This is not a sustainable solution as it requires pumping and ultimately discharge more water to the TW sewer than does currently as this flows to the existing land drainage route.

Sustainable Drainage Methods

It is supported that a living roof appears to have been included as requested.

Rainwater harvesting and or greywater is discounted, however limiting use within the extension should be provided through sanitary fittings and fixtures.

Section 3.8 Adoption and Management plan

A more specific management and maintenance plan will need to be provided at detailed design stage 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 and does not appear to provide 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'.

Conclusions

This report confirms there is an existing surface water risk at the school and flood risk at the school, with an inadequate drainage system.

There is more specific detail showing a scheme is feasible on site which will reduce the runoff from the existing site towards the proposed extension, and that the run off from where the extension is located is reduced. Therefore there are no objections to the principle of the development however further detail will be required.

ACCESS OFFICER

Having reviewed the Design & Access Statement, proposed plans, and other documents supporting the submission, the intended school expansion and remodelling of the existing structure raises no concerns from an accessibility and inclusive design viewpoint.

Standard informatives should, however, be attached to any grant of planning permission.

ENVIRONMENTAL PROTECTION UNIT

No objection subject to the standard conditions relating to control of environmental nuisance from construction work.

EDUCATION

The Department for Education publishes non-statutory guidelines for school design. These have

been taken into account in developing the proposals for the expansion of Ruislip High School. All school design proposals are developed in conjunction with the school to ensure that the accommodation provided meets curriculum and organisational requirements.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Whilst the site accommodates a well established educational facility, it also falls within a Green Chain as designated in the Hillingdon Local Plan. A large part of the site also falls within flood zone 2 and a critical drainage area. 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 chain and impact on flooding.

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 Chain:

Notwithstanding the above, the development nevertheless falls within a Green Chain.

Policy EM1 of the Local Plan: Part 1 states:

"The Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains. Notwithstanding this, Green Chains will be reviewed for designation as Metropolitan Open Land in the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD and in accordance with the London Plan policies.

Minor adjustments to Green Belt and Metropolitan Open Land will be undertaken in the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD.

Any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.

Any proposals for development in Green Chains will be firmly resisted unless they maintain the positive contribution of the Green Chain in providing a visual and physical break in the built-up area; conserve and enhance the visual amenity and nature conservation value of the landscape; encourage appropriate public access and recreational facilities where they are compatible with the conservation value of the area, and retain the openness of the Green Chain."

Policy OL11 of the Local Plan: Part 2, reiterates the general objectives of Local Plan: part 1 policy EM1, confirming:

"In respect of green chains, the Local Planning Authority will:-

- (i) Encourage the provision and improvement of suitable recreational facilities;
- (ii) Maintain their positive contribution in providing a visual and physical break in the built-up area;
- (iii) Conserve and enhance the visual amenity and nature conservation value of the landscape;
- (iv) Seek to improve public access to and through the area; and
- (v) Promote an overall identity for green chains throughout the borough."

In considering the acceptability of allowing development in the Green Chain it is important to consider how well a site meets the above mentioned policy criteria, as set out in Local Plan parts 1 and 2.

The existing school site is not open to the public and does not provide public recreational facilities. Nor, given its function as an operational secondary school, does it have potential for either. Furthermore, it is an existing developed site, characterised by school buildings, sports facilities, fencing and car parking. Therefore, its contribution to the Green Chain in terms of visual amenity, nature conservation, landscape value and openness is very limited. Indeed, the site is an established secondary school and its operational requirements are such that, even without further development, its ability to meet key green chain functions is extremely restricted. The proposed new building would be contained within the confines of the existing site. It would not encroach onto the surrounding public open space and it would be set in from the boundaries adjoining this space. In light of this, it is difficult to argue that the proposal would cause significant increased harm to the green chain.

It is also notable that, although of limited weight at this time pending its formal adoption, the emerging Local Plan: Part 2 - Site Specific Allocations proposes to remove the whole of the Ruislip High school site from the Green Chain designation as "the site no longer serves a purpose as Green Chain land." The document confirms that the site no longer meets the following criteria for Green Chains as being land recognised as having potential for open land recreational use or as land of actual or potential landscape value.

Taking into consideration the educational need for the development and the limited impact the development would have on the function of the green chain, as discussed above, it is not considered that refusal could be justified in this instance on grounds of harm to the green chain.

Whilst residents have questioned why Queensmead School, which is located in South Ruislip, could not be expanded instead of Ruislip High, it should be noted that there is no policy requirement for the applicant to carry out a sequential test of alternative sites in this instance. Therefore, regardless of the potential suitability of other sites, this application must be assessed on its merits against relevant planning policies and guidance. Refusal cannot be justified simply on the basis that an alternative site might be available elsewhere within the borough.

Officers understand that the applicant has worked carefully with the Council's Education Team to ensure that new school places are located where they are best placed to meet the need. Planning permission (ref: 12850/APP/2014/4492) was granted in 2015 for the expansion of Northwood School. That development is complete and the new school occupied. Planning permission (ref: 3505/APP/2015/3030) was granted in 2016 for the major redevelopment and expansion of Abbotsfield and Swakeleys Schools. Construction is underway with the new schools are due to be completed by January 2018. Planning permission (ref: 4514/APP/2017/1771) is currently sought for the expansion of Vyners School. That application is currently under consideration pending completion of the S106 agreement and final referral to the GLA and DCLG. Notwithstanding those schemes there is a continued and growing need for secondary school places and a need has been identified for new school places to serve the Ruislip area. Ruislip High is considered to be best located to meet that need.

The limited contribution the site currently makes to the function of the green chain is such

that the educational need for the development is considered to outweigh any harm to this designation in this location. There is no requirement for the applicant to carry out a sequential test of alternative sites in this instance and the applicant has confirmed that Ruislip High is best located to meet the current need. Accordingly, no objections are raised to the principle of the development in this instance, 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.

Residents have questioned the limited space available on the school site and the ability of the proposal to meet relevant standards. It should be noted that space standards for schools are governed by Education rather than Planning legislation and, as such, this is not a matter for consideration as part of this application. Nevertheless, the Council's Education Team have commented as follows in this regard:

"The Department for Education publishes non-statutory guidelines for school design. These have been taken into account in developing the proposals for the expansion of Ruislip High School. All school design proposals are developed in conjunction with the school to ensure that the accommodation provided meets curriculum and organisational requirements."

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.

7.04 Airport safeguarding

The MoD have raised no objections subject to a condition requiring the submission of a Construction Management Strategy, which has specific regard to the use of cranes. There is no requirement to consult the other aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of the application site. The playing fields to the north west and south east are designated as green chain and do not fall within the Green Belt. The impact of the development on the green chain has been discussed in part 7.01 of this report.

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.

In this instance the proposed building would be visible from Sidmouth Drive and the adjoining public open space, although existing tree and shrub planting would provide some screening in views from the south east. Concerns raised by Dartmouth Road residents over the visual impact of the building on their properties is noted and it is also acknowledged that the building would be clearly visible from here, albeit a distance in excess of 100m would remain between the nearest residential property and the new

building. Nevertheless, the ability to see a building does not necessarily deem it inappropriate and in considering the acceptability of the scheme it is important to consider the actual level of harm which would occur to the visual amenities of the surrounding area and whether this is sufficient to justify refusal. It is also important to balance the visual impacts of the proposal against other factors such as educational need and site constraints.

The existing building comprises a three-storey block with north east facing wings, which drop down to two storeys and are characterised by sloping green roofs. These assist in reducing the bulk and softening the visual impact of the building.

The proposed block would fill the gap between the existing building and the Multi-Use Games Area located adjacent to the school's north east boundary. At three-storeys high, and despite the incorporation of green roofs, the proposed new block would be visually more prominent and closer to the public open space than the existing building. The need for three-storeys in height and the inability to continue the design ethos of the original building through the use of sloping green roofs which slope down towards the open space is regrettable. However, it must be acknowledged that if fewer storeys were proposed the building would inevitably require a much larger footprint, which would raise its own questions regarding visual impact. The provision of three-storeys enables the footprint to be contained, the building to be set well in from the school boundaries, it ensures no encroachment onto existing sports facilities or adjoining public open space is required and it allows the existing buffer between the school site the residential area to the north east to remain.

Furthermore, it must be noted that whilst at three-storeys high the new block would be taller than the existing building's wings and properties to the north east and directly opposite to the north west, its height would nevertheless not be uncharacteristic to the area. Indeed large parts of the existing building are three-storeys, as are properties in West End Road to the south west.

The building would be of a high quality modern design which would be in keeping with that of the original building and it is considered to be appropriate for this location.

Residents have questioned why the building could not be located elsewhere on the Ruislip High School site, giving specific mention to the car park and suggesting that flood risk is not sufficient reason to discount locating the building here. The submitted Design and Access Statement demonstrates that a number of options for the siting of the building were considered at feasibility stage. In this instance the applicant has advised that locating the building on the car park would be undesirable from the school's perspective as this would be remote from related existing teaching spaces, that it would result in the costly relocation of existing facilities such as the school's sprinkler tank system and that it would be unacceptable from a planning perspective due to flood risk reasons.

Indeed the car park is located within Flood Zone 2 and a Critical Drainage Area. Paragraph 100 of the National Planning Policy Framework states:

"Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere....Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any

residual risk, taking account of the impacts of climate change..."

Paragraph 101 goes on to state:

"The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding."

On the basis of the above, the proposed siting of the building, on a part of the school site falling outside the flood zone and critical drainage area, is far preferable to locating it on the car park. Only in exceptional circumstances could development in the flood zone be considered where an alternative option is available. Accordingly, officers concur with the applicant's reasoning for discounting this option.

It is also notable that locating the building on the car park would have far greater impact in terms of residential amenity, due to its proximity to residential properties in West End Road, and that it would also raise questions over impact on and potential loss of car parking.

The educational need for the development has been discussed in part 7.01 of this report and the strong policy support for proposals which seek to help meet this need is well established. Notwithstanding resident objection, it is not considered that the proposal would result in such an over dominant or visually unacceptable building that its visual harm could be argued to outweigh the educational need for the development in this instance. Accordingly, it is not considered that refusal could be justified on visual amenity grounds.

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 rear facades of the nearest residential properties in Dartmouth Road, to the north east, would be located in excess of 100m away from the nearest part of the new building (rear garden boundaries would be approximately 80m away), beyond the school's existing Multi-Use Games Area and public open space. Notwithstanding objections received from residents on grounds of overshadowing and overlooking, given this distance, which significantly exceeds minimum Council guidelines, it is not considered that the development would have any significant detrimental impact on residential amenity and refusal could not be justified on these grounds.

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.

As mentioned in part 7.02 of this report, some objections have been received on grounds that the school has insufficient space to cater for additional pupil numbers. However, this matter is covered by Education rather than Planning legislation and, notably, no objections have been received from the Council's Education Team on these grounds.

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 7FE. Total pupil numbers would increase from 1116 to 1302 (including sixth form) and staff numbers would increase from 105.2 Full-Time Equivalent (FTE) to 122.7 FTE, representing increases of 186 and 17.5 respectively.

Currently staff and visitor parking only is provided on site. Parents are required to use on-street parking available along local roads or the public car park located on the opposite side of Sidmouth Road. No increase in car parking numbers is proposed. However, it should be noted that a number of existing car parking spaces are currently occupied by several storage containers. These will be removed to free up these spaces for use by staff. The Transport Assessment confirms an increase in cycle parking from 50 spaces to 76 spaces.

Despite the school's relatively low PTAL of 2, it nevertheless lies within close proximity to bus stops along West End Road (approximately 160m away), Victoria Road (approximately 570m away) and Ruislip Gardens Tube Station (approximately 400m away). The Transport Assessment confirms that the majority (84%) 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 local and also of an age where they are more able to travel independently than primary aged children. A significant number of staff (65%) however travel by car.

Based on current trip generation data, the Transport Assessment suggests that the expansion would result in an additional 16 trips in the morning peak hour and 6 trips in the afternoon peak hour. 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, no restrictions exist along Sidmouth Drive and it is acknowledged that on-street parking along this road is close to capacity. However, it is anticipated that the existing school car park would have capacity to cater for the increase in staff parking (approximately 10 spaces) and there is on-street parking capacity to cope with any limited overspill demand there might be within the wider surrounding area. However, robust Travel Plan measures should help to reduce overall parking demand such that the Council's Highway Engineer has raised no objections to the proposal.

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.

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 and will incorporate the following measures:

· Level access will be provided to all new classrooms from the external areas of the school.

- No ramps to any of the new classrooms are required as part of the expansion.
- Drop kerbs will be positioned in the car park, where ever necessary.
- All new corridors adjacent to 2 or more classrooms will be at least 1800mm wide within the new building.
- There will be a fully accessible lift located in the new building which will provide disabled access to all areas of the new building over three storeys. The first floor level is such that a link from the new building to the existing will give compliant access between the buildings.
- Within the SRP Unit (in the new building) the hygiene room will be designed in accordance with the principles of 'Changing Places'.
- Three staircases are included within the scheme - an internal accommodation stair (serving the Sixth Form Centre) and two external covered stairs near the link to the existing building.
- In addition to the proposed building, the scheme includes for some internal adaptations to the existing building.
- All new ambulant and disabled toilets will be specified to meet part M of the building regulations.
- A disabled refuge telephone system will be provided at the upper level of the internal stair case within the new building at the designated disabled refuge area to conform to BS 5839:part 9 and BS8300:2009+A1:2010.
- The main access approach to the new extension build from the drop off area will be inclined landscape paving at 1in13 in accordance with the guidance.

The Council's Access Officer has confirmed that the proposed measures are acceptable and has raised no objections on accessibility grounds.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

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.

There are no protected trees on site and all larger trees would be retained. No objections are raised to the removal of a small number of younger trees to facilitate the development.

Despite the loss of external open space on the school site, the development would nevertheless provide landscaped areas around the building for use by pupils, in addition to a large indoor social area for sixth form pupils. Landscape enhancements would also be made to spaces around the existing building, including between the two existing wings, to provide a pleasant courtyard feel to this area.

A Landscape Plan has been provided in support of the scheme with indicative planting proposals and schedules of hard landscape details shown. The Council's Trees/Landscape Officer has raised no objections subject to standard conditions requiring full details of proposed hard and soft landscaping.

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. However, 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 installed to provide a portion of the site's energy needs through the use of a renewable energy.

These measures would achieve a 35% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements.

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.

Whilst the siting of the proposed building does not fall within a flood zone or critical drainage area, the south east and south west of the site does. 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 most appropriate strategy for the location is proposed. This is in part due to there being existing drainage issues which ideally be addressed if any major construction works occur on site.

Furthermore, whilst the provision of green roofs is acknowledged and supported, the scheme fails to provide sufficient detail or commitment to reducing potable water demand.

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. Given the complexity of the drainage issues (including addressing existing drainage issues) it has been suggested by the Flood and Water Management Officer a S106 head of term be used to address her concerns. Officers consider this to be the correct approach in this instance.

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

It is not considered that the proposals would give rise to any significant increase in noise from the school site over and above its existing use. This is an existing and established school site with no current restrictions over use of its indoor or outdoor facilities. Officers in the Council's Environmental Protection Unit have raised no objections on noise grounds.

7.19 Comments on Public Consultations

Points (i), (ii), (iii), (iv), (v), (vi), (vii), (ix), (xv), (xvi), (xviii), (xix), (xxi), (xxiii), (xxiv) and (xxv) have been addressed in the report and/or by way of condition.

Point (x) suggests that the Tardis Gym will be the business most affected by the proposals. This is noted. However, it is unclear how the expansion of the school would be detrimental to the operation of the gym.

Point (xi) questions when development would start and when it would be completed. Planning permission lasts for three years and the applicant can commence works at any time during this period. In this instance it is understood that the school places are required by September 2019 and, as such, it is anticipated construction works would commence relatively quickly if planning permission is granted.

Point (xii) suggests that noise and disruption from construction works would have a negative impact on gym members and compensation should be paid. A condition requiring the submission of a traffic management plan would be attached should planning permission be granted to ensure impacts from construction traffic are minimised. Furthermore, an informative advising of environmental health legislation relating to control of nuisance from construction work would be attached. Notably, the impacts of construction work are temporary and not-long term and refusal cannot be justified on these grounds. The issue of compensation is not a material planning consideration.

Point (xiii) questions where construction traffic will park throughout the works. As mentioned above, a condition requiring the submission of a traffic management plan would be attached should planning permission be granted to ensure impacts from construction traffic are minimised.

Point (xiv) questions the impact of the development on the park and open space. The development will not encroach on land outside the existing school boundary. Issues relating to visual impact have been discussed in the report.

Point (xvii) suggests an error message appeared when residents attempted to submit comments on line and consultation deadlines are inconsistent. Officers have been unable to identify any problems with the website and, indeed, it is noted that the majority of comments received have been successfully submitted online. With regard to the discrepancy in the dates, this is due to the different types of consultation carried out. Letters are sent to residents, site notices are posted and press advertisements published. The dates on each reflect the statutory timescale from the date they are posted or published. Unfortunately it is difficult to ensure all dates are totally consistent as each different type of consultation is reliant on different processes and influenced by different factors (for example publication in the newspaper has long lead in times whereas resident letters can be produced and posted more quickly). The date on the Council's website reflects whichever is the latest date.

Point (xx) raises concerns over increased littering and anti-social behaviour. It is not considered that the proposals would lead to such a significant increase in these issues that refusal could be justified.

The letter of support is noted. Matters relating to traffic and parking have been addressed in 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. 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

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The 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. Furthermore, notwithstanding the site's location within the Green Chain, it is not considered that the proposals would result in such substantial harm to the Green Chain that refusal could be justified. Accordingly, 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.

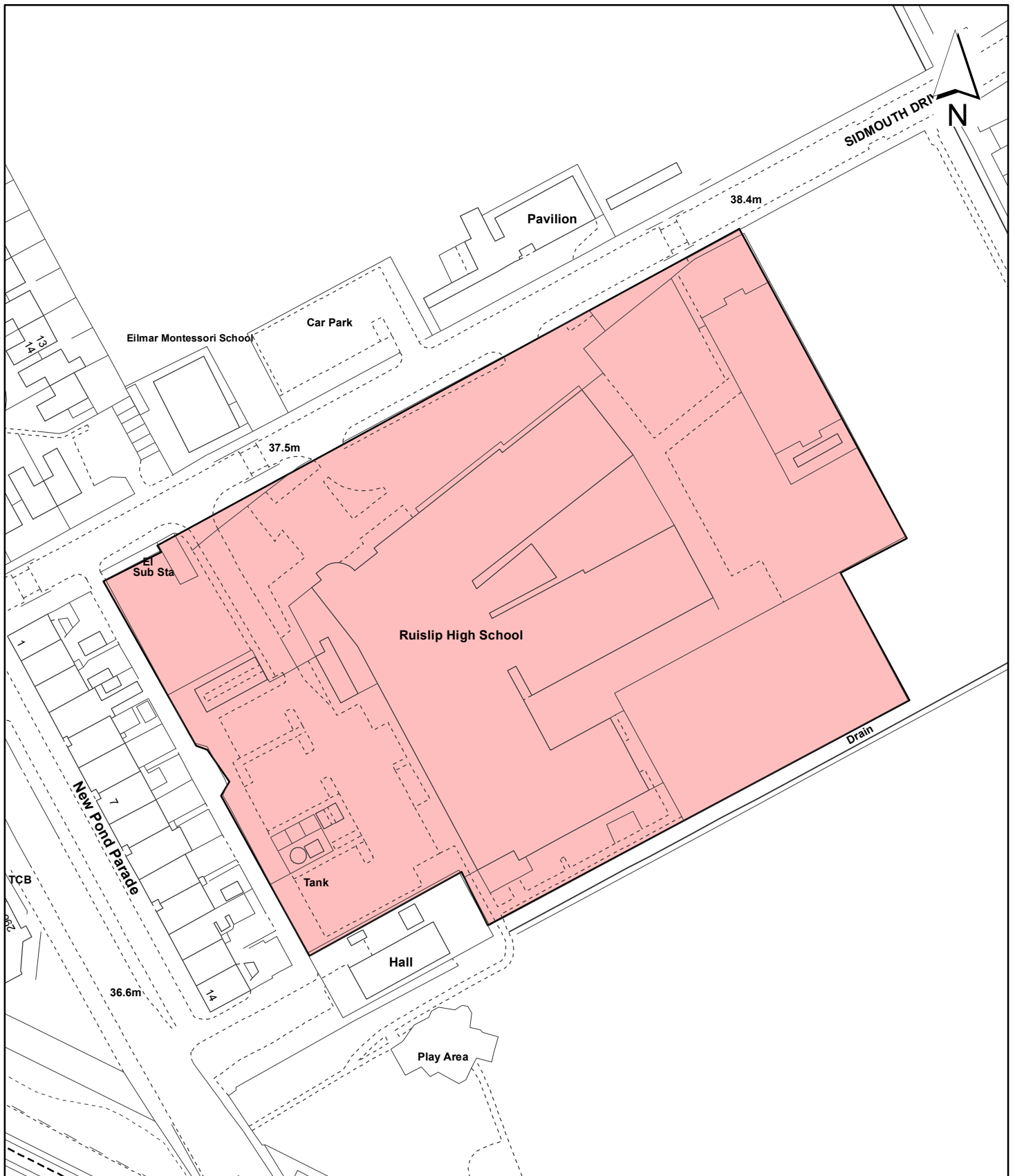
The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended, subject to resolution of the drainage matters and finalisation of the S106 agreement.



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



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Ruislip High School</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">64322/APP/2017/3185</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 HILLINGDON <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	

Report of the Head of Planning, Sport and Green Spaces

Address LAND OPPOSITE 59/60 HILLINGDON ROAD UXBRIDGE

Development: Advertisement consent for 4 freestanding billboards (approximately 6m x 3m) with associated lighting.

LBH Ref Nos: 73182/ADV/2017/97

Drawing Nos: 2017/D/219/P/03 Proposed Plan and Elevation
2017/D/219/P/02 Existing Plan and Elevation
2017/D219/P/001 Site Location Plan
2017/D/219/P/04 Illustrative View

Date Plans Received: 14/09/2017 **Date(s) of Amendment(s):**

Date Application Valid: 14/09/2017

DEFERRED ON 25th October 2017 FOR FURTHER INFORMATION ON

This application was deferred on the 25th of October 2017 because Members of the Major Applications Planning Committee requested additional information on the closure of the former site access and the layout of the proposed new development on St Andrews Park to the east of the application site.

The location of the proposed hoardings is within the former RAF Uxbridge site access. A new larger site access has been constructed and is now in use to the north of the application site. The outline application for the St Andrew's Park development (application reference 585/APP/2009/2752) granted planning consent for the closure of the former access and the creation of the new larger site access. The Council's Highways Engineers have reviewed the application and confirmed there are no objections to the application and confirmed that the former site access is no longer required for general or emergency use.

With reference to Member's request for additional information regarding the layout of the new St Andrew's Park development to the east of the application site, this area was granted Reserved Matters Consent under application reference 585/APP/2016/3776. The adjacent site is Phase 3C and will be brought forward by Persimmon. The approved layout plan for this phase indicates that the hoardings will be located at the end of an internal access road and will not therefore be directly in front of any new residential dwellings. The impact on the outlook of future occupiers is therefore deemed acceptable and the Council's Environmental Protection Unit have raised no objections to the proposals.

The display of advertisements is controlled under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. The application seeks consent to display an advertisement and in such cases the Council can only give due regard to the impact of the advertisement on amenity and public safety.

Based on the details of the submission and the responses received from internal

consultees, the impact of the proposed hoardings on amenity and public safety is considered to be acceptable and there are insufficient grounds to warrant a recommendation for refusal. As such application is recommended for approval.

1. CONSIDERATIONS

1.1 Site and Locality

The location of the proposed advertising hoarding is adjacent to Hillingdon Road (A4020) which is part of the classified road network. The site is the former highway and pedestrian access to the RAF Uxbridge site that is now being re-developed as St Andrews Park. The site has an area of approximately 180m² and the former access is now closed though the double metal gates and brick pillars have been retained and the pavement reinstalled. The site is located opposite numbers 59 and 60 Hillingdon Road.

The site has a PTAL rating of 3 and falls within the developed area as designated within the Hillingdon Local Plan (November 2012).

1.2 Proposed Scheme

The application seeks advertisement consent for the installation of four free standing billboards, approximately 6m wide and 3m high, they would be positioned on a 1m high base and be externally lit from above with strip lighting. The illumination will be static and have a maximum luminance of 800 cd/m.

1.3 Relevant Planning History Comment on Planning History

None relevant

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 17th October 2017

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

19 neighbouring properties were consulted by letter dated 22.09.17 and site notices were displayed to the front of the site. The application was also advertised in the local press. One objection to the proposal was received that states:

This is completely out of place in the existing streetscape. This is a residential area and when completed the development behind the proposed buildings will be a residential area of St Andrews Park.

Case Officer's comments

The location of the proposed advertising hoarding is adjacent to Hillingdon Road (A4020) which is part of the classified road network. Whilst the wider area is recognised as residential, the location of the proposed signage adjacent to the highway is deemed acceptable and would not result in a significant detrimental impact on the character of the area. The sign is over 24.5m from the nearest proposed dwelling within St Andrew's Park

and so will have no adverse impact on outlook.

Internal Consultees

HIGHWAYS

This application is for an advertising hoarding to be placed on a section of redundant highway on Hillingdon Road which is a classified road (A4020).

This proposal is for the erection of 3 advertising hoardings that are erected on the side of the road. The plan shows an adjacent footpath provided. The hoardings will be externally lit but no luminance levels have been provided so please condition the BS lighting levels for external advertising. The proposals are unlikely to cause any safety issues for pedestrians or other road users on Hillingdon Road. On the basis of the above comments I have no significant highway concerns.

Case Officer's comments:

The signage will have a maximum luminance level of 800 cd/m. This is recommended to be controlled by condition.

ENVIRONMENTAL PROTECTION UNIT

No objection to the planning application; subject to the proposed lighting on the advertisement free standing billboard is not intrusive so as to cause light pollution to the surrounding premises.

Case Officer's comments:

The signage will have a maximum luminance level of 800 cd/m. This is recommended to be controlled by condition.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

BE27 Advertisements requiring express consent - size, design and location

BE29 Advertisement displays on business premises

OE1 Protection of the character and amenities of surrounding properties and the local area

5. MAIN PLANNING ISSUES

The display of advertisements is controlled under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. The application seeks consent to display an advertisement and in such cases the Council can only give due regard to the impact of the advertisement on amenity and public safety.

In considering these issues the Council can refer to its planning policies as contained within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy BE1 of the Hillingdon Local Plan (November 2012) requires all new development to maintain the quality of the built environment by providing high quality urban design. Policies BE27 and BE29 of the Hillingdon Local Plan (November 2012) states that advertisements will only be granted express consent if their size and design complement the scale, form and architectural composition of individual buildings. Furthermore, the Local Planning Authority seek to ensure that the advertisements do not compromise public safety.

Advertising billboards are a characteristic feature of larger town centres (Uxbridge is defined as a Metropolitan Centre). The stretch of highway in question has four lanes, a wide central reservation and various items of street furniture; including signage, street lighting and bus shelters, that also incorporate advertising. Therefore the site is considered a more appropriate location for advertising than a more central location in Uxbridge. The proposed advertising boarding will set against the backdrop of the existing former gated access and will be a continuation of the existing boundary feature. As such they will have a reduced visual impact when compared to a standalone feature. The proposed materials, in terms of the powder coated palisade fencing, will also match those presently in situ. The visual impact of the proposals are therefore considered to be acceptable and the scheme is deemed appropriate to the character of the area adjacent to the four lane highway.

The Highways Officer is satisfied that the proposal would not adversely affect highway safety and it is considered that the proposed sign would not unduly compromise public safety in accordance with point iii of Policy BE27 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). A condition would be imposed regarding levels of illumination and type of illumination.

The nearest residential properties are located 24.5m to the east of the proposed hoardings within the new St Andrew's Park development and to the west of the site on the opposite side of Hillingdon Road. The Council's Environmental Protection Unit have confirmed that the proposed advertising will not be intrusive so as to cause light pollution to the surrounding premises. There will therefore be no adverse impact on residential amenity.

In conclusion, the advertisements are considered to comply with Policies BE27 and BE29 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application for advertisement consent is therefore recommended for approval.

6. RECOMMENDATION

APPROVAL subject to the following:

1 ADV1 Standard Advertisement Conditions

i) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

ii) No advertisement shall be sited or displayed so as to:-

(a) Endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(b) Obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air or;

(c) Hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

iii) Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

iv) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

v) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

vi) The consent hereby granted shall expire at the end of a period of five years from the date of this consent.

REASON

These requirements are deemed to be attached by Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

2 ADV4 Intensity of Illumination - specified

The intensity of illumination of the advertisement(s) shall not exceed 800 candelas per metre² and will remain static.

REASON

To ensure that the brightness of the proposed advertisement(s) will not have an adverse effect on the amenities of the area and to avoid distraction to passing motorists in accordance with Policy BE27 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

INFORMATIVES

1 The decision to GRANT advertisement consent 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 The decision to GRANT advertisement consent 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.

BE13 New development must harmonise with the existing street scene.

BE27 Advertisements requiring express consent - size, design and location

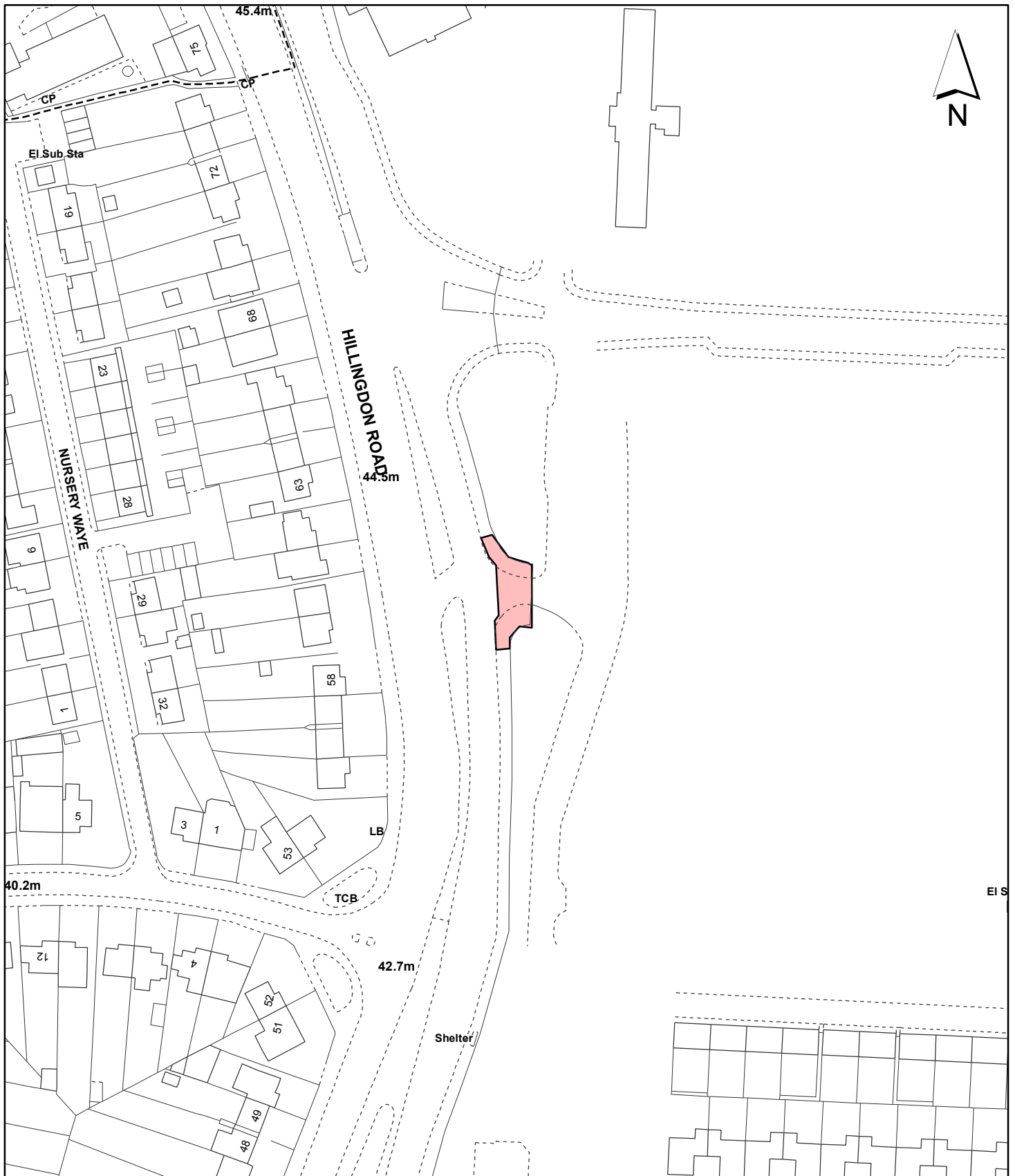
BE29 Advertisement displays on business premises

OE1 Protection of the character and amenities of surrounding properties and the local area


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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address	
Land Opposite 59/60 Hillingdon Road Uxbridge	
Planning Application Ref:	Scale
73182/ADV/2017/97	1:1,250
Planning Committee	Date
Major Application	December 2017

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

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



HILLINGDON

LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address WELLINGTON HOUSE, 4-10 COWLEY ROAD UXBRIDGE

Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 43 residential units (Use Class C3).

LBH Ref Nos: 21755/APP/2017/3716

Drawing Nos: Transport Note KD/ARN/CM/adf/JNY9212-00
1725-BG-00-00-DR-A-10_101 Existing Site Plan
1725-BG-00-00-DR-A-10_201 Existing Ground Floor Plan
1725-BG-00-00-DR-A-20_201 Proposed Ground Floor Plan
1725-BG-00-01-DR-A-10_202 Existing First Floor Plan
1725-BG-00-01-DR-A-20_202 Proposed First Floor Plan
1725-BG-00-02-DR-A-10_203 Existing Second Floor Plan
1725-BG-00-02-DR-A-20_203 Proposed Second Floor Plan
1725-BG-00-03-DR-A-10_204 Existing Third Floor Plan
1725-BG-00-03-DR-A-20_204 Proposed Third Floor Plan
JAE9560 - Acoustic Feasibility Study
16.0468 - Pre Acquisition Survey Report
WIB11281-137 (JLL)-19595 - HSBC Wizard Screening Opinion

Date Plans Received: 11/10/2017 **Date(s) of Amendment(s):**

Date Application Valid: 20/10/2017

1. SUMMARY

The application seeks prior approval for the Change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 43 self contained flats, all of which would be studios and 1 bed flats. 21 car parking spaces will be allocated to the residential use, including 3 disabled spaces and 5 spaces provided with an electric vehicle charging point. Also proposed are 43 long stay cycle parking spaces and 2 short stay / visitor cycle parking spaces along with waste and recycling facilities.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise from commercial uses and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of an agreement for a public realm contribution and to prevent resident parking permits being applied for through a Section 106 Legal Agreement, prior approval is required and the application is recommended for approval.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Required and Granted subject to:

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

- 1. Public Realm Contribution of £40,000.**
- 2. Strategy for ceasing usage of all additional car parking on site over and above the 21 proposed off street car parking spaces.**
- 3. Agreement that future occupants will not be able to apply for car parking permits.**

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

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

D) If the Legal Agreements have not been finalised by 12th December 2017 (or such other time frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts over and above the proposed 21 parking spaces, which could result in additional vehicular movements and corresponding adverse impact on the surrounding highway network given the existing additional car parking spaces across the site. The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to public realm improvement

contribution and agreement that future occupants will not be able to apply for car parking permits). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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

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

1 NONSC Parking Allocation Plan

Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for residential use of the flats hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

2 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. 21 car parking spaces including visitor parking with markings
 2. 3 parking spaces to be assigned for use by disabled persons and marked as such
 3. 5 parking spaces to be supplied with active Electric Vehicle Charging points
 4. 5 parking spaces to be supplied with passive Electric Vehicle Charging points
 5. 1 motorcycle parking spaces
 6. Secure and covered parking spaces to be provided for 43 bicycles as a minimum
- Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

3 NONSC Noise Insulation from Commercial Uses

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

REASON: To ensure that the amenity of the occupiers of the proposed development is not

adversely affected by noise generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

4 NONSC Non Standard Condition

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

(2) 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 Council dispenses with any such requirement specifically and in writing.

(3) If during development works asbestos is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation.

REASON

To ensure that risks from any contamination to the future users of the site and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

INFORMATIVES

1

Construction and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Anti-Social and Environment Department.

2

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

3. CONSIDERATIONS

3.1 Site and Locality

Wellington House is prominently situated on the Mahjacks roundabout at the North end of the Cowley Road, accessed from the main ring road (A4020). The property is situated approximately 350 metres from Uxbridge town centre. The areas immediately to the South and West of the building on the other side of the road are predominantly residential with industrial areas further West, beyond Frays River and River Colne. Wellington House is a modern four story office building in a prominent position on Cowley Road. The building is arranged around a central core providing office accommodation. The site currently has 36 on site car parking spaces. The existing building is a late 20th century red brick building

with regular repeating bays of horizontal windows. There is an existing entrance canopy to the front and some formal landscaping. The parking is predominantly to the rear of the building with a secondary entrance also to the rear of the building.

3.2 Proposed Scheme

The application seeks prior approval for the Change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 43 self contained flats, all of which would be studios and 1 bed flats. 21 car parking spaces will be allocated to the residential use, including 3 disabled spaces and 5 spaces provided with an electric vehicle charging point. Also proposed are 43 long stay cycle parking spaces and 2 short stay / visitor cycle parking spaces along with waste and recycling facilities.

3.3 Relevant Planning History

Comment on Relevant Planning History

21755/APP/2017/1651 - Creation of additional floor for use as office space, canopy to front and alterations to elevations and parking - Approved 14-07-17.

This consent has not been implemented and the building remains four stories in height.

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

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.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.21 (2016) Contaminated land
- LPP 6.13 (2016) Parking
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 39 local owner/occupiers and the application was also advertised by way of site notices.

No responses have been received.

Internal Consultees

HIGHWAYS - Connectivity

Vine Street connects Mahjacks roundabout with Uxbridge Town Centre at point midway along High Street. Vine Street is broken into two halves at the mini roundabout junction with Cricket Field Road.

The section from Mahjacks roundabout to Cricket Field Road has office frontages and two-way working; the section from Cricket Field Road to where Vine Lane intersects with High Street is restricted to buses and cyclists only and has more of a town centre character. On the corner of High Street and Vine Street northbound is a bus stop providing services to Ruislip, Acton, West Dayton, Heathrow Terminals 2 and 3, Hayes and night services to Holborne.

A developer's contribution of £40,000 is sought to improve pedestrian access from the development site, Wellington House to Uxbridge town centre. Works will focus upon making the route accessible for all by remodelling layout of the Cricket Field Road mini roundabout to improve pedestrian safety and convenience when crossing the road. Works will also include resurfacing the footways, provision of tactile paving with dropped kerbs, removal of street clutter particularly those lamp columns and road signs that present a risk to visually impaired people. The width of the footways will also be widened where space permits.

The zebra crossing on the corner of Vine Street and High Street will also be remodelled to reduce the carriageway width in turn improving road safety by reducing the distance pedestrians need to cross in the live carriageway. As part of these works the opportunity will be taken to calm the speed of buses and improve the space used by passenger waiting at the bus stop on the corner of High Street and Vine Street northbound.

Cycle parking along Vine Street will also be reviewed both to remove clutter and provide cycle parking that is responsive to people's needs.

HIGHWAYS - Parking

The applicant's Transport Note suggests that the site has a PTAL of 2 (poor) but adjacent sites have a PTAL values of 5 (very good). I have interrogated the TfL Webcat PTAL Tool and it is clear that the site sits within a small area that is identified as PTAL value 2 (poor) and yet the site is only 400m walk from Uxbridge Railway and Bus stations.

On the basis of the above comments I would have no highways objection to the proposed on-site car parking allocation. If you are of a mind to approve this application I would like the condition relating to sale/rent of the proposed on site car parking to others applied. In addition I would like a S106 agreement restricting resident access to the adjacent controlled parking zone. I would also like a car park management plan conditioned to ensure the 10 parking spaces that are not allocated to residents on site are not sold or rented.

Case Officer's comments:

The suggested S106 Head of Term, including the public realm contribution, and conditions are recommended to be attached to any consent. It should be noted that the TfL Webcat Tool is a 'tool' only. In officer's opinion the site is considered very accessible and the application assessed accordingly.

ENVIRONMENTAL PROTECTION UNIT

I have taken a look at the submitted information. I have concerns over the possible issues of sound transmission through the property but this can be dealt with via condition. The initial design principles seem sound so therefore I do not want to object to the application but suggest the following conditions should the application be granted:

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise.

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise and vibration.

Informative:

Construction and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Anti-Social and Environment Department.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) the only source of noise that the Local Planning Authority can take into consideration is that produced by commercial uses. Therefore the requested condition to limit noise generated from within the development is not an issue that the Local Planning Authority is permitted to consider as part of this type of application and therefore cannot be attached to any determination of the application. A condition is however suggested to be attached that protects future residents from noise generated from commercial uses.

FLOOD AND WATER MANAGEMENT OFFICER

The Change of use proposed is in Flood Zone 1 and there are no proposed changes to the ground floor. However please note, further alterations and or works to the car park should ensure that the car parking is made permeable in order to reduce run off from the site which flows to near by Cowley road and has flooded on numerous occasions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), from 30 May 2013 development consisting of the

change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A land);
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is considered that the site (given its location adjacent to the town centre boundary) is very accessible notwithstanding the slightly surprising PTAL rating identified by TfL computer software.

The Council's Highways Engineers have reviewed the proposals and provided comments on the measures required to mitigate against the detrimental impact of the development. These can be summarised as a Public Realm contribution of £40,000 and a strategy for ceasing usage of all additional car parking on site over and above the 21 proposed off street car parking spaces. This is because officers believe there to be additional car parking spaces across the red line site at present and the operation of the additional parking spaces in an uncontrolled manner could have an adverse impact on the surrounding highway network. In addition to prevent parking stress in the locality, an agreement that future occupants will not be able to apply for car parking permits is also required.

The Applicant has agreed to these obligations which would be secured through a S106 Legal Agreement.

Conditions are recommended to be attached to any consent to ensure that the appropriate number of car parking spaces (including disabled spaces and active & passive electric vehicle charging points), motorcycle spaces and cycle parking spaces are provided and that these spaces are allocated to the approved development.

Subject to the completion of the Legal Agreement and proposed condition the Highway's impact of the development is acceptable.

The servicing arrangements for the site currently take place from within the existing car park, these would remain unchanged as part of the development proposals.

7.11 Urban design, access and security

Not applicable as this is not an application for planning permission.

7.12 Disabled access

Not applicable as this is not an application for planning permission.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for planning permission.

7.14 Trees, landscaping and Ecology

Not applicable as this is not an application for planning permission.

7.15 Sustainable waste management

Not applicable as this is not an application for planning permission.

7.16 Renewable energy / Sustainability

Not applicable as this is not an application for planning permission.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has stated that the site is located in Flood Zone 1 and is not considered to be at risk from flooding according to the Environment Agency Flood maps. As there will be no changes to the footprint of the building, there is no objection to this proposal from a flooding perspective, in accordance with strategic policy EM6 of the Local Plan: Part 1 (2012); policy EM6 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); and policy 5.12 of the London Plan (2016).

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have reviewed the submitted documents in terms of the risk of contamination and have have raised no objections to the proposal. However a condition is recommended to be attached to any consent to protect future residents from contamination, such as asbestos, found during proposed works that is not addressed within the submitted details.

Subject to this condition the proposal is acceptable in terms of contamination.

Noise from Commercial Premises

The Council's Environmental Protection Unit have reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site. As set out in Section 6 of this report, subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

The proposal is therefore acceptable in terms of noise.

7.19 Comments on Public Consultations

None received

7.20 Planning obligations

In order to mitigate against the impact of the proposals, the following obligations will be sought:

1. Public Realm Contribution of £40,000
2. Strategy for ceasing usage of all additional car parking on site over and above the 21 proposed off street car parking spaces.
3. Agreement that future occupants will not be able to apply for car parking permits.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

None

8. Observations of the Borough Solicitor

The Town and Country Planning (General Permitted Development) (England) (Order 2015/596) ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015.

The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:

- (a) Transport and highways impacts of the development;
- (b) Contamination risks on the site;
- (c) Flooding risks on the site; and
- (d) Impacts of noise from commercial premises on the intended occupiers of the development.

Members cannot stray outside these matters when determining a prior approval application. Members must have regard to any representations made and the National Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

Planning obligations can be required if it is necessary to make the details which are the subject of the prior approval application acceptable.

Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

Equalities & Human Rights

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application seeks prior approval for the Change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 43 self contained flats, all of which would be studios and 1 bed flats. 21 car parking spaces will be allocated to the residential use, including 3 disabled spaces and 5 spaces provided with an electric vehicle charging point. Also proposed are 43 long stay cycle parking spaces and 2 short stay / visitor cycle parking spaces along with waste and recycling facilities.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

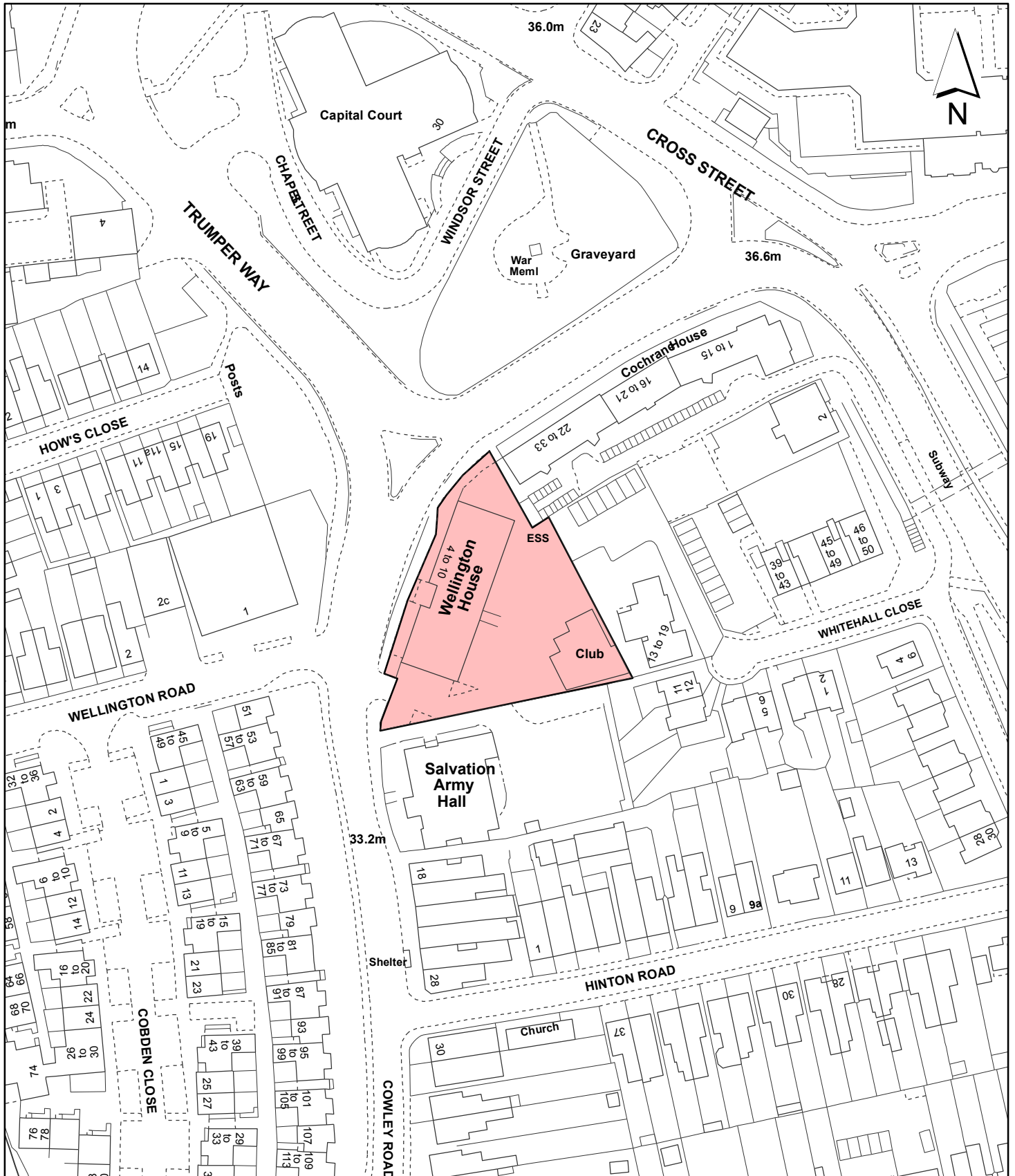
The application has been assessed against the above criteria and subject to relevant conditions and the securing of an agreement for a public realm contribution, agreement to limit the use of the additional parking on the site and agreement to prevent resident parking permits being applied for through a Section 106 Legal Agreement, prior approval is required and the application is recommended for approval.

11. Reference Documents


Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
Wellington House	
Planning Application Ref:	Scale
21755/APP/2017/3716	1:1,250
Planning Committee	Date
Major Application	December 2017

LONDON BOROUGH OF HILLINGDON

Residents Services

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



Plans for Major Applications Planning Committee

Tuesday 5th December
2017



HILLINGDON
LONDON



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Report of the Head of Planning, Sport and Green Spaces

Address WOODBRIDGE HOUSE NEW WINDSOR STREET UXBRIDGE

Development: Demolition of an existing Almshouse complex and erection of 30 no. residential units (Use Class C3) comprising 20 no. 1-bed almshouse units, 2 no. 2- bed almshouse units and 8 no. 1-bed units for persons of state pensionable age (of which 23 no. units built to M4(2) standard with M4(3) bathrooms & 7 no. built to full M4(3) standard), with office/meeting room, residents' cafe/social room, ancillary buildings and associated parking and landscaping.

LBH Ref Nos: 20590/APP/2017/3413

Date Plans Received: 26/09/2017 **Date(s) of Amendment(s):** 20/11/2017

Date Application Valid: 03/10/2017 26/09/2017

NOTES

- 1. DETAILS SHOWN TO COMPLY WITH THE REQUIREMENTS OF THE BUILDING REGULATIONS AND THE FIRE REGULATIONS.
- 2. THE WORK SHOWN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND THE ARCHITECT.
- 3. THE WORK SHOWN IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE FIRE OFFICER.

ABBREVIATION LIST

- 1. WALL
- 2. FLOOR
- 3. CEILING
- 4. DOOR
- 5. WINDOW
- 6. STAIR
- 7. LIFT
- 8. CLOSET
- 9. TOILET
- 10. KITCHEN
- 11. BATHROOM
- 12. OFFICE
- 13. RECEPTION
- 14. STORE
- 15. CORRIDOR
- 16. LIFT SHAFT
- 17. STAIR SHAFT
- 18. RAMP
- 19. BALCONY
- 20. TERRACE
- 21. PARKING
- 22. GARDEN
- 23. DRIVEWAY
- 24. FENCE
- 25. LIGHTNING ROD

NO.	DATE	REVISION

REVISIONS



14 WINDY LAKE
14 WINDY LAKE
14 WINDY LAKE
14 WINDY LAKE
14 WINDY LAKE

CLIENT
UNION SQUARE TRUST ASSOCIATES
14 WINDY LAKE
14 WINDY LAKE
14 WINDY LAKE
14 WINDY LAKE

PROJECT
UNION SQUARE TRUST ASSOCIATES
14 WINDY LAKE
14 WINDY LAKE
14 WINDY LAKE
14 WINDY LAKE

DRAWING TITLE
FIRST FLOOR PLAN

SCALE
1:50

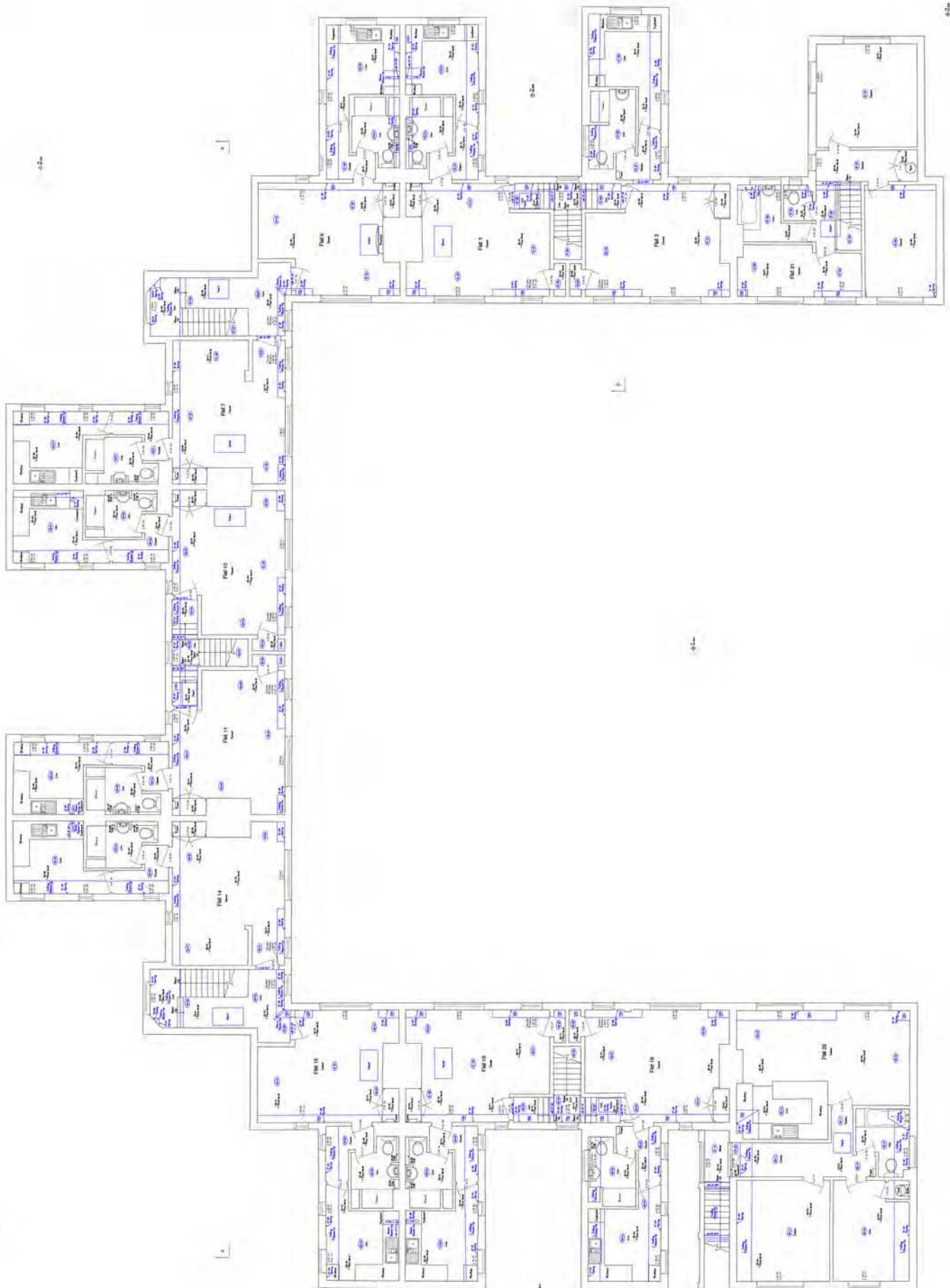
DATE
2024

PROJECT NO.
14 WINDY LAKE

DESIGNER
14 WINDY LAKE

CLIENT
UNION SQUARE TRUST ASSOCIATES

PROJECT
UNION SQUARE TRUST ASSOCIATES





- KEY**
- Site Boundary
 - Existing Footprint
 - Proposed Building
 - Existing Foul Drainage
 - Proposed Foul Drainage

**Town Planning
Application No.2**

B	Revised site plan to add gate and gate	25.11.17
A	Revised site plan to add gate and gate	15.11.17

AA+D
 Miller Architecture + Design Ltd
 4th Floor, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

As Proposed

GROUND FLOOR AND SITE PLAN
 New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Ground Floor and Site Plan - 1:100 @ AO

Location Plan
 New Almshouses, Uxbridge United Welfare Trust,
 Woodbridge House, New Windsor Street, Uxbridge,
 Greater London, UB8 2TY

Scale: 1:100 @ AO
 Date: 28.07.2017
 447 / TP2 / 001B
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- KEY:
- Site Boundary
 - Existing Footprint
 - Proposed Building
 - Existing Foul Drainage
 - Proposed Foul Drainage

Town Planning
Application No.2

B	Revised building pattern to add garden area	25.11.17
A	Revised building layout	15.11.17

AA+D
 Miller Architecture + Design Ltd
 45-47 Abchurch Lane, 7th Floor, Abchurch Lane
 London, EC4N 3DF
 Tel: 020 7417 2520 | info@aaandesign.co.uk
 www.aaandesign.co.uk

New Almshouses, Uxbridge United Welfare Trust,
 Woodbridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY

First Floor Plan
 Scale: 1:100 @ AO
 Date: 28.07.2017

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 B
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As Proposed

FIRST FLOOR PLAN
 New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - First Floor Plan - 1:100 @ AO

NEWLAND
HOUSE



SECOND FLOOR PLAN

New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Second Floor Plan - 1:100 @ AO

As Proposed

- KSC:
- Site Boundary
 - Existing Footprint
 - Proposed Building
 - Existing Foul Drainage
 - Proposed Foul Drainage

**Town Planning
Application No.2**

B	Revised window pattern to add glazing and oak	28.11.17	
A	Revised bathroom layout	18.11.17	

AA+D

Miller Architecture + Design Ltd
 Almond Business Park, 79 - 81 Almonds Street
 Uxbridge, Middlesex, UB8 3JF
 0181 417 2520 | info@aaandesign.co.uk
 www.aaandesign.co.uk

New Almshouses, Uxbridge United Welfare Trust
 Woodbridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY

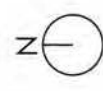
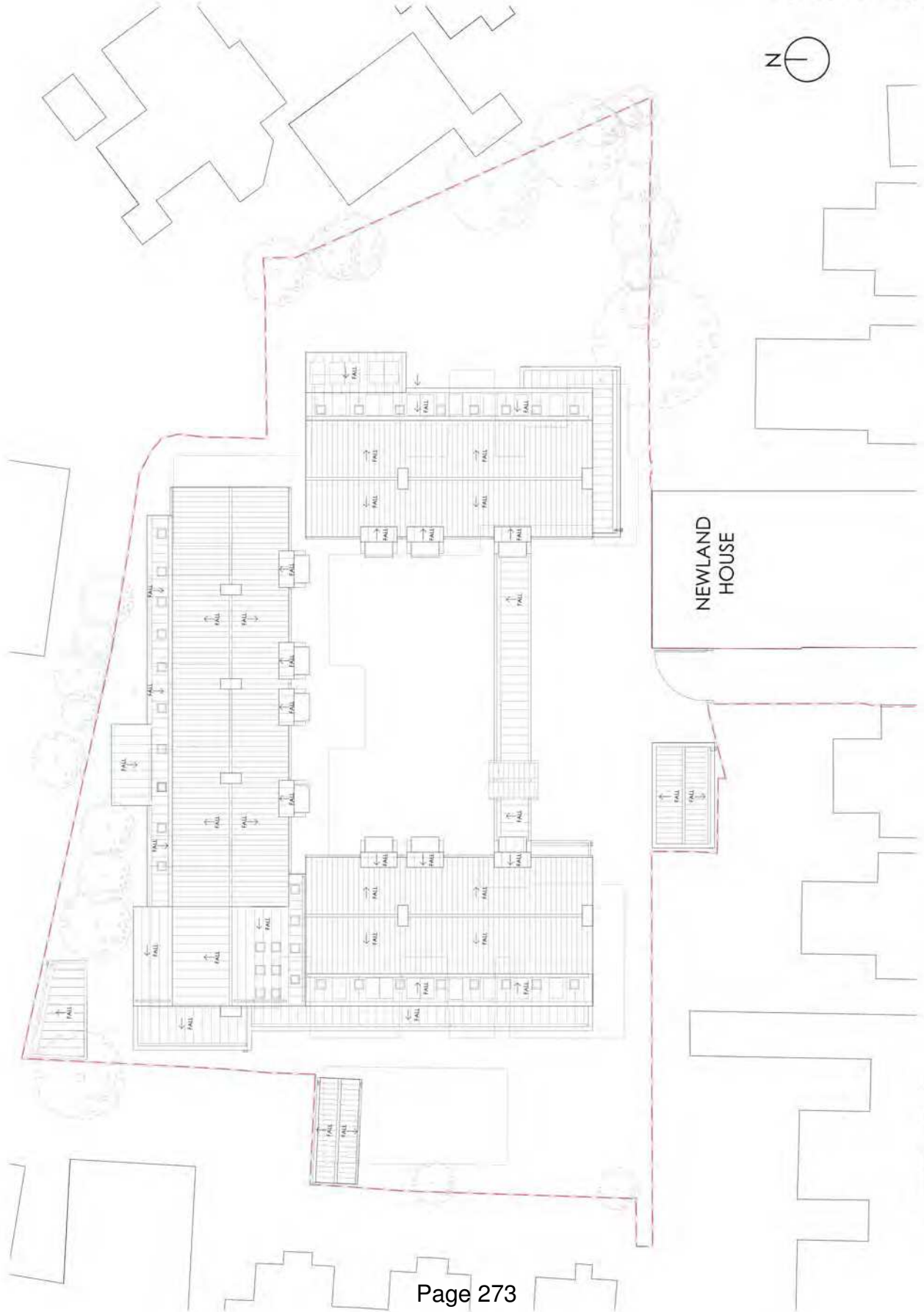
Second Floor Plan

Scale: 1:100 @ AO

Date: 28.07.2017

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0 1 2 3 4 5m
1:100 @ AO

- K52:
- Site Boundary
- Existing Footprint
- Proposed Building
- Existing Foul Drainage
- Proposed Foul Drainage

Town Planning
Application No.2

As Proposed

AA+D
Alder Architecture + Design Ltd
Aldershot Business Park, 79 - 80 Ashmans Street
Aldershot, Hampshire, GU11 3JF
Tel: 01487 25200 E: info@aldershotdesign.co.uk
www.aldershotdesign.co.uk

New Almshouses, Uxbridge United Welfare Trust
Woodbridge House, New Windsor Street, Uxbridge
Greater London, UB8 2TY

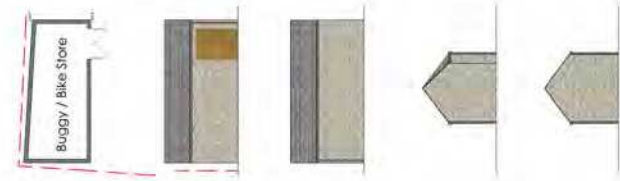
Roof Plan
Scale: 1:100 @ AO
Date: 28.07.2017

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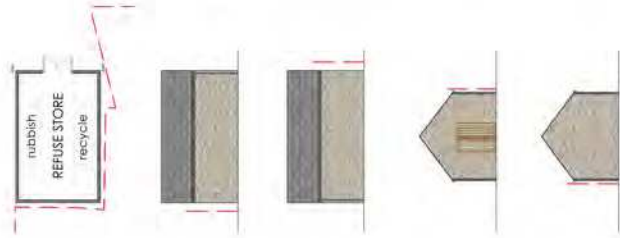
ROOF PLAN
New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Roof Plan - 1:100 @ AO



North
South
East
West



North
South
East
West



North
South
East
West

MATERIAL SCHEDULE
Walls: light grey/brown brick
Pitched roofs: grey slate
Flat roof: grey standing seam zinc
Doors: timber sash and doors with metal frame
Rainwater goods: grey powder coated aluminium

Town Planning
Application No.2



AA+D
 Auster Architecture + Design Ltd
 44/77th Business Park, 41 - 47 Albany Drive
 11703, 11th Fl, 11703 M44
 01442 80280 | E: info@aa+d.co.uk
www.aa+d.co.uk

New Almshouses
 Uxbridge United Welfare Trust
 New Windsor Street, UB8 2TY
 Ancillary Elevations

Scale: 1:100 @ AO
 Date: 20.07.17

ANCILLARY BUILDINGS

New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Ancillary Buildings - 1:100 @ AO

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As Proposed





EAST ELEVATION WEST WING



EAST ELEVATION



Town Planning
Application No.2



AA+D

Alder Architecture + Design Ltd
Atkinson Business Park, 72, 80 Atkinson Street
Dingli Works, M23 5AF
| 01447 832311 | E: info@alder-architect.co.uk
www.alder-architect.co.uk

New Almshouses
Uxbridge Local Welfare Trust
New Windsor Street, UB8 2TY

East Elevations

Scale: 1:100 @ AO

Date: 28.07.2017

0 1 2 3 4 5M
1:100@AO

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New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - East Elevations - 1:100 @ AO

1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO



NORTH ELEVATION REAR

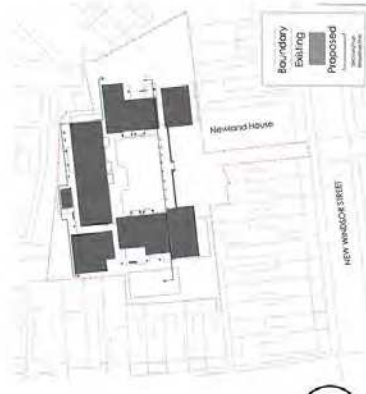
1:100 @ AO
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 1:100 @ AO



SITE SECTION

New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - North Elevation and Site Section - 1:100 @ AO

0 1 2 3 4 5M
 1:100 @ AO



Town Planning
 Application No.2

AA+D
 Aelder Architecture + Design Ltd
 Admin Business Park, 72-80 Avenue Green
 Ring Road, Northfleet, Kent
 DA11 4ZL, United Kingdom
 www.aelder-architecture.co.uk

As Proposed

New Almshouses
 Uxbridge United Welfare Trust
 New Windsor Street, UB8 2TY

Date: 28.07.2017

447 / TP2 / 006

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MATERIAL SCHEDULE

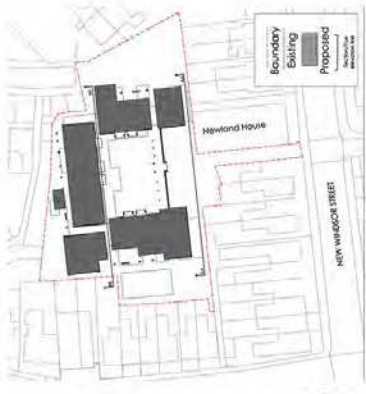
- Walls: light grey/brown brick, red brick
- Benches: red/brown and grey standing seam zinc
- Pitched roofs: grey slate, grey standing seam zinc
- Manard and flat roof: grey standing seam zinc
- Door and windows: grey powder coated aluminium
- Chimneys: light grey/brown brick with red/brown zinc coping
- Rooflights: grey powder coated steel
- Railwater goods: grey powder coated aluminium
- Chimney wall (low): grey/brown brick
- Chimney post: red/brown zinc
- Chimney roof: red/brown standing seam zinc
- Drive surface: lammac
- Car park: surface: red brick paving
- External landscape: see Landscape Architect's plans
- Boundary fence: new fence: close boarded fence to match existing
- Gates: snover lodged and braced with metal frame
- TV Frame: grey anodised aluminium
- PV roof: grey powder coated aluminium
- PV Panel: high transmission, low iron, tempered glass with mono-crystalline cells



SOUTH ELEVATION SOUTH WING



SOUTH ELEVATION FRONT



**Town Planning
Application No.2**

A	Revised number of units in total (see table 2)	20 (11 P)
B	Revised number of units in total (see table 2)	20 (11 P)

AA+D
 Adler Architecture + Design Ltd
 Alimshouse Business Park, 72-80 Alimshouse Street
 Uxbridge, Middlesex, UB8 2TY
 T: 01442 822611 E: aa@adlerarch.co.uk
 www.adlerarch.co.uk

New Almshouses
 Uxbridge United Welfare Trust
 New Windsor Street, UB8 2TY
 South Elevation

Scale: 1:100 @ AO
 Date: 28.07.2017

0 1 2 3 4 5m
 1:100 @ AO

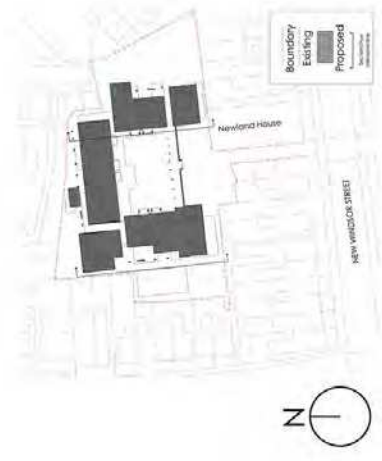
New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - South Elevations - 1:100 @ AO

Drawn by	447 / TP2 / 005A
Scale	A

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WEST ELEVATION EAST WING



WEST ELEVATION WEST WING

Town Planning
Application No.2

Project Name	
Project No.	
Date	

AA+D

A&D Architecture + Design Ltd
Aynon Elnest Park, 72-80 Almeric Street
1st Fl, New Windsor, WY2 2JY
T: 01449 09620 | E: info@aaad.co.uk
www.aaad.co.uk

New Almshouses
New Almshouses Welfare Trust
New Windsor Street, UB8 2TY
West Elevation

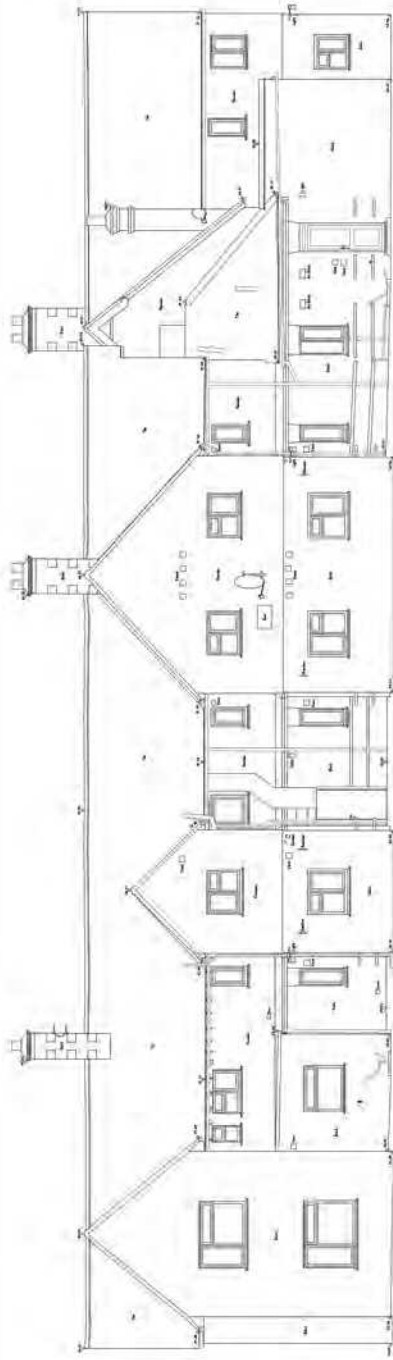
Scale: 1:100 @ AO Date: 28.07.2017

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447 / TP2 / 008

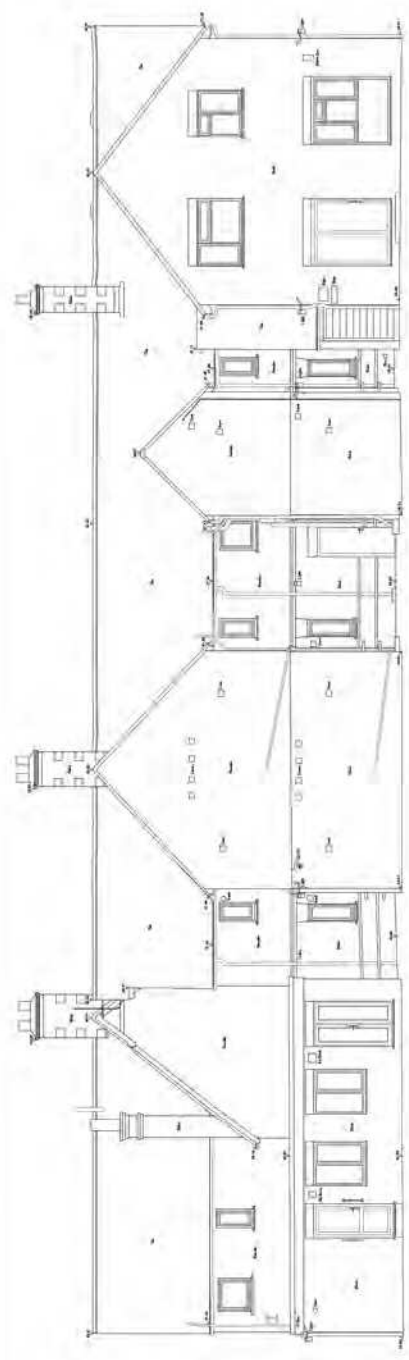
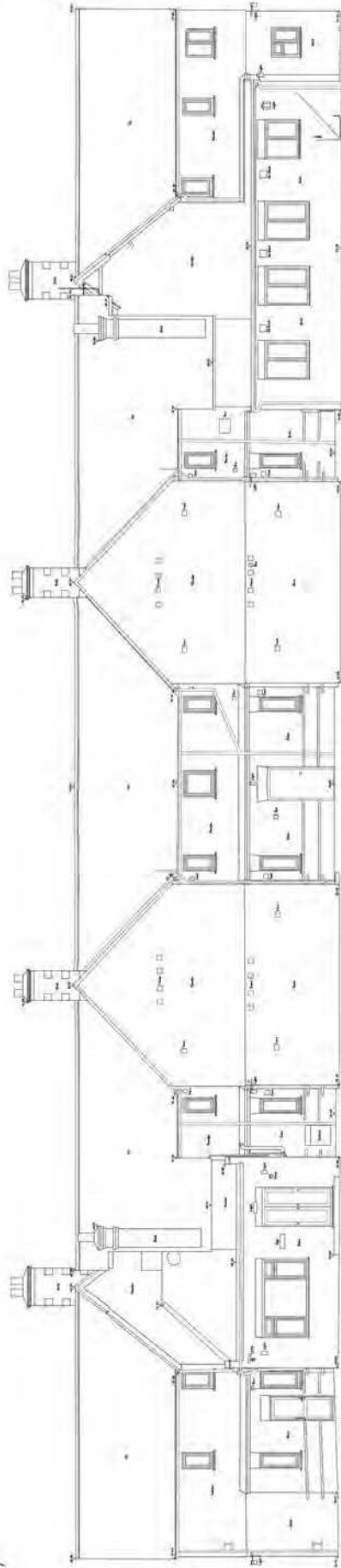
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New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - West Elevations - 1:100 @ AO



- NOTES
- 1. CHECK ALL DIMENSIONS BEFORE CONSTRUCTION.
 - 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 - 3. VERIFY ALL MATERIALS AND FINISHES WITH THE ARCHITECT BEFORE CONSTRUCTION.
 - 4. NOTIFY ARCHITECT IMMEDIATELY IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH ANY WORK.

ELEVATION AND SECTION PLAN



NO.	REV.	DESCRIPTION

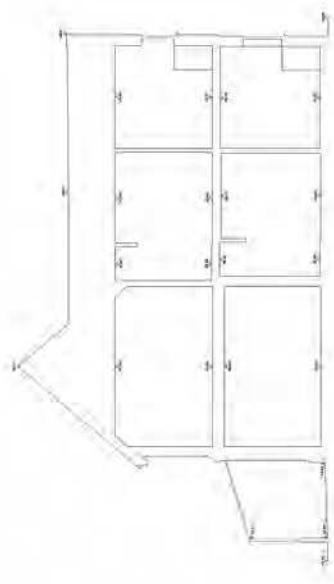
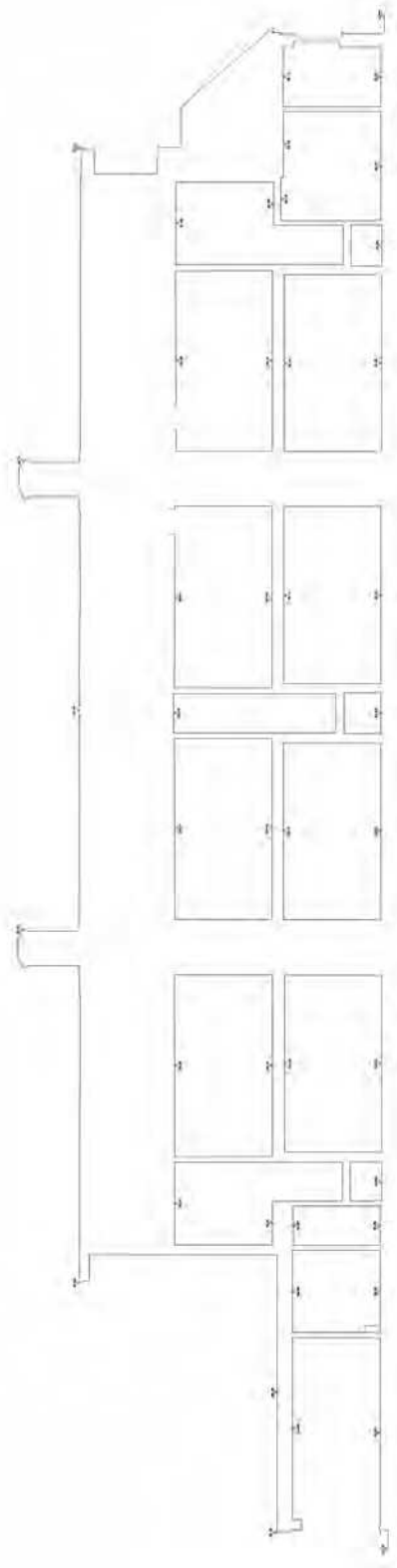


THE GREEN LINE
ARCHITECTURE
100/100 ROAD, SUITE 101
WINDSOR, ONTARIO
N9A 6K1
CANADA
TEL: (519) 253-1111
WWW.GREENLINEARCHITECTURE.COM

GENERAL CONTRACTOR: [Name]
ARCHITECT: [Name]
DATE: [Date]

ELEVATIONS 6-8
 PROJECT: [Name]
 DRAWING NO.: [Number]
 SCALE: 1:50
 SHEET NO.: [Number]



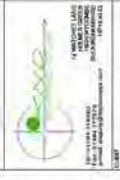


NOTES

1. DETAILS AND CONSTRUCTION SHALL BE AS SHOWN ON THE DRAWINGS.
2. MATERIALS SHALL BE AS SPECIFIED ON THE DRAWINGS.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL AUTHORITIES.

ELEVATIONS AND SECTION PLAN

NO.	REV.	DESCRIPTION

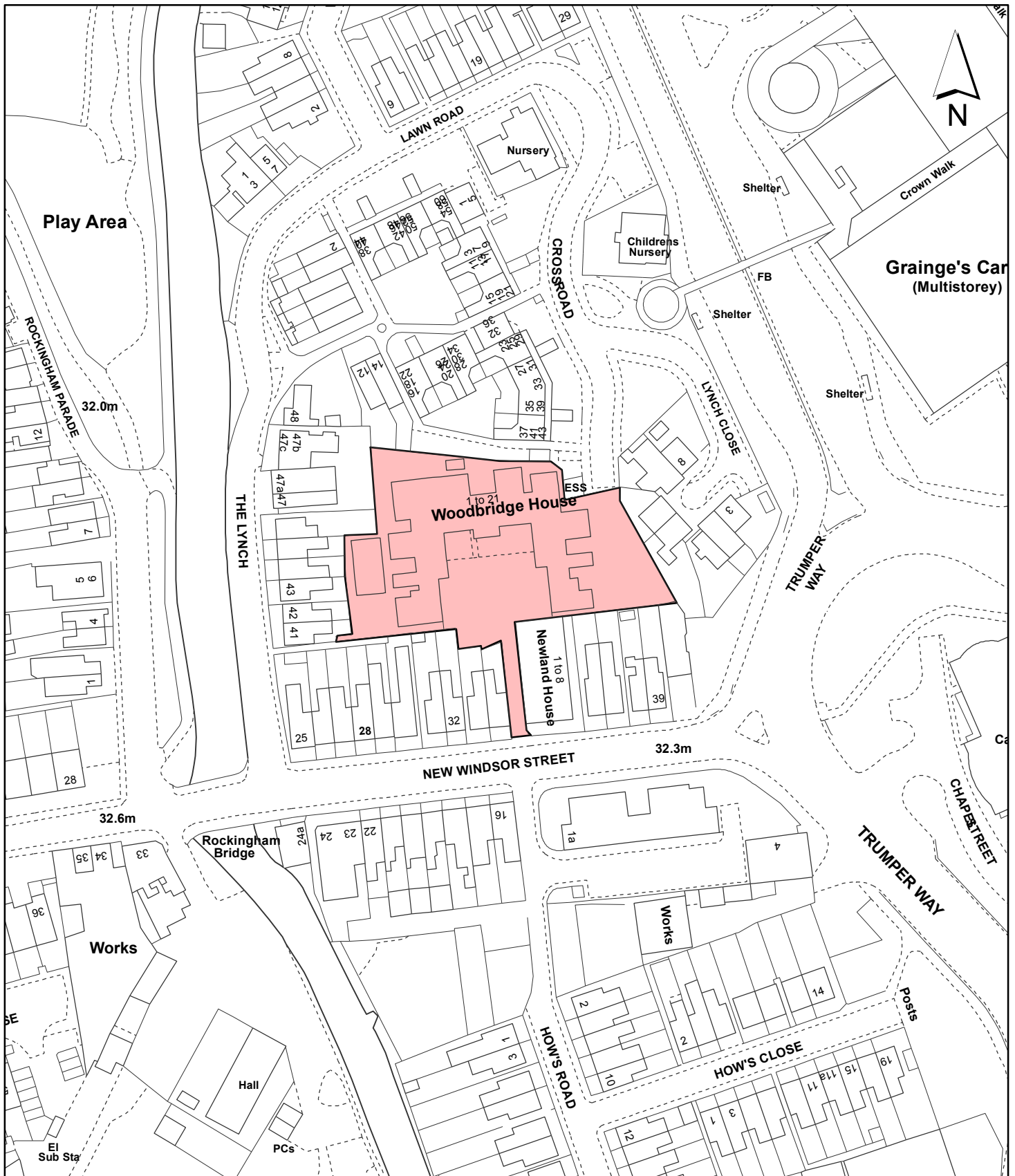


PROJECT INFORMATION

PROJECT NAME: **PROJECT NAME**
 PROJECT ADDRESS: **PROJECT ADDRESS**
 PROJECT NO.: **PROJECT NO.**
 SHEET NO.: **SHEET NO.**

SCALE

1:50



Notes

 Site boundary

For identification purposes only.

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Site Address

Woodbridge House

Planning Application Ref:

20590/APP/2017/3413

Planning Committee

Major Application

Scale

1:1,250

Date

December 2017

LONDON BOROUGH OF HILLINGDON Residents Services

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



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address COMAG TAVISTOCK ROAD YIEWSLEY

Development: RECONSULTATION Demolition of existing buildings (Use Class B8) and erection of 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) units (Use Class C3), Community Use (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work (changes include addition of community facility)

LBH Ref Nos: 24843/APP/2017/2974

Date Plans Received: 15/08/2017

Date(s) of Amendment(s):

Date Application Valid: 22/08/2017

- NOTES**
- 1 The Contractor must check and confirm all dimensions
 - 2 All discrepancies must be reported and resolved by the Architect before works commence
 - 3 This drawing is not to be scaled
 - 4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards



Rev	Date
1B	17/11/17
1C	30/01/17
1B	18/08/17
1A	11/08/17

Rolfe Judd
 Architecture Planning Interiors
 091 Church Court, Claylands Road, The Oval, London SW8 1NZ
 T 020 7558 1500
 www.rolfe-judd.co.uk

Client
Redrow Homes Ltd (London)

Project
Padcroft Phase II

Drawing
Site Location Plan

Scale
1:1250 (A3)

Date
Aug 17

Job Number
5935 T(90)P100

Revision
1D

NOTES

1. Circled numbers indicate units that are proposed for demolition.
2. All measurements must be rounded and related to the finished floor level.
3. This drawing is not to be scaled.
4. This drawing is for information only and does not constitute an offer of any services. It is subject to the terms and conditions of the relevant Codes of Practice and British Standards.

1C: Issued for Planning 20/01/17
 1B: Issued for Planning 16/09/17
 1A: Issued for Planning 11/03/17

Rolfe Judd
 Architects (Planning Branch)
 6th Church Court, Colindale Road, The Oval, London NW9 1NZ
 T 020 7556 1000
 www.rj-arch.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: As Proposed Basement Plan
 Scale: 1:200 (A1) Date: Aug 17 Status: Planning
 Job Number: 5935 Drawing Number: T[20]P-1
 Revision: 1C



100% 1:200 1:100 1:50 1:25 1:10 1:5 1:2 1:1

NOTES

1. Contractor shall check and confirm all dimensions and levels before commencing work.
2. All dimensions shall be marked and checked by the Architect before work commences.
3. This drawing is not to be scaled.
4. All work shall be carried out in accordance with current Building Regulations and to comply with all relevant Codes of Practice and British Standards.

Rev	Date	Description
1C	11/09/17	Issued for Planning
1B	10/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

Rolfe Judd
 Architecture Planning Interiors
 6th Church Court, Cambridge Road, The Oval, London SW9 5JZ
 T 020 7556 1000
 www.rj-iaa.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: As Proposed
 First Floor Plan
 Scale: 1:200 (A1)
 Date: Aug 17
 Status: Planning
 Job Number: 5935
 Drawing Number: T[20]P01
 Revision: 1C
 01/08/2017_14:41:12(12/07/17)



NOTES

1. Contractor shall check and confirm all dimensions and levels to be used for construction.
2. All dimensions shall be marked and related to the Architect's layout works.
3. This drawing is not to be scaled.
4. The drawing shall be used in accordance with the applicable Building Regulations and to comply with all relevant Codes of Practice and British Standards.

Rev	Date	Description
1C	11/09/17	Issued for Planning
1B	10/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

Rolfe Judd
 Architects Planning Services
 201 Church Court, Colchester Road, The Oval, Luton LU1 3JZ
 T 01582 7556 1000
 www.rj-ltd.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: As Proposed
 Second Floor Plan
 Scale: 1:200 (A1)
 Date: Aug 17
 Status: Planning
 Job Number: 5935
 Drawing Number: T(20)P02
 Revision: 1C
 03/09/2017 10:47:20 AM



10000
 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100
 10000
 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

NOTES

1. Contractor shall check and confirm all dimensions and levels to be marked and related to the Architect before works commence.
2. This drawing is not to be scaled.
3. The drawing is not to be scaled.
4. The drawing is not to be scaled.



Rev	Date	Description
1C	11/09/17	Issued for Planning
1B	10/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

Rolfe Judd
 Architecture Planning Interiors
 681 Church Court, Colindale Avenue, The Oval, London NW9 1NQ
 T 020 7556 1000
 www.rolfe-judd.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: As Proposed
 Title: Third Floor Plan
 Scale: 1:200 (A1)
 Date: Aug 17
 Status: Planning
 Job Number: 5835
 Drawing Number: T(20)P03
 Revision: 1C
 03/02/2017_Senior12012017



NOTES

1. Contractor shall check and confirm all dimensions and levels are correct and approved by the Architect before works commence.
2. All dimensions shall be marked and confirmed by the Architect before works commence.
3. This drawing is not to be scaled.
4. All work shall be carried out in accordance with current Building Regulations and to comply with all relevant Codes of Practice and British Standards.

Rev	Date	Description
1C	20/01/17	Issued for Planning
1B	18/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

Rolife Judd
 Architecture Planning Interiors
 9th Church Court, Cambridge Road, The Oval, London SW8 5NZ
 T 020 7556 1000
 www.rolife-judd.co.uk

Client: Redrow Homes Ltd (London)

Project: Padcroft Phase II

Drawing: As Proposed
 Fifth Floor Plan

Scale: 1:200 (A1) Date: Aug 17
 Job Number: 5935 Drawing Number: T(20)P05
 Revision: 1C
 03/02/2017, 14:41:12 (20/08/17)



NOTES

1. Contractor shall check and confirm all dimensions and levels for the proposed works.
2. All dimensions shall be marked and checked by the Architect before works commence.
3. This drawing is not to be scaled.
4. The drawing shall be in accordance with current British Standards and to comply with all relevant Codes of Practice and British Standards.

Rev	Date	Description
1C	20/01/17	Issued for Planning
1B	16/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

Rolfe Judd
 Architecture Planning Interiors
 6th Church Court, Colindale Road, The Oval, London NW9 1JZ
 T 020 7556 1000
 www.rolfe-judd.co.uk

Client
Redrow Homes Ltd (London)

Project
Padcroft Phase II

Drawing
**As Proposed
 Sixth Floor Plan**

Scale
1:200 (A1)

Date
Aug 17

Status
Planning

Job Number
5935

Drawing Number
T(20)P06

Revision
1C



NOTES

1. Contractor shall check and confirm all dimensions and levels before construction.
2. All dimensions shall be marked and related to the Architect's layout works commencing from the datum level.
3. This drawing is not to be scaled.
4. The drawing shall be in accordance with current British Standards and to comply with all relevant Codes of Practice and British Standards.

Rev	Date	Description
1C	11/09/17	Issued for Planning
1B	10/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

Rolfe Judd
 Architecture Planning Interiors
 020 Church Court, Colindale Road, The Oval, London NW9 1NQ
 T 020 7556 1000
 www.rolfe-ajudd.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: As Proposed Seventh Floor Plan
 Scale: 1:200 (A1) Date: Aug 17 Planning
 Job Number: 5935 Drawing Number: T[20]P07
 Revision: 1C
 03/02/2017, 14:41:12 (20/07)



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NOTES

1. Contractor shall check and confirm all dimensions and levels before construction.
2. All dimensions shall be marked and checked by the Architect before works commence.
3. This drawing is not to be scaled.
4. The drawing shall be in accordance with current British Standards and to comply with all relevant Codes of Practice and British Standards.

Rev	Date	Description
1C	20/10/17	Issued for Planning
1B	16/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

Rolfe Judd
 Architecture Planning Interiors
 69 Church Court, Claydon Road, The Oval, London SW8 5JZ
 T 020 7556 1000
 www.rolfe-judd.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: As Proposed
 Title: Eight Floor Plan
 Scale: 1:200 (A1)
 Date: Aug 17
 Status: Planning
 Job Number: 5935
 Drawing Number: T(20)P08
 Revision: 1C
 01/02/2017 - 04/11/2019



- NOTES**
1. Construction and work must be in accordance with the approved plans.
 2. All elevations must be marked and referred to by the Architect before work commences.
 3. This drawing is not to be used for any other purpose without the written consent of Rolife Judd Architects.
 4. This drawing is not to be used for any other purpose without the written consent of Rolife Judd Architects.



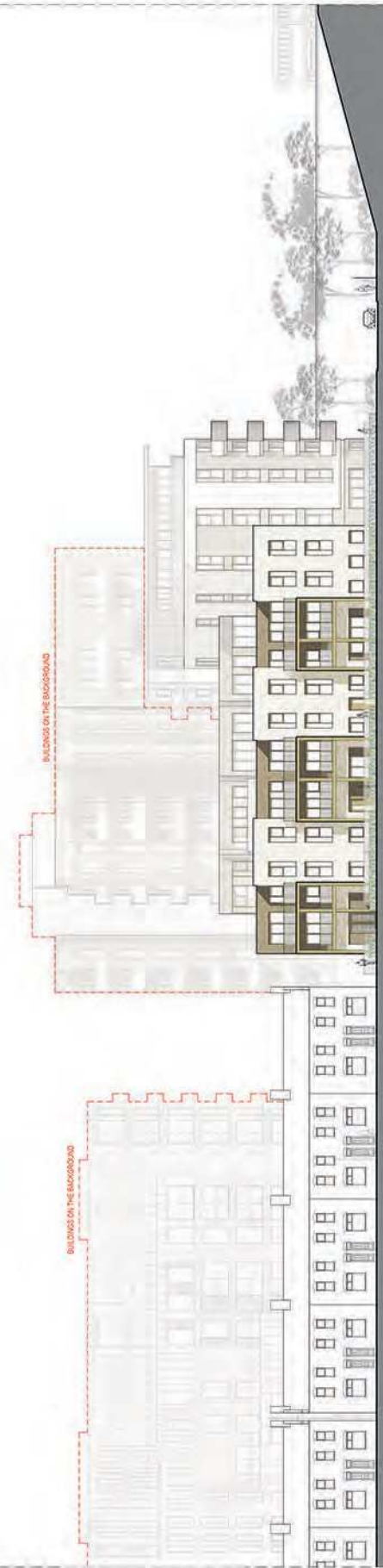
ID	Issued for Planning	17/10/17	Date
1C	Issued for Planning	27/01/17	
1B	Issued for Planning	18/05/17	
1A	Issued for Planning	11/09/17	

Rolife Judd
 Architects Planning Architects
 Old Church Court, Claydon Road, The Oval, London SW8 1JZ
 T 020 7556 1500
 www.rolifejudd.co.uk

Client: **Redrow Homes Ltd (London)**
 Project: **Padcroft Phase II**

Drawing: **Proposed Elevations 1 & 2**

Scale	Date	Drawn	Checked
1:200 (A1)	Aug 17	Planning	
Job Number	5935	Drawing Number	T[20]E01
Revision			1D



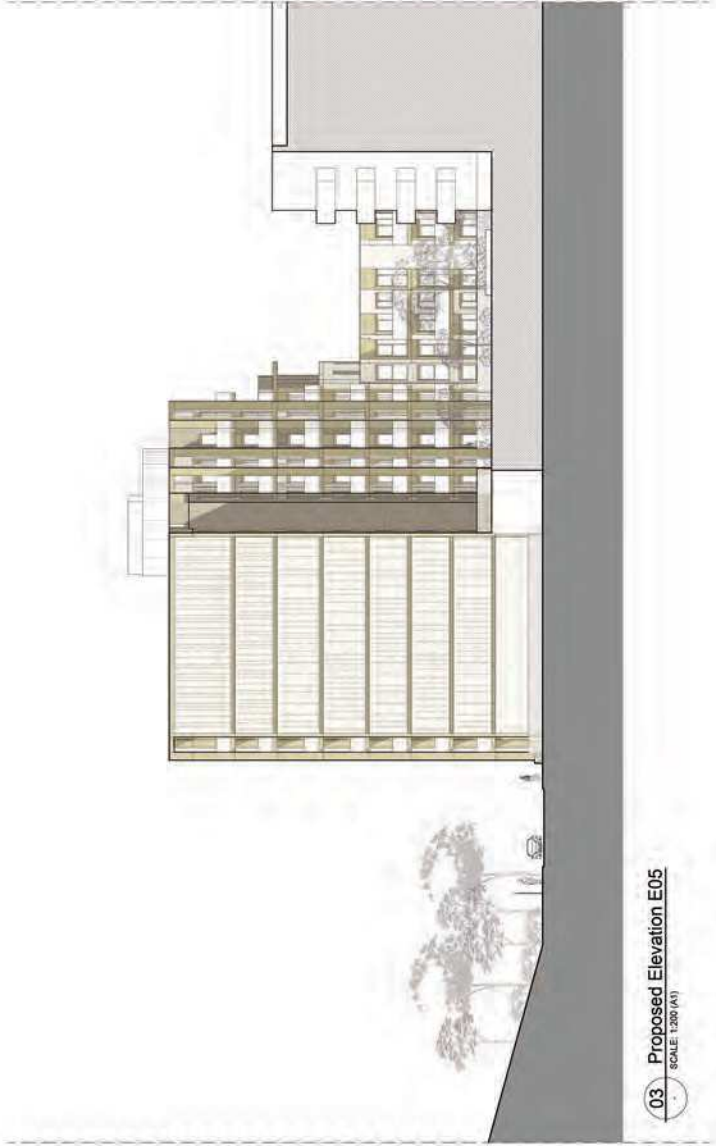
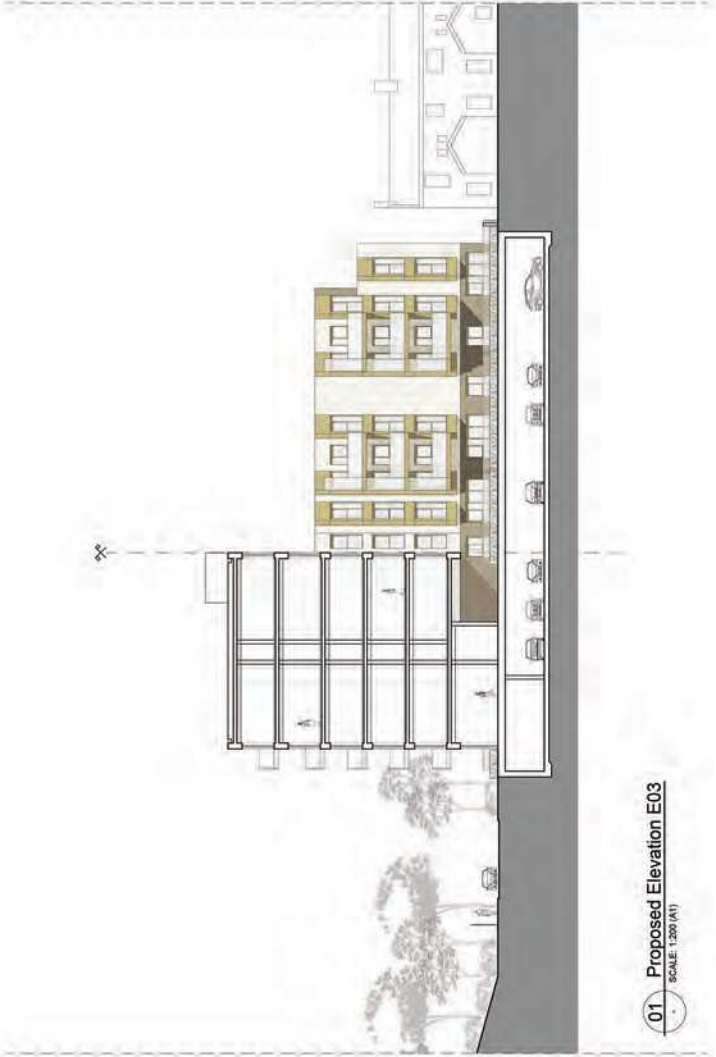
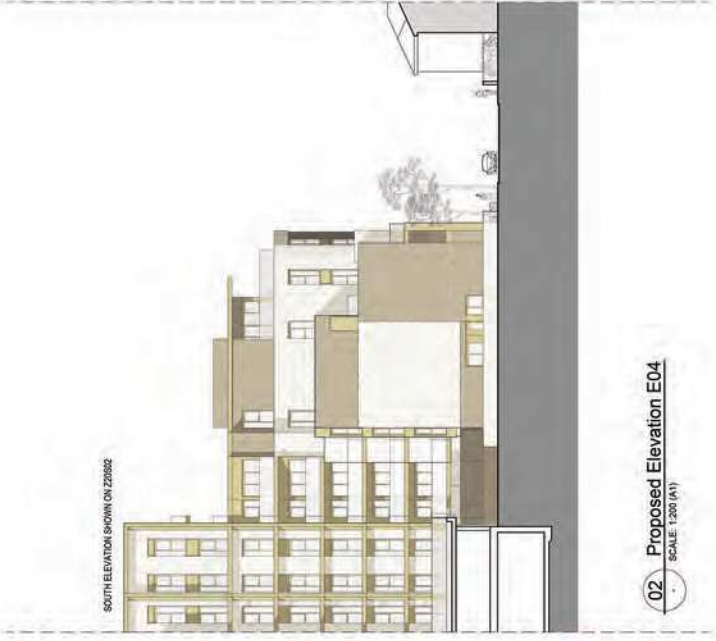
1 Proposed Elevation 1
 SCALE: 1:200 (A1)



2 Proposed Elevation 2
 SCALE: 1:200 (A1)

This sheet is drawn in black on white paper. If the sheet is printed in color, the colors shown on the sheet are to be used.

- NOTES**
1. Copyright © Rolf Judd Ltd
 2. Calculations must comply with all relevant standards
 3. All dimensions must be checked and verified by the Architect before works commence
 4. This drawing is not to be used for any other purpose without the written consent of Rolf Judd Ltd. It is to be used in conjunction with the approved Planning Application and to comply with all relevant Codes of Practice and British Standards



Rev	Date
1C	Issued for Planning
1B	Issued for Planning
1A	Issued for Planning
1	11/08/17

Rolf Judd
Architectural Planning solutions
Old Church Court, Claydon Road, The Oval, London SW9 9JZ
T: 020 7598 1500
www.rolf-judd.co.uk

Client:
Redrow Homes Ltd (London)

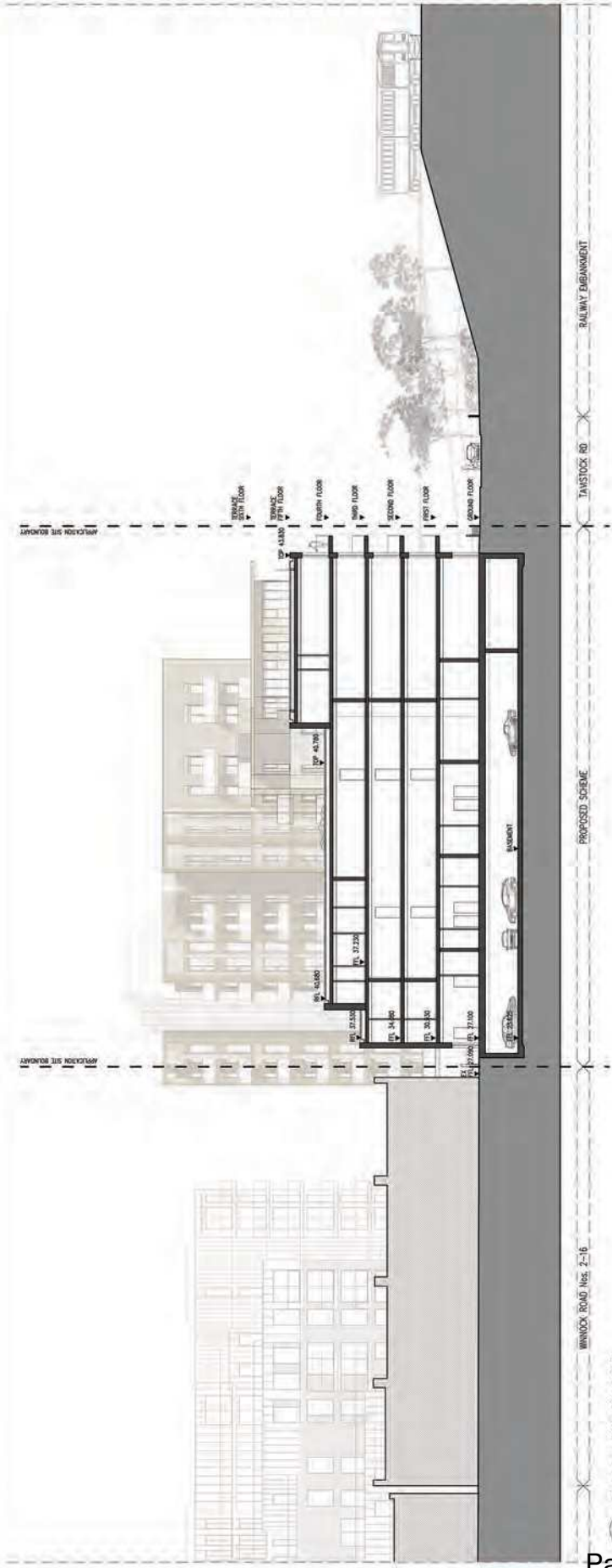
Project:
Padcroft Phase II

Drawing:
Proposed Elevations 3, 4 & 5

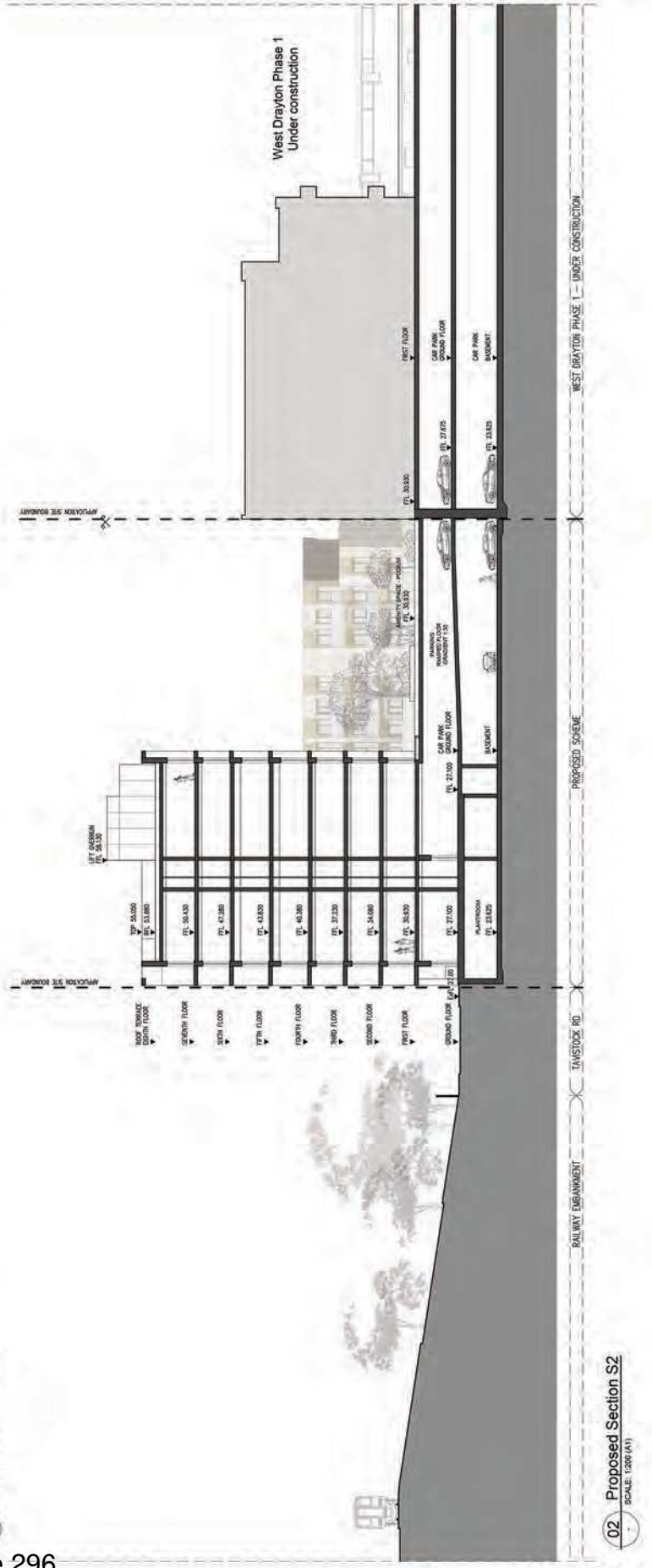
Scale	Date	Status
1:200 (A1)	Aug 17	Planning
Job Number	Drawing Number	Revision
5935	T(20)E02	1C

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 2. All dimensions must be checked and verified by the Architect before work commences.
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 4. This drawing is to be used in conjunction with other drawings and specifications, including the relevant Building Regulations and to comply with all relevant Codes of Practice and British Standards.



01 Proposed Section S1
SCALE: 1:200 (A1)



02 Proposed Section S2
SCALE: 1:200 (A1)

27/07/17	Issue for Planning	Date
18/08/17	Issue for Planning	Date
1/09/17	Issue for Planning	Date

Rolfe Judd
Architectural Planning solutions
Old Church Court, Claydon Road, The Oval, London SW9 1AZ
T: 020 8758 1500
www.rjtd.co.uk

Client:
Redrow Homes Ltd (London)

Project:
Padcroft Phase II

Drawing:
Proposed sections 1 & 2

Scale:
1:200 (A1)

Date:
Aug 17

Status:
Planning

Job Number:
5935

Drawing Number:
T(20)S01

Revision:
1C

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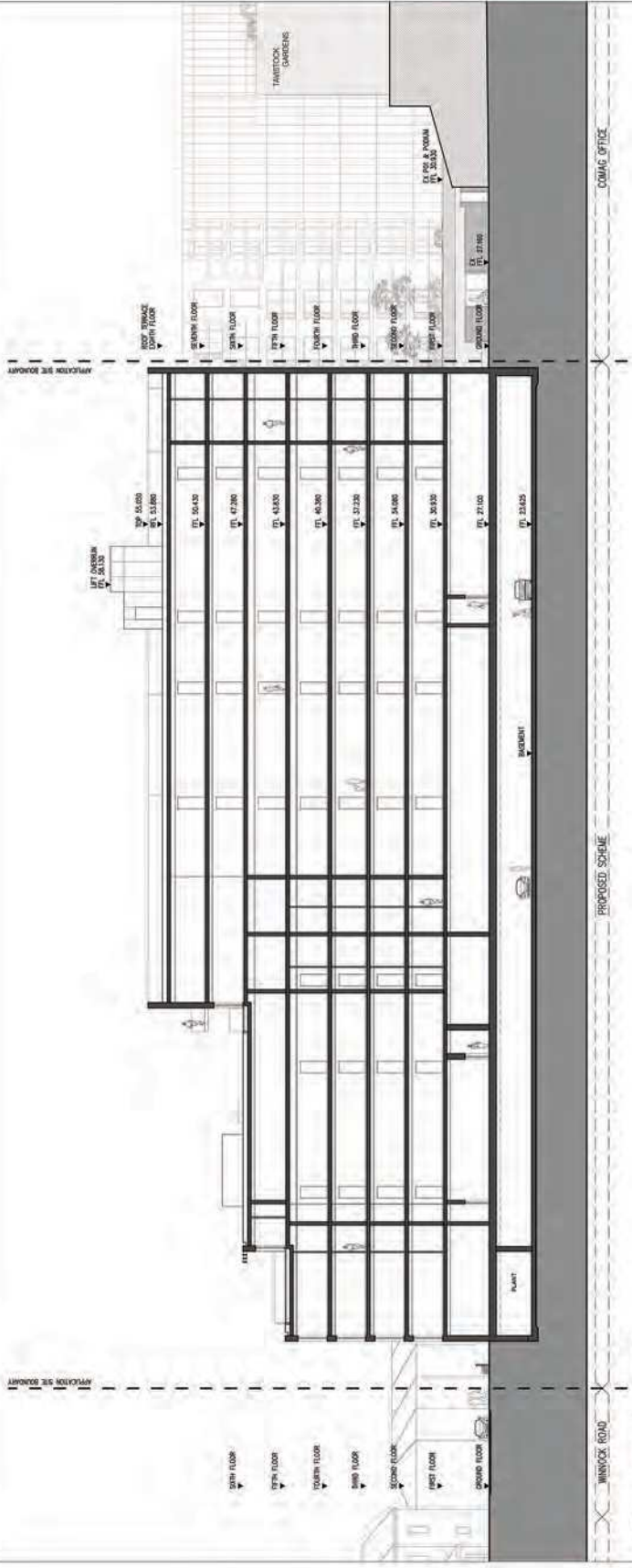
- NOTES**
1. Copyright © 2017 Rolfe Judd Ltd
 2. All dimensions and levels are as indicated and checked by the Architect before construction.
 3. This drawing is not to be used for any other purpose without the written consent of Rolfe Judd Ltd.
 4. This drawing is to be used in conjunction with other drawings and specifications. It is to be used in accordance with the relevant Codes of Practice and British Standards.



Rev	Date	Description
1	15/08/17	Issue for Planning
2	15/08/17	Issue for Planning
3	15/08/17	Issue for Planning

Rolfe Judd
 Architects Planning and
 Redrow Homes Ltd (London)

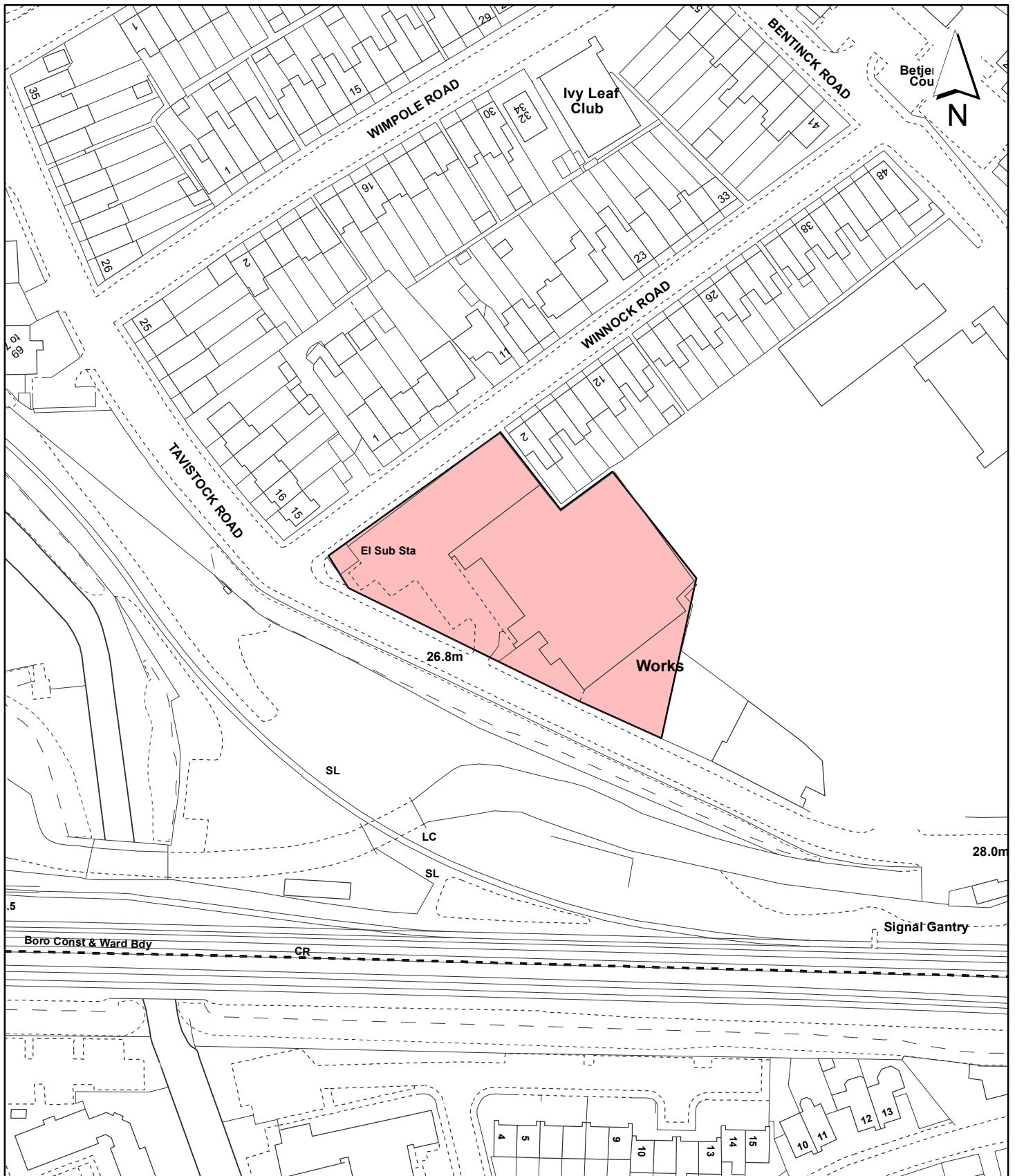
Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: Proposed sections 3 & 4
 Scale: 1:200 (A1) Date: Aug 17
 Job Number: 5935 Drawing Number: T(20)S02
 Revision: 1C
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01 Proposed Section S3
 SCALE: 1:200 (A1)



02 Proposed Section S4
 SCALE: 1:200 (A1)



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">COMAG</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">24849/APP/2017/2974</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	



Report of the Head of Planning, Sport and Green Spaces

Address FORMER GARAGE SITE OFF MALMESBURY CLOSE & LAND OPPOSITE
18-32 MALMESBURY CLOSE PINNER

Development: Demolition of existing garage blocks and construction of a terraces of 5 x two-storey 4 bedroom dwellings with additional rooms in roof space. 11 x car parking spaces provided on former garage plot.

AMENDED DESCRIPTION FOLLOWING REVISIONS TO PLAN

LBH Ref Nos: 73231/APP/2017/3665

Date Plans Received: 09/10/2017

Date(s) of Amendment(s):

Date Application Valid: 09/10/2017



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.

A	Open space area omitted.	Sam	17/11/17
Rev	Revision notes	Initials	Date
Project GARAGES SITE AT MALMESBURY CLOSE, UXBRIDGE, HILLINGDON, UB8 3RS		Scale 1:1250 @ A4	Drawn by SAM
Description SITE LOCATION		Date OCT 2017	Checked by SV
Page 300		Drawing No. 2017/D208/P/01	Rev. A



HILLINGDON
LONDON

RESIDENTS SERVICES
CAPITAL PROGRAMME AND PLANNED WORKS
2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111 Fax: 01895 277 224

401723
 The Client and I hereby certify that the information contained in this report is true and correct to the best of our knowledge and belief and that we are not aware of any circumstances which might render this report misleading or inaccurate in any material particular.
 DO NOT SCALE FROM THIS DRAWING

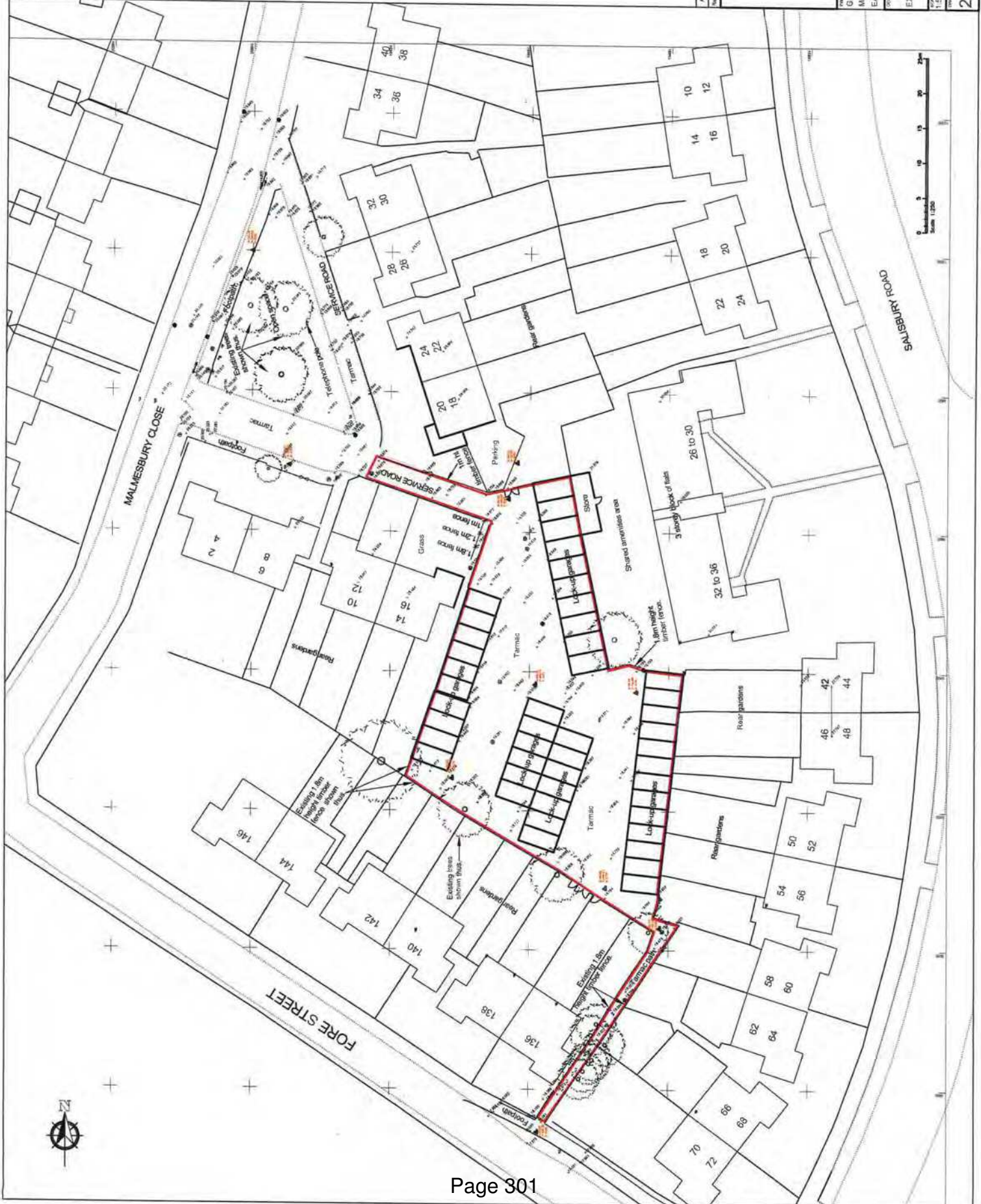
No.	Date	By	Check
1	11/11/17		
2			
3			

HILLINGDON
LONDON

RESIDENTS SERVICES
 CAPITAL PROGRAMME & PLANNED WORKS
 TC10, CIVIC CENTRE, UOXBRIDGE, URB L10W
 CONTACT: 146 0200 230 111 Fax: 01895 277 224

GARAGES SITE AT
 MALMESBURY CLOSE,
 EASTCOTE, HG6 2NG

EXISTING SITE PLAN & TOPOGRAPHICAL SURVEY			
SCALE	DATE	BY	CHECKED
1:500 @ A3	SAM	SV	OCT 17
DRAWN BY			REV
2017/D208/P/02			A








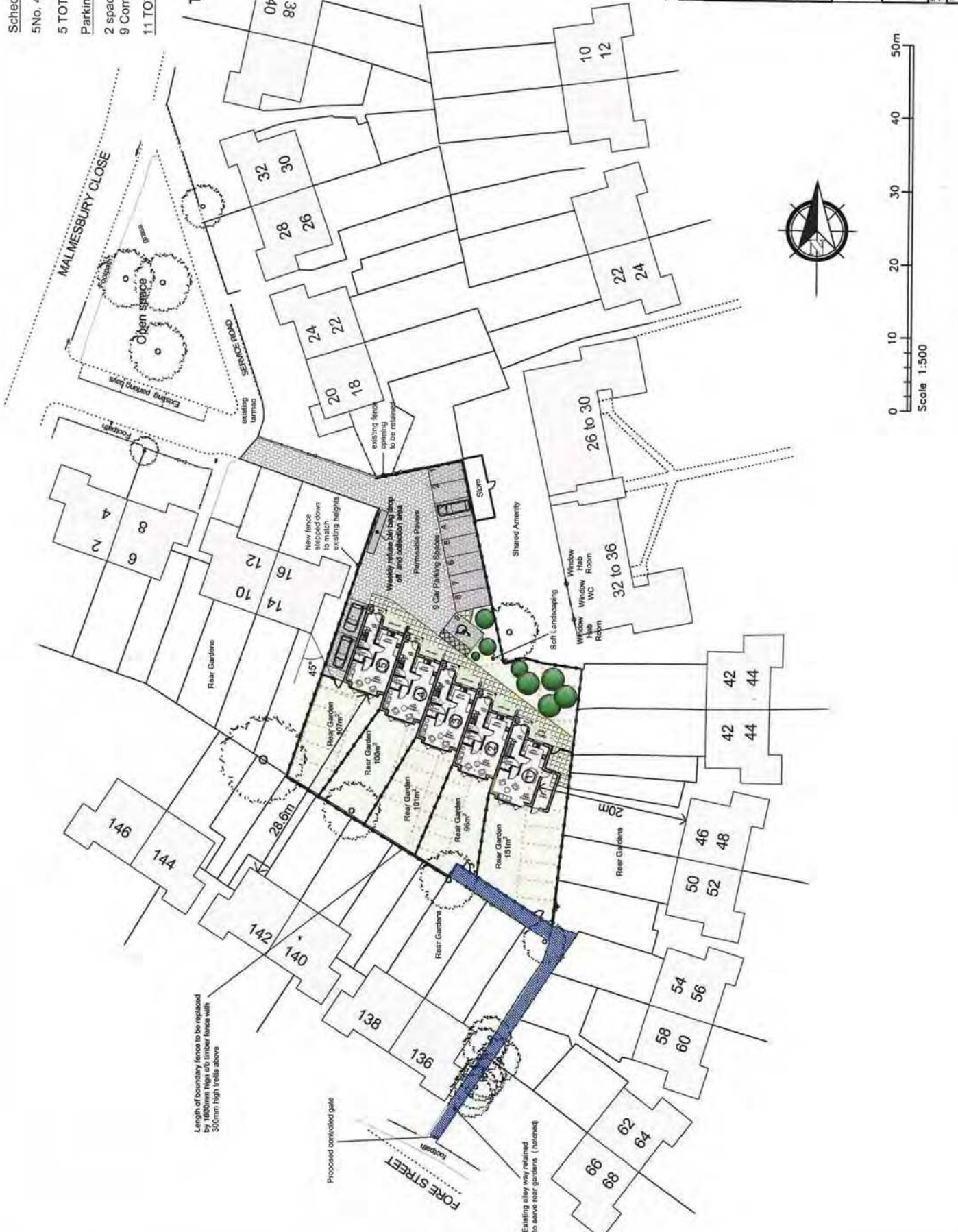
NOTES
 The Contractor must verify all dimensions at the site before starting work. All dimensions are to be taken from the centre of the line unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.

Schedule of Accommodation:
 5 No. 4bed 7persons @ 121.1m² -131.1m²
 5 TOTAL HOUSES
Parking:
 2 spaces within curtilage of house No. 1
 9 Communal spaces.
 11 TOTAL PARKING SPACES

TOTAL SITE AREA: = 0.16ha

key

-  existing trees
-  proposed trees
-  new timber fence
-  concrete pavers
-  permeable paving



Rev	Revision	Date
1	Issue for tender	18-10-17
2	Issue for construction	18-10-17
3	Issue for construction	18-10-17
4	Issue for construction	18-10-17

HILLINGDON
 LONDON

RESIDENTS SERVICES, CAPITAL PROGRAMME & PLANNED WORKS
 21/10, CIVIC CENTRE, URBAN LINK
 TEL: 01895 250 111
 FAX: 01895 277 224

PROJECT: GARAGES SITE AT MALMESBURY CLOSE, EASTCOTE, HAS ZNG

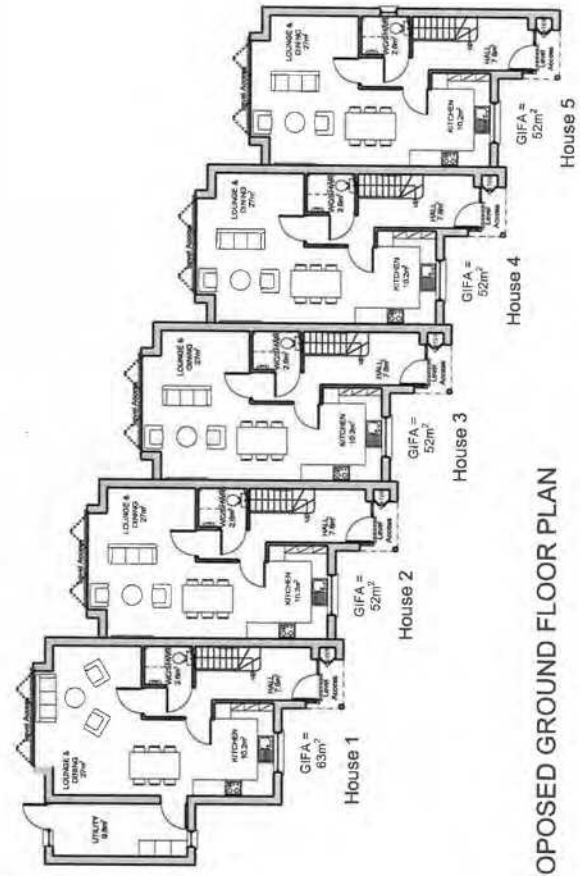
PROPOSED SITE PLAN

NO.	BY	CHECKED BY	DATE
1	1:500 @ A3	SAM	SV
DESCRIPTION			
2017/D208/P/03			
REV			
B			

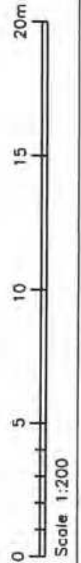


PROPOSED FIRST FLOOR PLAN

All oriel windows to have obscured glazing up 1.75m from floor level



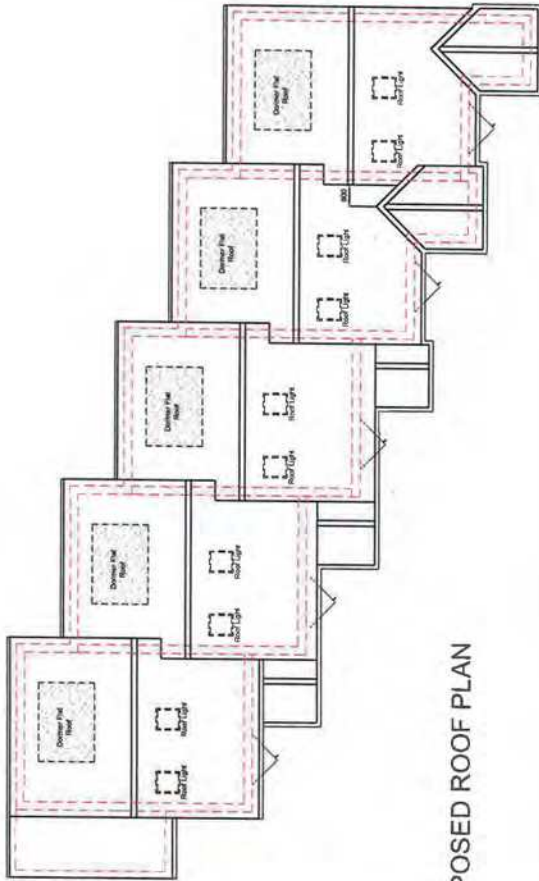
PROPOSED GROUND FLOOR PLAN



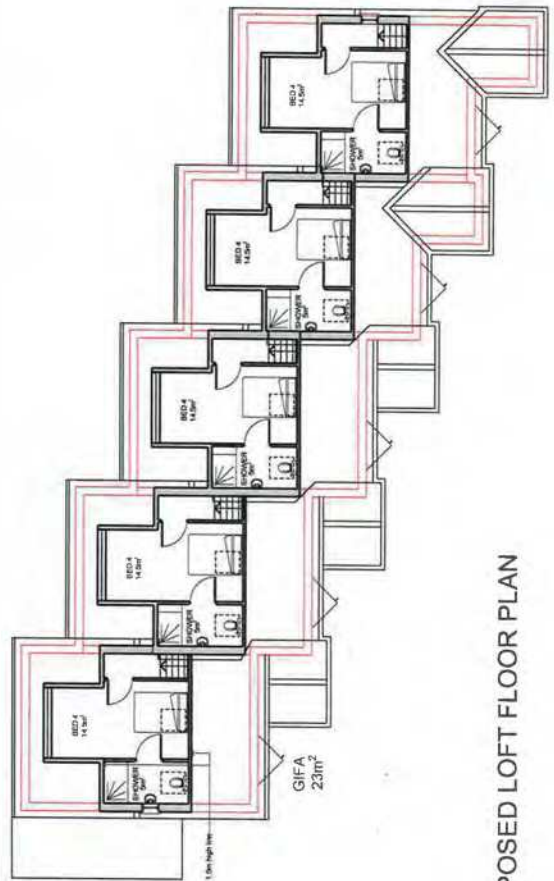
Client	Alford & Paul Property Services Ltd	Date	19/12/16
Revision	001	Check	SV
 HILLINGDON LONDON			
RESIDENTS SERVICES, CAPITAL PROVISION AND PLANNED WORKS 22/10, CIVIC CENTRE, URB 110P Tel: 01895 330 111 Fax: 01895 277 224			
PROJECT	GARAGES SITE AT MALMESBURY CLOSE, EASTCOTE, HA5 2NG		
DESCRIPTION	PROPOSED GROUND & FIRST FLOOR PLANS		
SCALE	1:200 @ A3	DESIGNED BY	SV
DRAWING NO.	2017/D208/P/04	CHECKED BY	SV
REV		DATE	19/12/16

NOTES

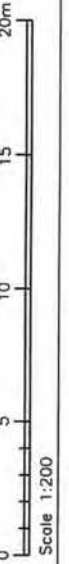
The Contractor shall verify all dimensions of the site before starting work. Any discrepancies shall be reported immediately. No work shall be carried out until all dimensions are confirmed. FOR SCALE FROM THIS DRAWING



PROPOSED ROOF PLAN



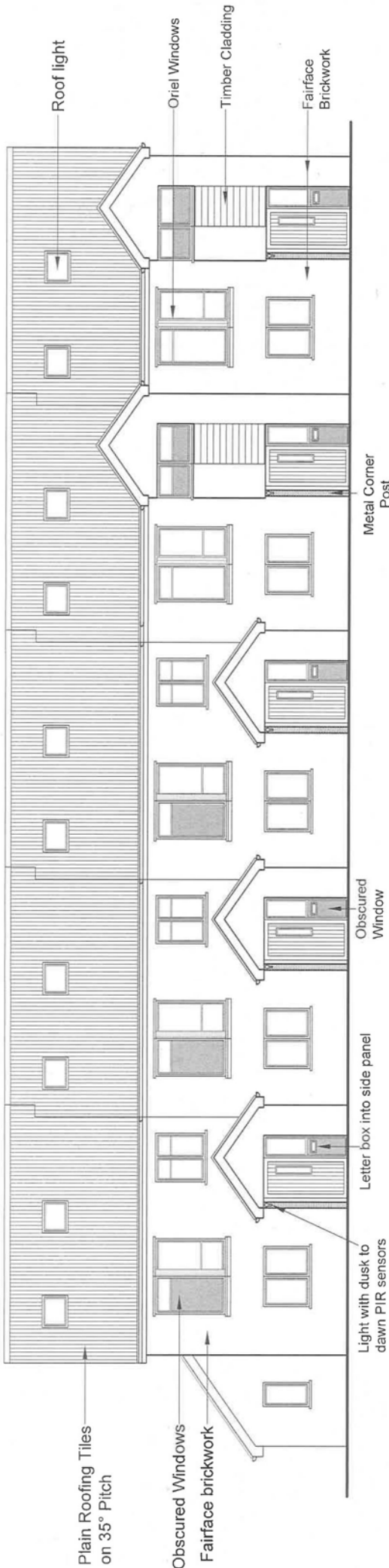
PROPOSED LOFT FLOOR PLAN



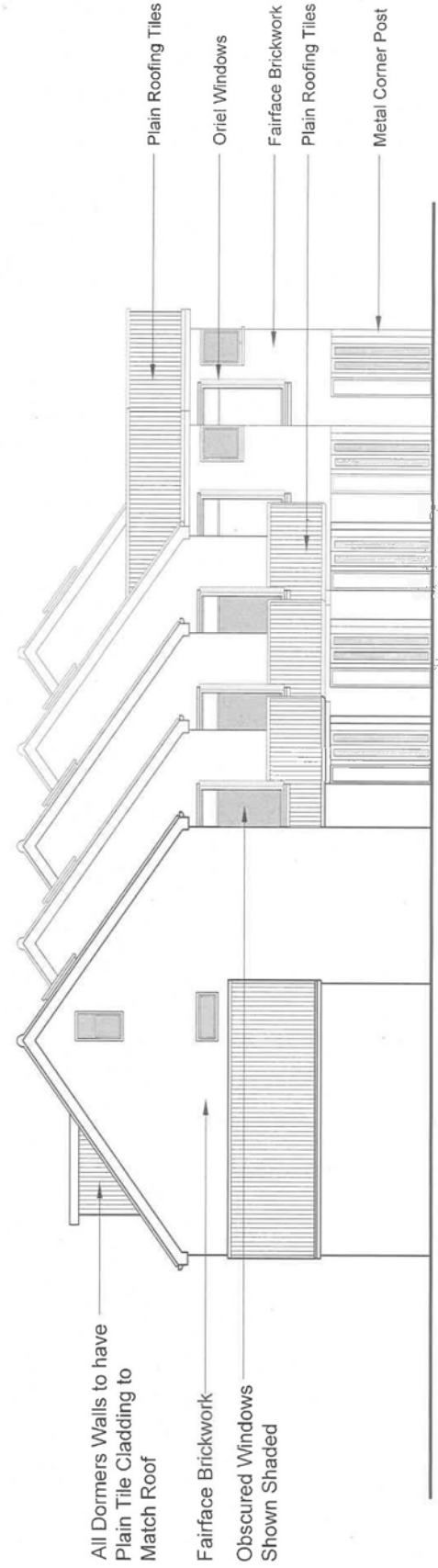
A. Roof plan submitted for related elements at I/L.		Date	10/12/16
Rev	Revision notes	Initial	Date
 HILLINGDON LONDON			
RESOURCES SERVICES, CAPITAL PROGRAMME AND PLANNED WORKS 32/34, CIVIC CENTRE, URB 10/6 Tel: 01895 230 111 Fax: 01895 231 234			
PROJECT GARAGES SITE AT MALMESBURY CLOSE, EASTCOTE, HAZ ZING			
DESCRIPTION			
PROPOSED LOFT FLOOR AND ROOF PLANS			
SCALE	DRAWN BY	CHECKED BY	DATE
1:200 @ A3	SAM	SV	10/12/16
DRAWING NO	REV		
2017/D208/P/05	A		

NOTES

The construction and every detail shown on this drawing shall be in accordance with the approved planning application and shall be subject to the Council's Administrative and planning procedures.
DO NOT SCALE FROM THIS DRAWING



PROPOSED FRONT ELEVATION



PROPOSED SIDE (SW) ELEVATION



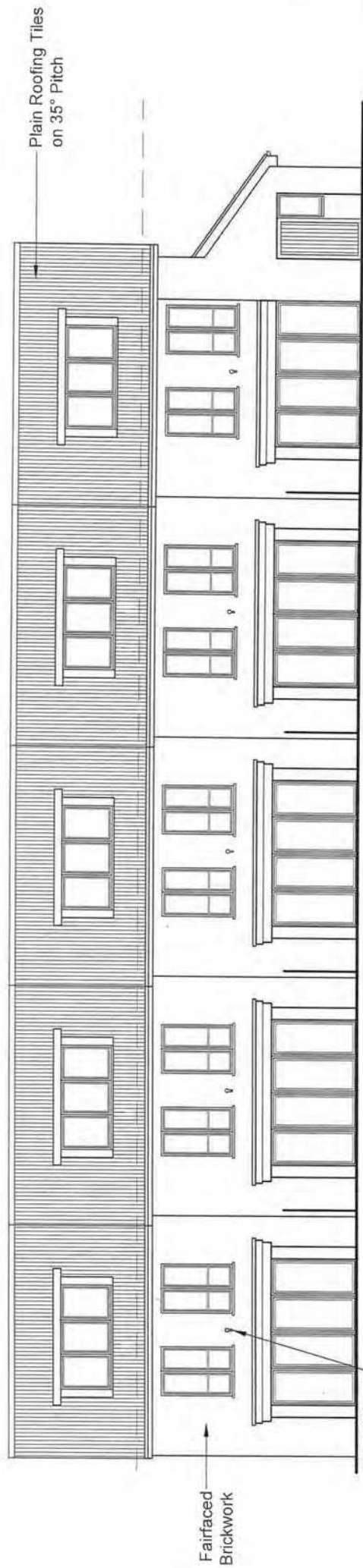
Rev	Revision	Date
1	Initial	15.11.17
2	Revised	15.11.17
3	Revised	15.11.17
4	Revised	15.11.17
5	Revised	15.11.17
6	Revised	15.11.17
7	Revised	15.11.17
8	Revised	15.11.17
9	Revised	15.11.17
10	Revised	15.11.17

RESIDENTS SERVICES, CAPITAL REORGANISATION & PLANNED WORKS 25/10, OMC CENTRE, 108, NWK Tel: 01855 250 111 Fax: 01855 277 224	
PROJECT: GARAGES SITE AT MALMESBURY CLOSE, EASTCOTE, HA5 2NG	
DESCRIPTION: PROPOSED ELEVATIONS (1 of 2)	
SCALE	1:100 @ A3
DESIGNED BY	SV
CHECKED BY	SV
DATE	OCT 17
DRAWING No	2017/D208/P/06
REV	A

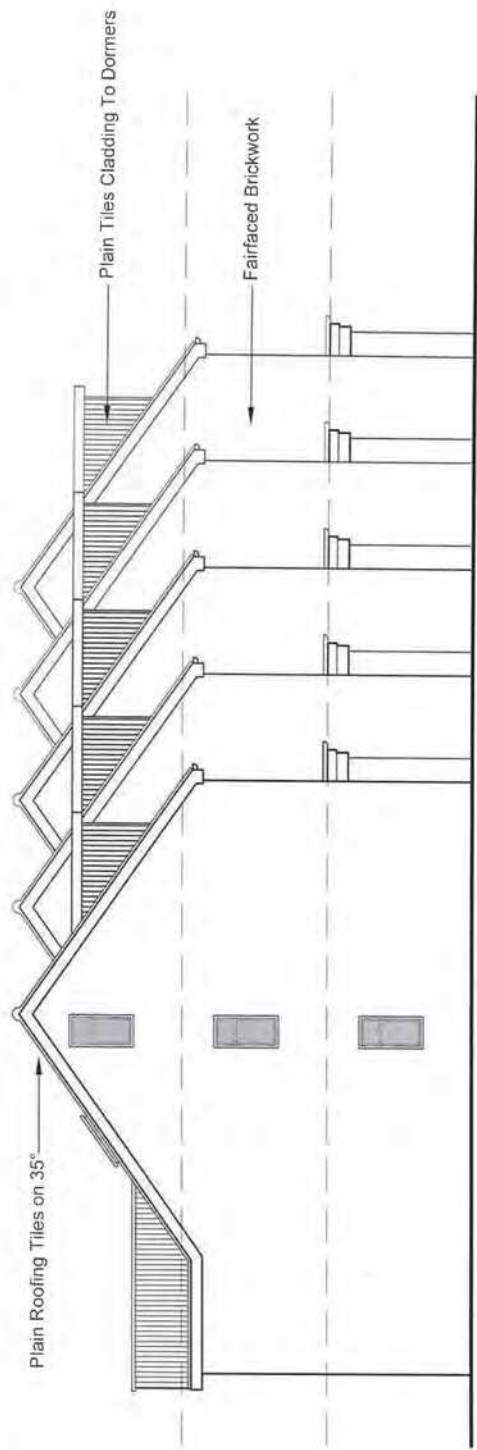
NOTES

The Client hereby warrants that the information on this drawing is true and correct to the best of their knowledge and belief. It is intended for use in connection with the proposed works and is not to be used for any other purpose. Any use for other purposes is at the user's risk. The Client shall be responsible for the correct interpretation of the drawing.

DO NOT SCALE FROM THIS DRAWING



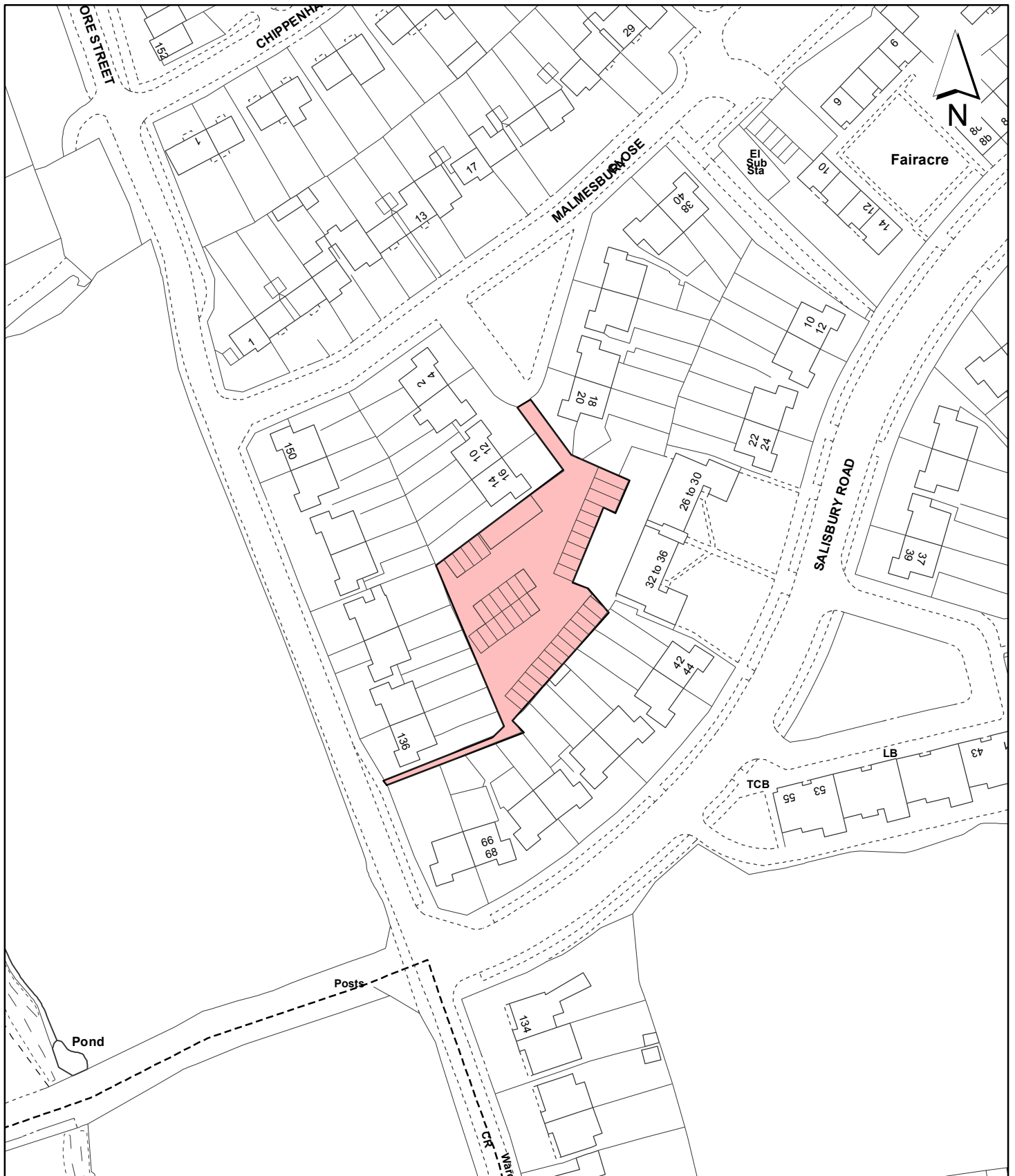
PROPOSED REAR ELEVATION




PROPOSED SIDE (NE) ELEVATION



<p>HILLINGDON LONDON</p> <p>HERODIUS SERVICES, CAPITAL PROGRAMME AND PLANNED WORKS 25/15, CIVIC CENTRE, URB 100W Tel: 01895 258 111 Fax: 01895 277 224</p>			
<p>PROJECT: GARAGES SITE AT MALMESBURY CLOSE, EASTCOTE, HA5 2NG</p>			
<p>DESCRIPTION: PROPOSED ELEVATIONS (2 of 2)</p>			
SCALE: 1:100 (B/A3)	QUANTITY: SAM	DESIGNED BY: SV	DATE: OCT 17
DRAWING No.		REV	
2017/D208/P/07		A	



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	<p>Planning Application Ref:</p> <p>73231/APP/2017/3665</p>	<p>Scale</p> <p>1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p>Major Application</p>	<p>Date</p> <p>November 2013</p>	

Report of the Head of Planning, Sport and Green Spaces

Address 40A - 50 STATION ROAD HAYES

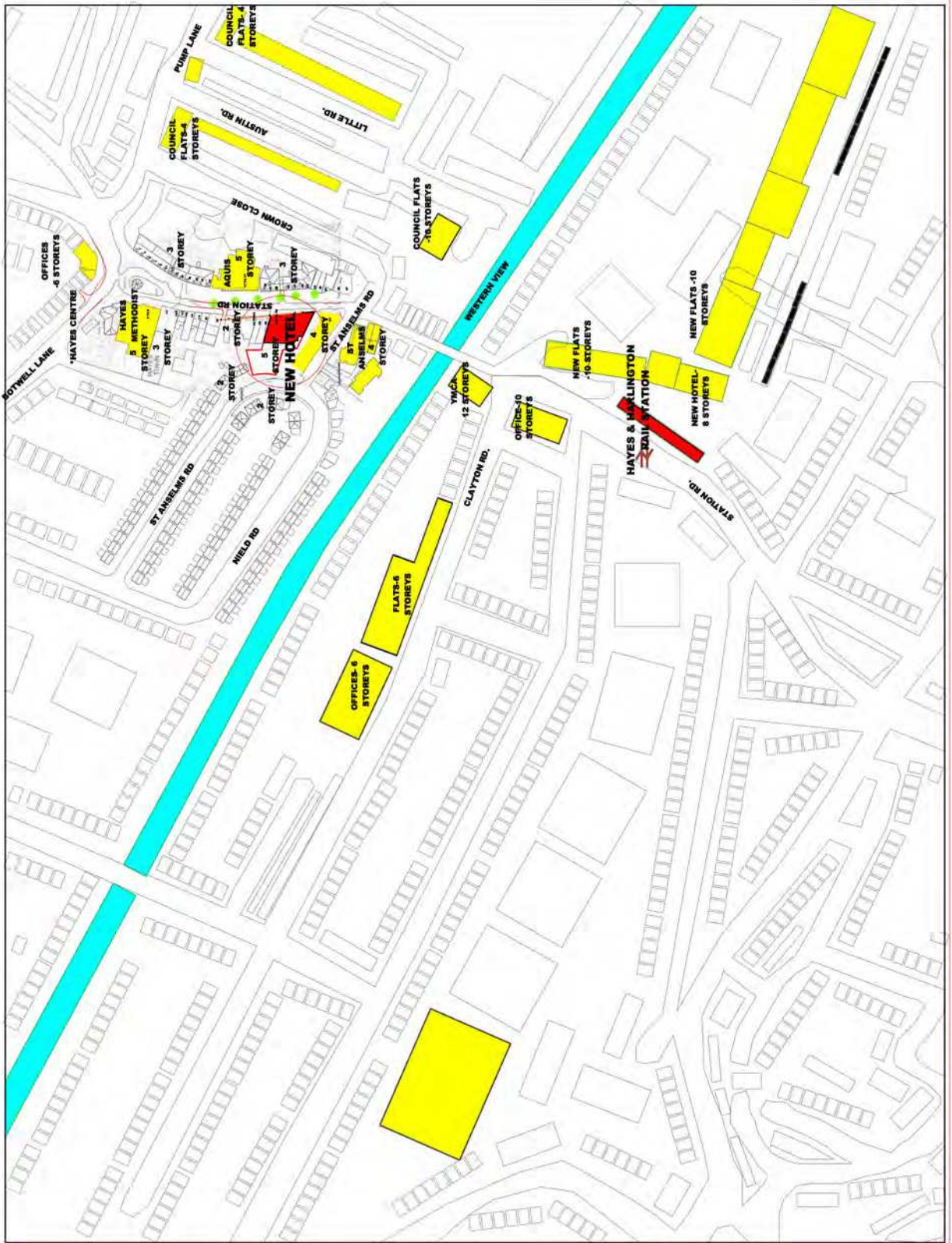
Development: Part conversion and part redevelopment of site to provide a part one to four storey building with roof- top plant comprising 5 retail units and a 64-bedroom hotel, with restaurant, and associated servicing facilities and car park.

LBH Ref Nos: 11563/APP/2017/2071

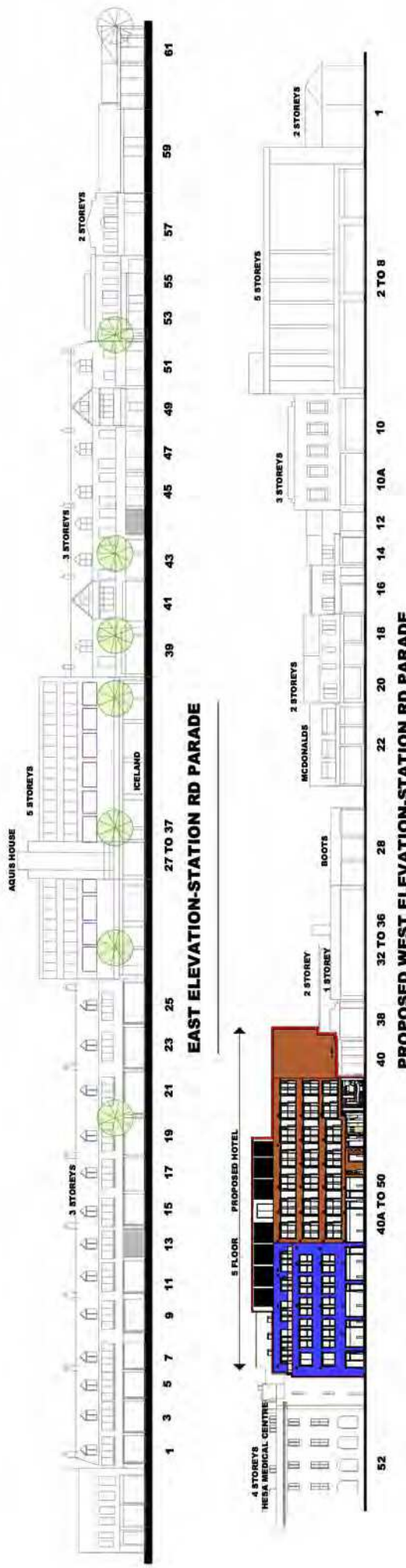
REVISION	DESCRIPTION	DATE	DRAWN BY	CHECKED BY
ASH DESIGN ASSOCIATES 141 LEAMAN ST LONDON E1 8EY PROJECT: PROPOSED 64 BEDROOM HOTEL				
CLIENT TPM LTD. 7288 BATH RD, CRANFORD, MIDDX TW5 9TW				
PROJECT ADDRESS NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD				
SCALE	DATE	DRAWN BY	ISSUE	
1:3350	17TH JULY 2013	OMA	OMA	
STAGE	PLANNING	CHECKED BY	DATE	
		OMA		
DRAWING NO.	13MAYESPLANS08ST1335012	PROJECT NO.	2013ATMID000004072	
DRAWING TITLE	HAYES CENTRAL STOREY HEIGHTS/PROPOSED HOTEL SITE			



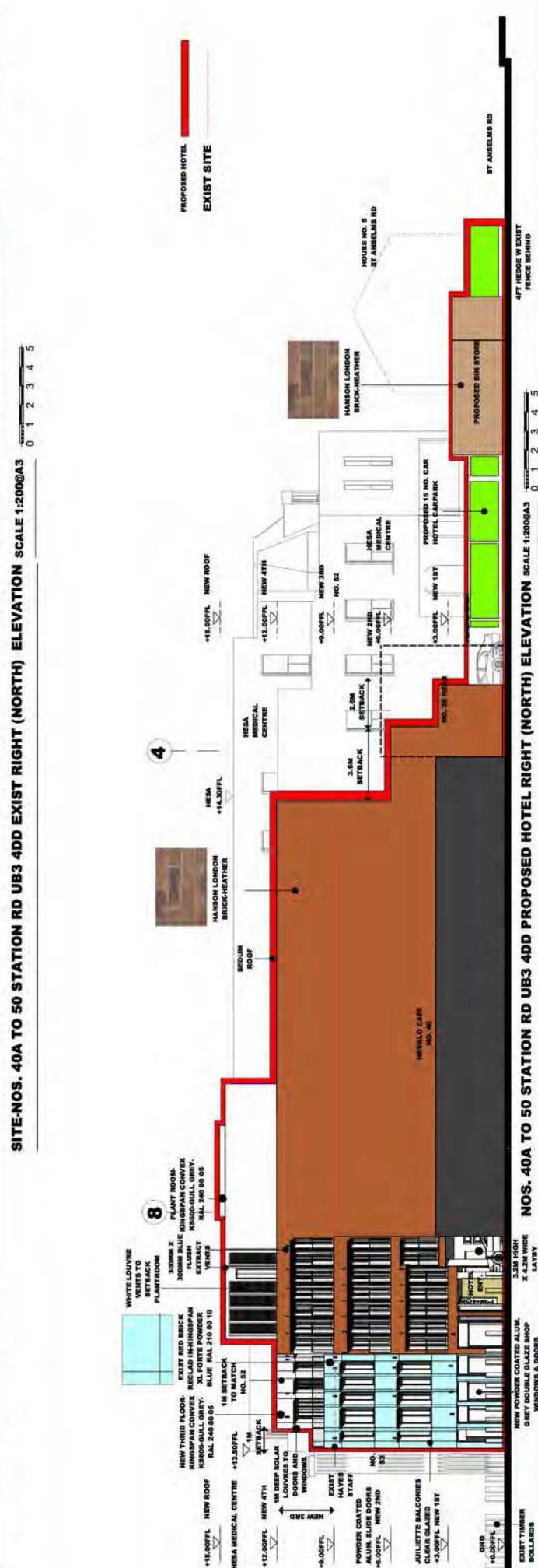
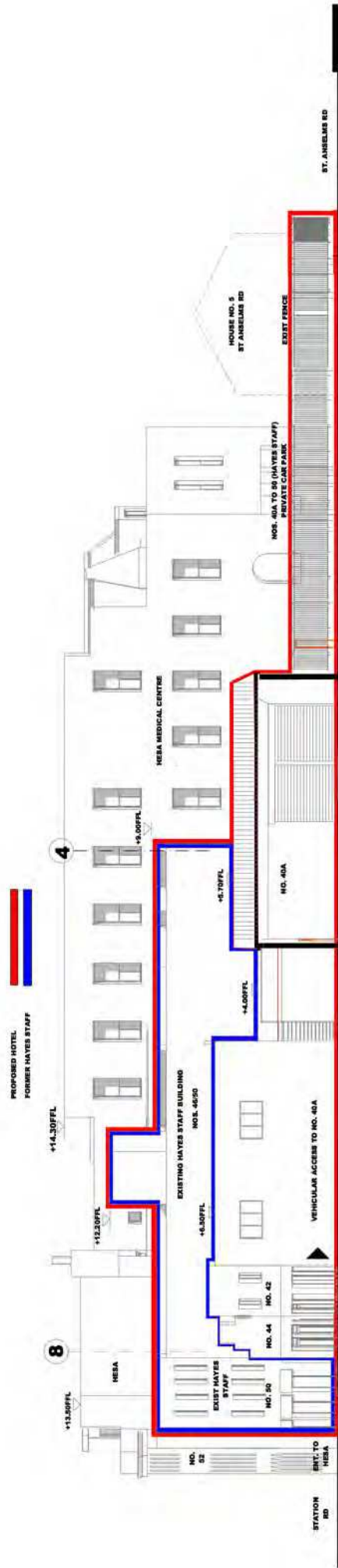
SCALE 1:3350



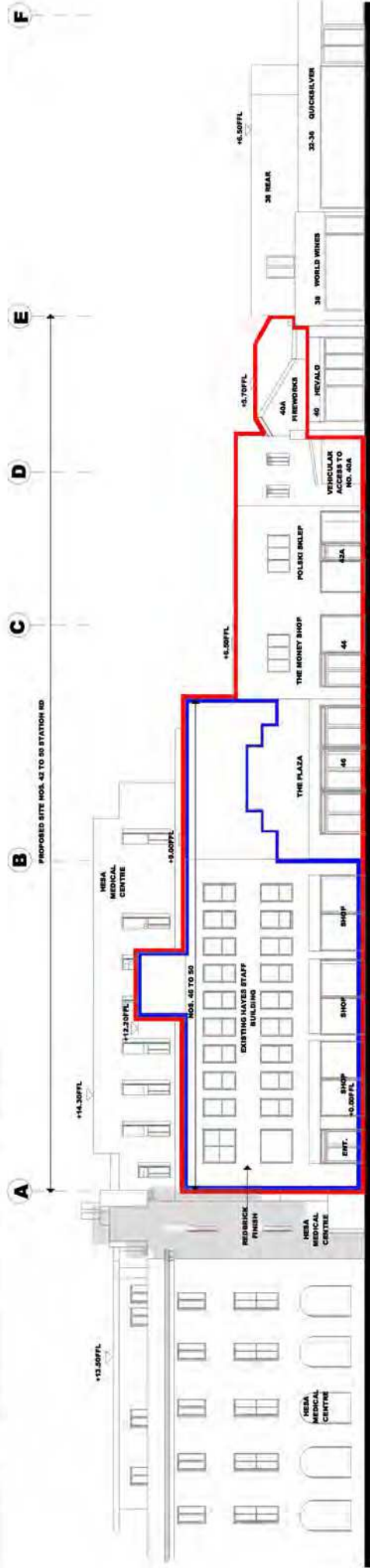
PROJECT ADDRESS	
NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD	
DESCRIPTION	DATE
ASH DESIGN ASSOCIATES 141 LEMAN ST LONDON E1 8EY	
PROJECT: PROPOSED 64 BEDROOM HOTEL	ISSUE
	01/11/2014
CLIENT	DRAWN BY
TPM LTD. 7288 BATH RD, CRANFORD, MIDDX TW5 9TW	DIA
	CHECKED BY
	DIA
	PROJECT NO.
	95210NDRUB04V2
	DRAWING TITLE
	STREETSCAPES STATION RD UB3 4DD



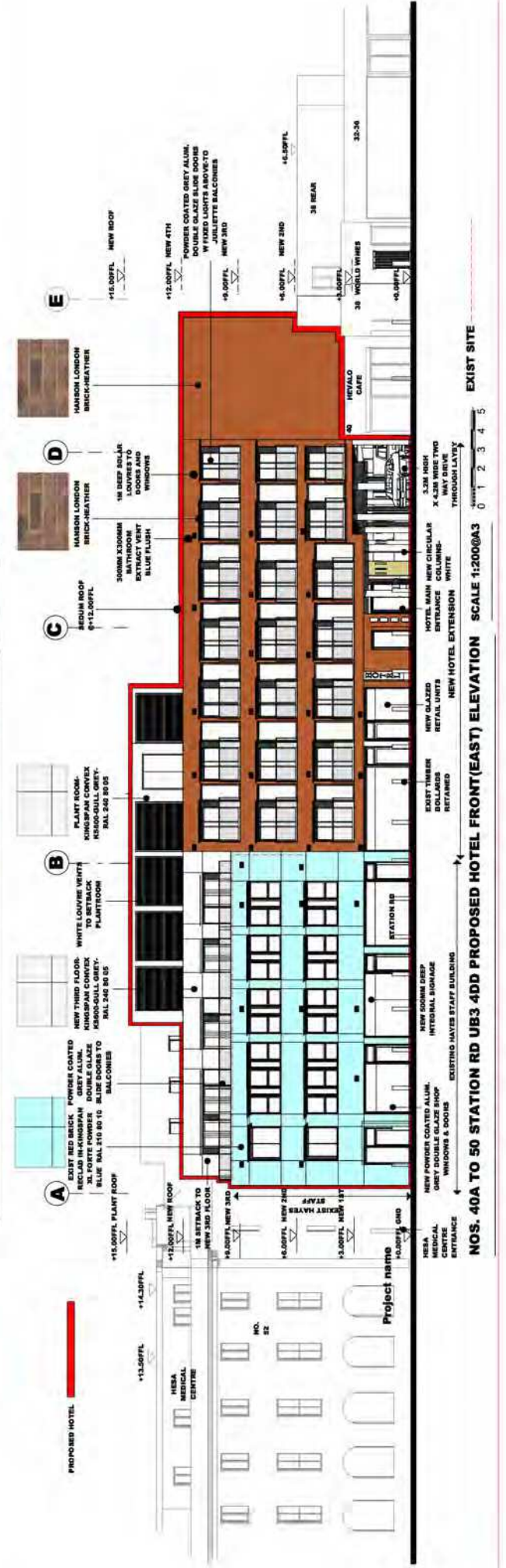
PROJECT ADDRESS	
NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD	
CLIENT	TPM LTD, 7288 BATH RD, CRANFORD, MIDDX TW5 9TW
DESCRIPTION	ASH DESIGN ASSOCIATES 141 LEIMAN ST LONDON E1 8EY
DATE	CHECKED BY
SCALE	DRAWN BY
DATE	ISSUE
STAGE	CHECKED BY
PLANNING	DATE
DRAWING NO.	PROJECT NO.
(M)RCHTEL/5031A/PROJ0012	5031A/NOV/05/04/12
DRAWING TITLE	
EXISTING & PROPOSED RIGHT (NORTH) ELEVATION 1:200 @A3	



PROJECT ADDRESS	
NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD	
DESIGNER	ASH DESIGN ASSOCIATES
DATE	17th JUNE 2014
SCALE	1:200@A3
DRAWN BY	NS
ISSUE	
CHECKED BY	DAA
STAGE	PLANNING
PROJECT NO.	07H/101/031/1/PROJ/20013
DRAWING NO.	0521A/101/031/05/04/12
DRAWING TITLE	EXIST & PROPOSED FRONT (EAST) ELEVATION 1:200 SCALE@A3
CLIENT	TPM LTD, 728B BATH RD, CRANFORD, MIDDXX TW5 9TW

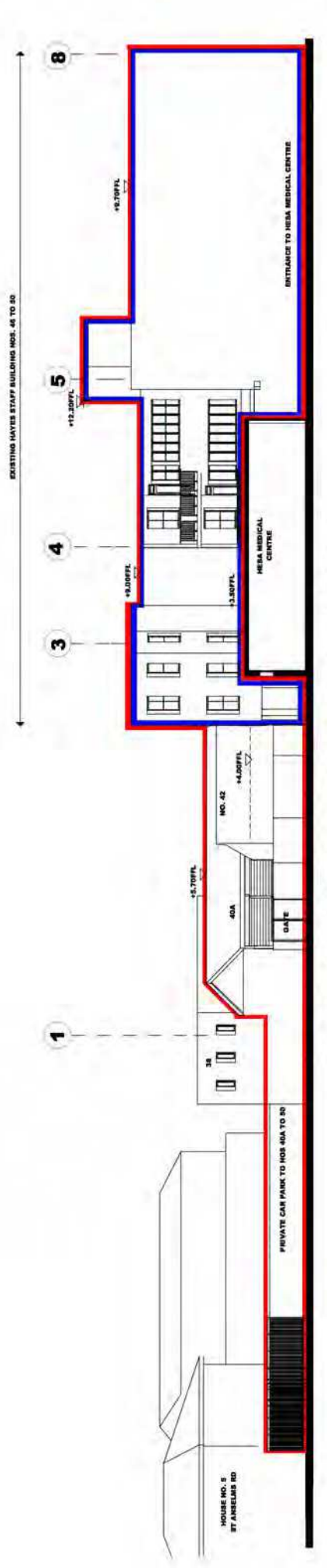


SITE-NOS. 40A TO 50 STATION RD UB3 4DD EXIST FRONT (EAST) ELEVATION SCALE 1:200@A3

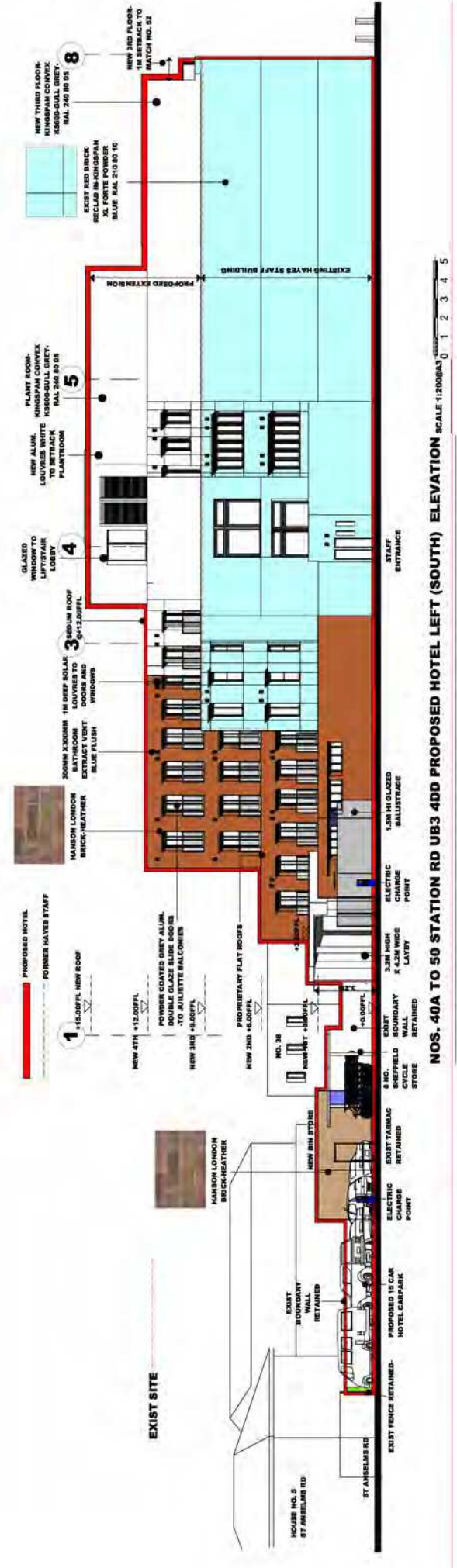


NOS. 40A TO 50 STATION RD UB3 4DD PROPOSED HOTEL FRONT (EAST) ELEVATION SCALE 1:200@A3

REVISION	DESCRIPTION	DATE	CHANGED BY	CHECKED BY
PROJECT ADDRESS NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD				
CLIENT TM1 LTD, 728B BATH RD, CRANFORD, MIDDLESEX TW20 9TW				
PROJECT: PROPOSED 64 BEDROOM HOTEL				
DRAWING TITLE EXISTING & PROPOSED LEFT SOUTH ELEVATION 1:200 SCALE (B3)				
SCALE 1:200 (B3)		DATE 27TH JUNE 2014		ISSUE O/A
STAGE PLANNING		DRAWN BY O/A		CHECKED BY O/A
DRAWING No. 081FEL2014T0000012		PROJECT No. 081STATIONRDUB3		PROJECT No. 081STATIONRDUB3

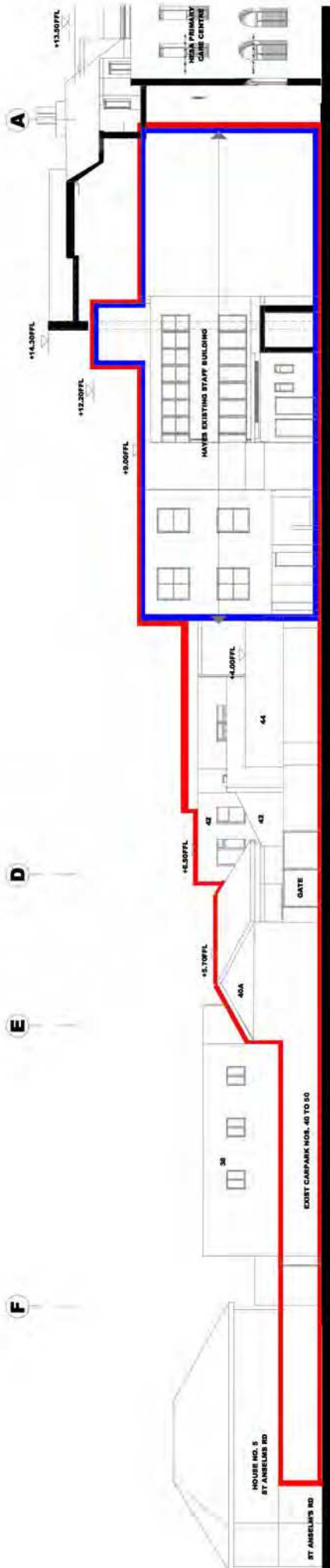


NOS. 40A TO 50 STATION RD UB3 4DD EXISTING LEFT (SOUTH) ELEVATION SCALE 1:200(B3)

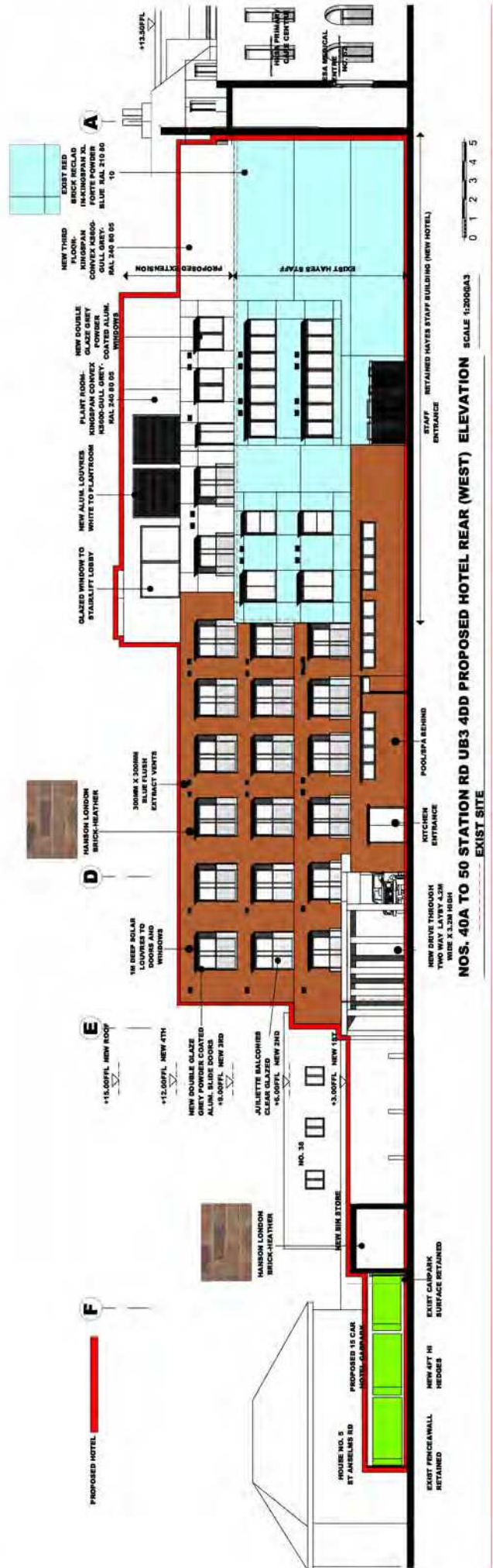


NOS. 40A TO 50 STATION RD UB3 4DD PROPOSED HOTEL LEFT (SOUTH) ELEVATION SCALE 1:200(B3)

PROJECT ADDRESS	
NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD	
CLIENT	TPM LTD, 728B BATH RD, CRANFORD, MIDDX TW5 9TW
REVISION	
DATE	
DESIGNED BY	
SCALE	1:200 @ A3
DATE	17TH JUNE 2014
DRAWN BY	DAVA
ISSUE	
STAGE	PLANNING
CHECKED BY	OAA
PROJECT NO.	1509140001 (A) / PROJ20012
DRAWING NO.	0631ATION/REUB3042Z
DRAWING TITLE	EXISTING & PROPOSED REAR (WEST) ELEVATION 1:200 SCALE @ A3



NOS. 40A TO 50 STATION RD UB3 4DD EXIST REAR (WEST) ELEVATION SCALE 1:200@A3



NOS. 40A TO 50 STATION RD UB3 4DD PROPOSED HOTEL REAR (WEST) ELEVATION SCALE 1:200@A3

PROJECT ADDRESS
 NOS. 40A TO 50 STATION RD AND REAR
 CARPARK, HAYES, UB8 4DD

CLIENT
 TPM LTD,
 728B BATH RD, GRANFORD,
 MIDDX TW8 9TW

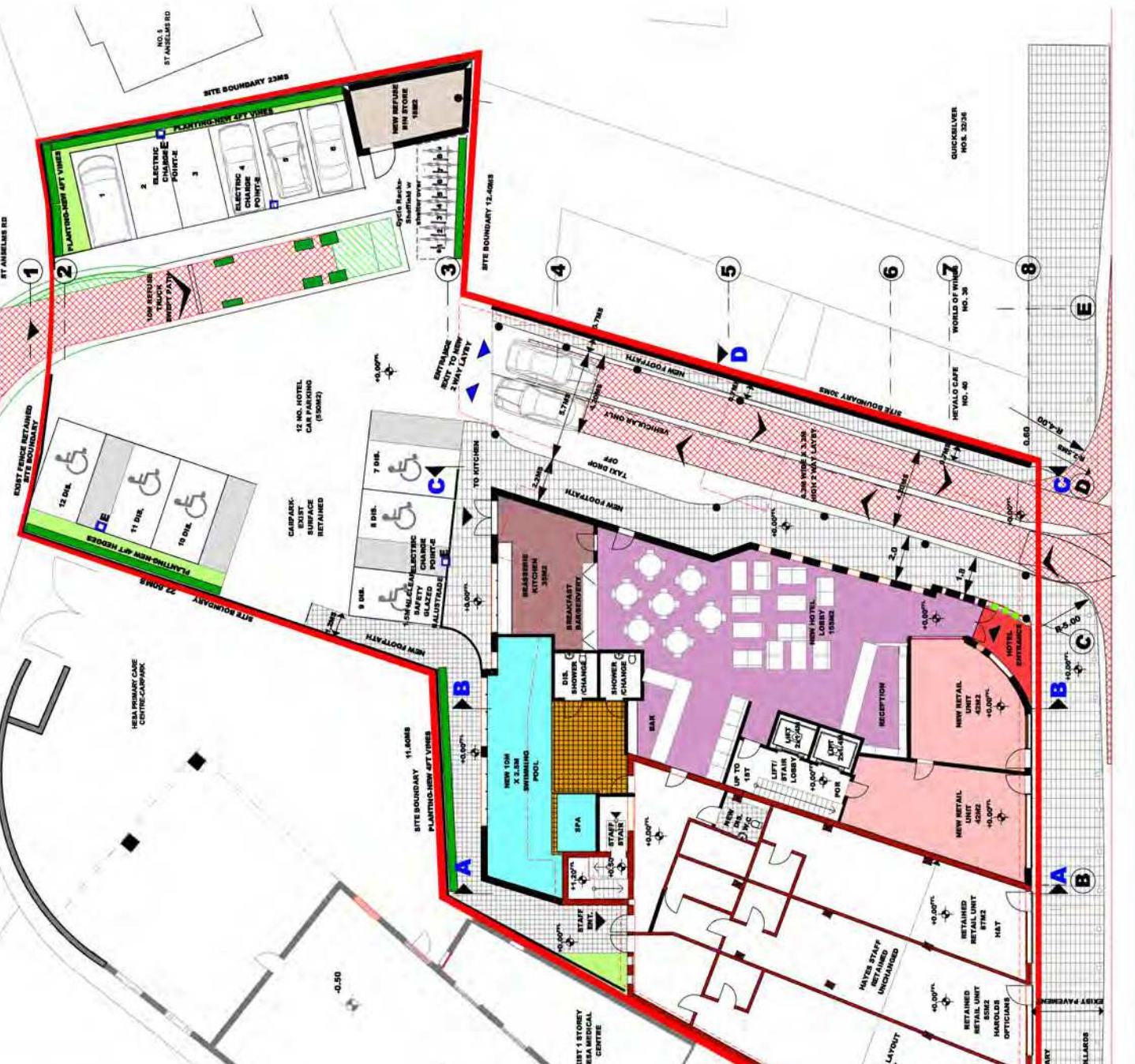
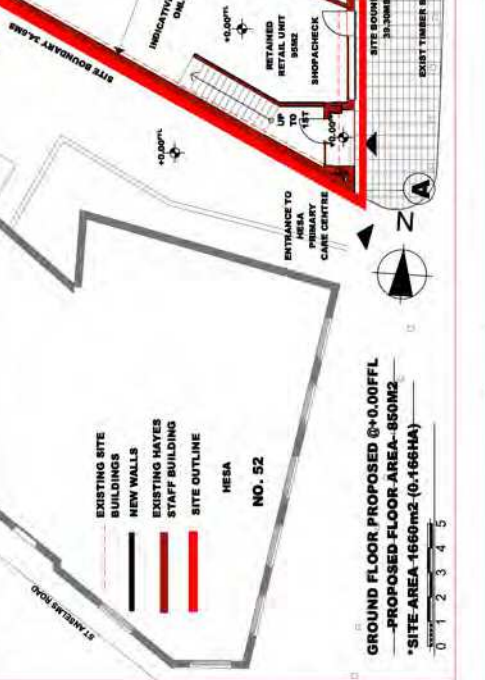
PROJECT: PROPOSED 64 BED HOTEL

DRAWING No. 01/20/PROPSTAT/200013
DRAWING TITLE -PROPOSED GROUND FLOOR PLAN-0.00FFL
 1:200 (SCALE 1/3)

DATE 9TH JUNE 2014
SCALE 1:200 (A3)
ISSUE DRAWN BY OAA
CHECKED BY OAA
PROJECT NO. 01/20/PROPSTAT/200013
DATE 08/05/2014

REVISION	DESCRIPTION	DATE	CHECKED BY	PROJECT ADDRESS
0	NEW 64 BED HOTEL	0		
1	ROOM SCHEDULE	19082	0	
2	RESTAURANT/KITCHEN	1882	0	
3	NEW BIN STORE	1882	0	
4	NEW PLANTROOMS	0	0	12582 12582
5	STAFF CHANGEROOM	0	4282	0
6	OFFICES	0	1362 1362	0
7	HOTEL RETAIL	35182	0	0
8	HOUSEKEEPING	0	2382 1482	1262 0
9	STORAGE	982	0	0
10	PUBLIC W.C.S	0	0	0
11	PATIO AMENITY	0	0	1882 0
12	NEW POOL/SPA AREA	8082	0	0
13	64 NO. NEW HOTEL BEDROOMS	0	21 NO. 21 NO.	22 NO. 0
14	(INC. 7 NO. DISABLED)	55082	0	0
15	HOTEL CARPARK	80982	57082 7082	1882 343582
16	12 NO. GARAGE CYCLES	80982	57082 7082	1882 343582
17	TOTAL BUILT FLOOR AREA	80982	57082 7082	1882 343582

SCHEDULE	PROPOSED MATERIALS	WALLS	WINDOWS/DOORS	FLOORS/CEILING	ROOFS/ACCESS
NEW HOTEL EXTENSION	MARSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
4TH FLOOR PLANTROOM	GULL GREY COMPOSITE PANELS/ALUM. LOUVRES	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
NEW LAVBY	BRICK RED HEATHER GRANITE SMOOTH	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
BIN STORE	MARSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
HOTEL LOBBY	MARSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
FOYER	MARSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
EXIST HAYES STAFF	MARSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
HAYES STAFF NEW 2ND	MARSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS





KEY-ROOM FURNITURE	
W	WARDROBE 1500X1500
D	DRAWER
D	DESKCHAIR
S	ARMCHAIR 900 X 900
KB	KING BED 1900 X 2000
DB	DOUBLE BED 1500 X 2000
SB	SINGLE BED 1000 X 2000

PROJECT ADDRESS
 NOS. 40A TO 50 STATION RD AND REAR
 CARPARK, HAYES, UB8 4DD

PROJECT: PROPOSED 64 BED HOTEL

CLIENT
 TPA LTD
 7288 BATH RD, CRANFORD,
 MIDDX TW9 9TW

SCALE
 1:200 (A3)
 DATE 19TH JUNE 2014
 DRAWN BY OVA
 CHECKED BY OVA
 STAGE PLANNING

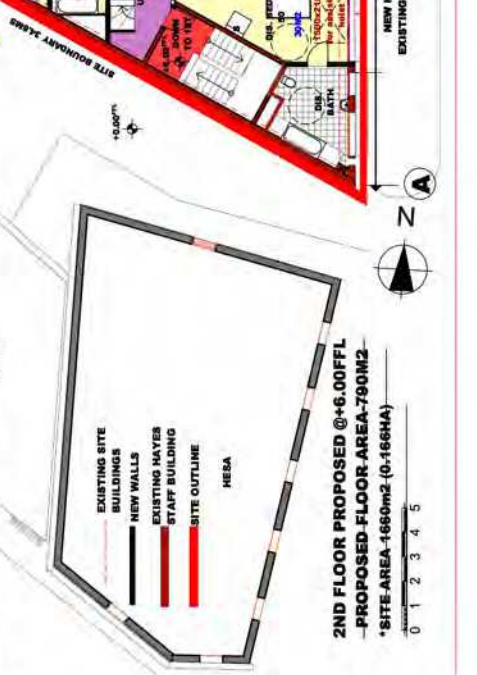
PROJECT NO.
 032300/PRO/105/STAY/200/12
 05/STATION/REG/04/12

DRAWING TITLE
 PROPOSED SECOND FLOOR PLAN (B4) (00FL)

DRAWING NO.
 032300/PRO/105/STAY/200/12
 1:200 SCALE @ A3

QHD	1ST	2ND	3RD	4TH	TOTAL
NEW 64 BED HOTEL	0	0	0	0	0
ROOM SCHEDULE	190M2	0	0	0	190M2
NEW HOTEL LOBBY/RESTAURANT/KITCHEN	18M2	0	0	0	18M2
NEW BIN STORE	0	0	0	0	0
NEW PLANTROOM	0	0	0	0	0
STAFF CHANGEROOM	0	42M2	0	0	42M2
OFFICES	0	13M2	13M2	0	26M2
HOTEL RETAIL	351M2	0	0	0	351M2
HOUSEKEEPING	0	23M2	14M2	15M2	52M2
STORAGE	0	0	0	0	0
PUBLIC W.C.S	9M2 (3 HO.)	0	0	0	9M2
PATIO AMENITY	0	0	0	0	0
NEW POOL/SPA AREA	60M2	0	0	0	60M2
NEW HOTEL BIRDHOUSE	0	0	0	0	0
12 NO. CARBON CYCLES	550M2	0	0	0	550M2
TOTAL BUILT FLOOR AREA	850M2	870M2	790M2	760M2	3450M2

PROPOSED MATERIALS / SCHEME	WALLS	WINDOWS/DOORS	BALCONIES	ROOF/FLOORS
NEW HOTEL EXTENSION	HANSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	CLEAR 1100MM HI SAFETY GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
PLANTROOM	HANSON LONDON PANELS/ALUM LOUTVRES	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
FLOOR	BRICK RED HEATHER	BRICK RED HEATHER	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
NEW LAYEV	GRANITE SMOOTH	GRANITE SMOOTH	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
BIN STORE	HANSON LONDON BRICK RED HEATHER	BRICK RED HEATHER	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
HOTEL LOBBY	GRANITE SMOOTH	GRANITE SMOOTH	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
CARPARK	WALLS RETAINED	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
EXIST HAYES	HANSON LONDON BRICK RED HEATHER	BRICK RED HEATHER	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
NEW STAFF	HANSON LONDON BRICK RED HEATHER	BRICK RED HEATHER	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
NEW 3RD	HANSON LONDON BRICK RED HEATHER	BRICK RED HEATHER	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS





KEY-ROOM FURNITURE	
W	WARDROBE 600X1200
D	DRAWER
D	DESK/CHAIR
B	BERNARDI 900 X 900
KE	KING BED 1900 X 2000
DB	DOUBLE BED 1900 X 2000
BS	SINGLE BED 1000 X 2000

PROJECT ADDRESS
 NOS. 40A TO 50 STATION RD AND REAR
 CARPARK, HAYES, UB8 4DD

PROJECT: PROPOSED 64 BED HOTEL.

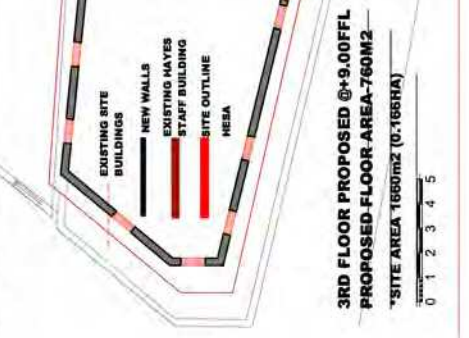
CLIENT
 TPM LTD.
 7288 BATH RD, CRANFORD,
 MIDDLESEX TW9 9TW

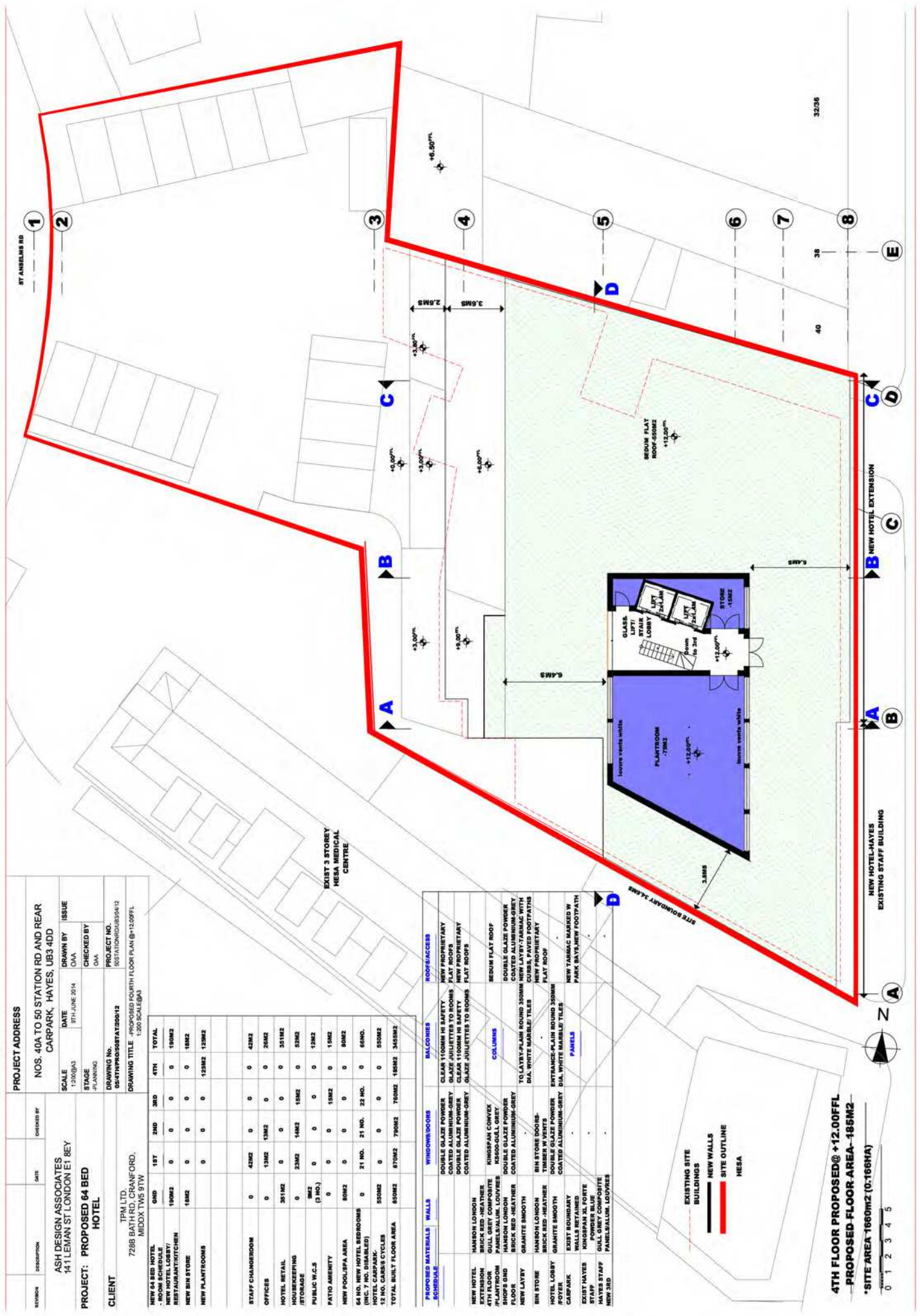
SCALE 1:2000/BA
DATE 9TH JUNE 2014
STAGE PLANNING
CHECKED BY DAA
ISSUE DAA

DRAWING NO. 643R0P/PRO/03/STAY/26012
PROJECT NO. 65571A/TOR/03/05/04/12
DRAWING TITLE PROPOSED 3RD FLOOR PLAN @+3.00FFL
SCALE 1:200

QHD	1ST	2ND	3RD	4TH	TOTAL
NEW 64 BED HOTEL ROOM BUILDING	0	0	0	0	0
NEW HOTEL LOBBY/RESTAURANT/KITCHEN	16M2	0	0	0	16M2
NEW BIN STORE	16M2	0	0	0	16M2
NEW PLANTROOMS	0	0	0	0	0
STAFF CHANGEROOM	0	42M2	0	0	42M2
OFFICES	0	13M2	13M2	0	26M2
HOTEL RETAIL	351M2	0	0	0	351M2
HOUSEKEEPING	0	23M2	14M2	13M2	50M2
PUBLIC W.C.S	9M2 (3 NO.)	0	0	0	9M2
PATIO AMENITY	0	0	0	0	0
NEW POOLSPA AREA	80M2	0	0	0	80M2
64 NO. NEW HOTEL BEDROOMS (INC. 7 NO. DISABLED)	0	21 NO.	21 NO.	22 NO.	66NO.
15 NO. CARES CYCLES	550M2	0	0	0	550M2
TOTAL BUILT FLOOR AREA	850M2	750M2	760M2	760M2	3436M2

FINISHABLE MATERIALS SCHEDULE	WALLS	WINDOWS/DOORS	BALCONIES	ROOF/FACERS
NEW HOTEL EXTENSION	DOUBLE GLAZE POWDER	DOUBLE GLAZE POWDER	DOUBLE GLAZE POWDER	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL LOBBY/RESTAURANT/KITCHEN	COATED ALUMINIUM-GREY	COATED ALUMINIUM-GREY	COATED ALUMINIUM-GREY	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL BIN STORE	CONCRETE	CONCRETE	CONCRETE	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL PLANTROOMS	CONCRETE	CONCRETE	CONCRETE	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL OFFICES	CONCRETE	CONCRETE	CONCRETE	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL STAFF CHANGEROOM	CONCRETE	CONCRETE	CONCRETE	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL STAFF BUILDING	CONCRETE	CONCRETE	CONCRETE	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL POOLSPA AREA	CONCRETE	CONCRETE	CONCRETE	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL CARES CYCLES	CONCRETE	CONCRETE	CONCRETE	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS
NEW HOTEL TOTAL BUILT FLOOR AREA	CONCRETE	CONCRETE	CONCRETE	NEW PROPRIETARY GLAZE ANULETTES TO ROOMS





PROJECT ADDRESS
 NOS. 40A TO 50 STATION RD AND REAR
 CARPARK, HAYES, UB3 4DD

PROJECT: PROPOSED 64 BED HOTEL

CLIENT
 TFM LTD.
 7288 BATH RD, GRANFORD,
 MIDDX TW5 9TW

DRAWING NO. 08ATPROPOSAL200412
PROJECT NO. 08STATIONRDUB30412

DRAWING TITLE -PROPOSED FOURTH FLOOR PLAN @+12.00FFL
 1:500 SCALE(E94)

SCALE 1:200(EA3)
DATE 9TH JUNE 2014
DRAWN BY OAA
ISSUE

STAGE PLANNING
CHECKED BY OAA

	QND	1ST	2ND	3RD	4TH	TOTAL
NEW 64 BED HOTEL	0	0	0	0	0	0
NEW HOTEL LOBBY/RESTAURANT/KITCHEN	160M2	0	0	0	0	160M2
NEW BIN STORE	18M2	0	0	0	0	18M2
NEW PLANTROOMS	0	0	0	0	125M2	125M2
STAFF CHANGEROOM	0	42M2	0	0	0	42M2
OFFICES	0	13M2	13M2	0	0	26M2
HOTEL RETAIL	351M2	0	0	0	0	351M2
HOUSEKEEPING /STORAGE	0	23M2	14M2	15M2	0	52M2
PUBLIC W.C.S (3 NO.)	3M2	0	0	0	0	3M2
PATIO AMENITY	0	0	0	0	15M2	15M2
NEW POOL/SPA AREA	60M2	0	0	0	0	60M2
64 NO. NEW HOTEL BEDROOMS (INC. 7 NO. DISABLED)	0	21 NO.	21 NO.	22 NO.	0	66NO.
15 NO. CARAVANS	550M2	0	0	0	0	550M2
15 NO. CARAVANS	870M2	790M2	760M2	168M2	168M2	3458M2
TOTAL BUILT FLOOR AREA	850M2	870M2	790M2	760M2	168M2	3458M2

PROPOSED MATERIALS / SCHEDULE	WALLS	WINDOWS/DOORS	BALCONIES	ROOF/FACES
NEW HOTEL EXTENSION	HANSON LOHON	DOUBLE GLAZE POWDER	CLEAR 1100MM IN SAFETY GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
4TH FLOOR	BRICK RED HEATHER	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
3RD FLOOR	GULL GREY COMPOSITE	DOUBLE GLAZE POWDER	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
FLOOR	HANSON LOHON	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
NEW LAVBY	BRICK RED HEATHER	DOUBLE GLAZE POWDER	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
BIN STORE	GRANITE SMOOTH	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
HOTEL LOBBY	HANSON LOHON	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
FOYER	BRICK RED HEATHER	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
CARPARK	GRANITE SMOOTH	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
EXIST HAYES STAFF	GRANITE SMOOTH	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
NEW STAFF	GRANITE SMOOTH	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
NEW 2RD	GRANITE SMOOTH	COATED ALUMINIUM-GREY	GLAZE JULIETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS

4TH FLOOR PROPOSED @ +12.00FFL
PROPOSED FLOOR AREA - 185M2
***SITE AREA 1660m2 (0.166HA)**

EXISTING SITE BUILDINGS
 NEW WALLS
 SITE OUTLINE
 MESA

EXIST 3 STOREY MESA MEDICAL CENTRE
 NEW HOTEL-HAYES EXISTING STAFF BUILDING
 NEW HOTEL EXTENSION

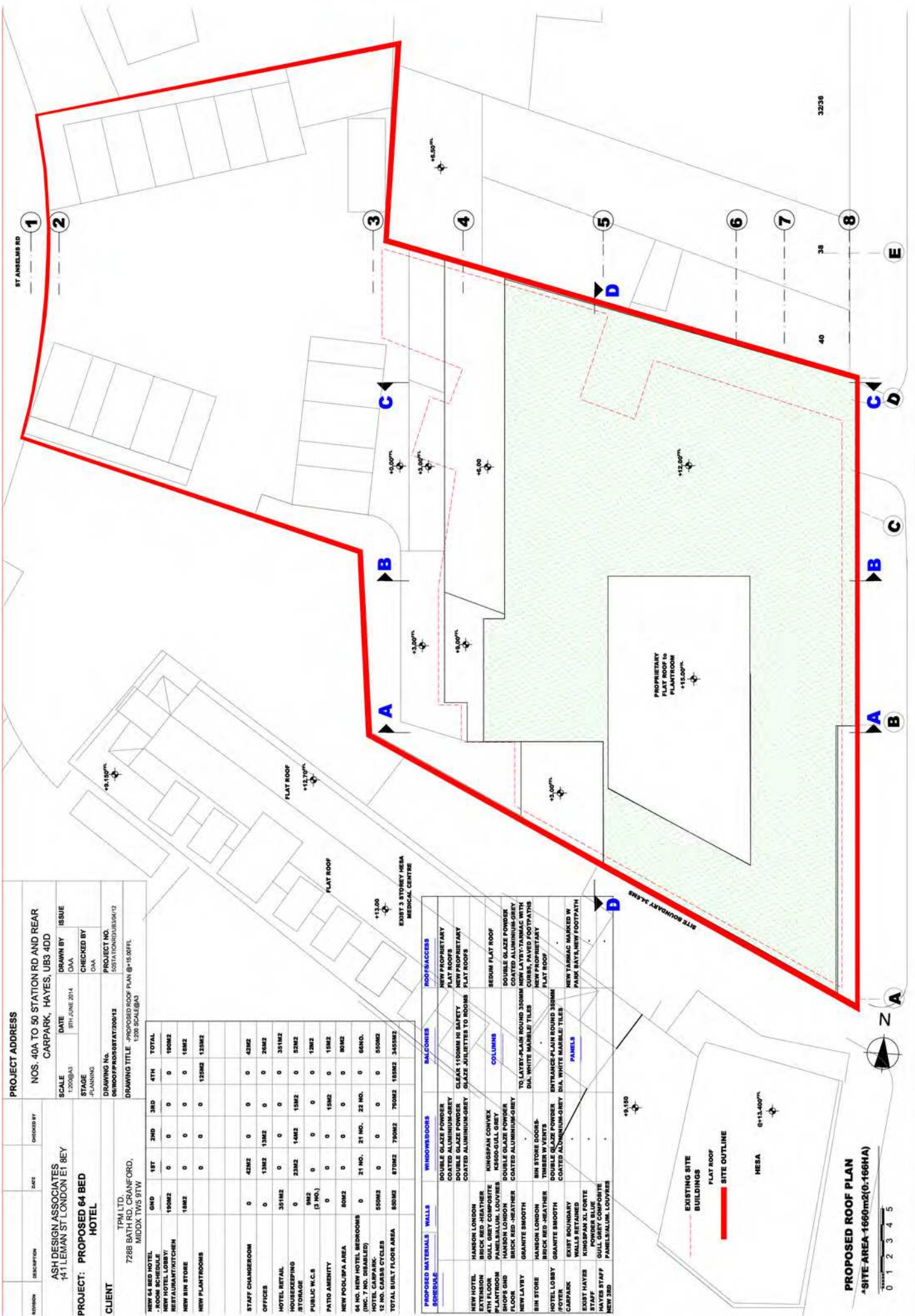
PLANTROOM 79M2
 BEDUM FLAT ROOF 56M2
 GLASS LIFT/STAIR LOBBY 2M X 2M
 STORAGE 10M2

LEVEL MARKERS: +12.00m, +13.00m, +13.50m, +14.00m, +16.50m

GRID: A-D, 1-8

SCALE BAR: 0 1 2 3 4 5

NORTH ARROW



PROJECT ADDRESS
 NOS. 40A TO 50 STATION RD AND REAR
 CARPARK, HAYES, UB3 4DD

PROJECT: PROPOSED 64 BED HOTEL

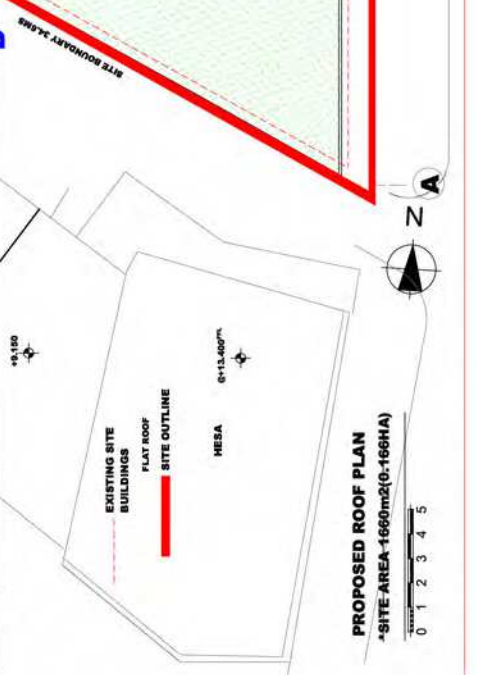
CLIENT
 TFM LTD,
 7288 BATH RD, GRANFORD,
 MIDDX TW5 9TW

DRAWING No. 980007PROG08AT700012
DRAWING TITLE -PROPOSED ROOF PLAN @+15.00FL
 1:200 SCALE@A3

SCALE 1:200@A3
DATE 01/11/2014
DRAWN BY OVA
CHECKED BY OVA
PROJECT NO. 980007PROG08AT700012
ISSUE 001

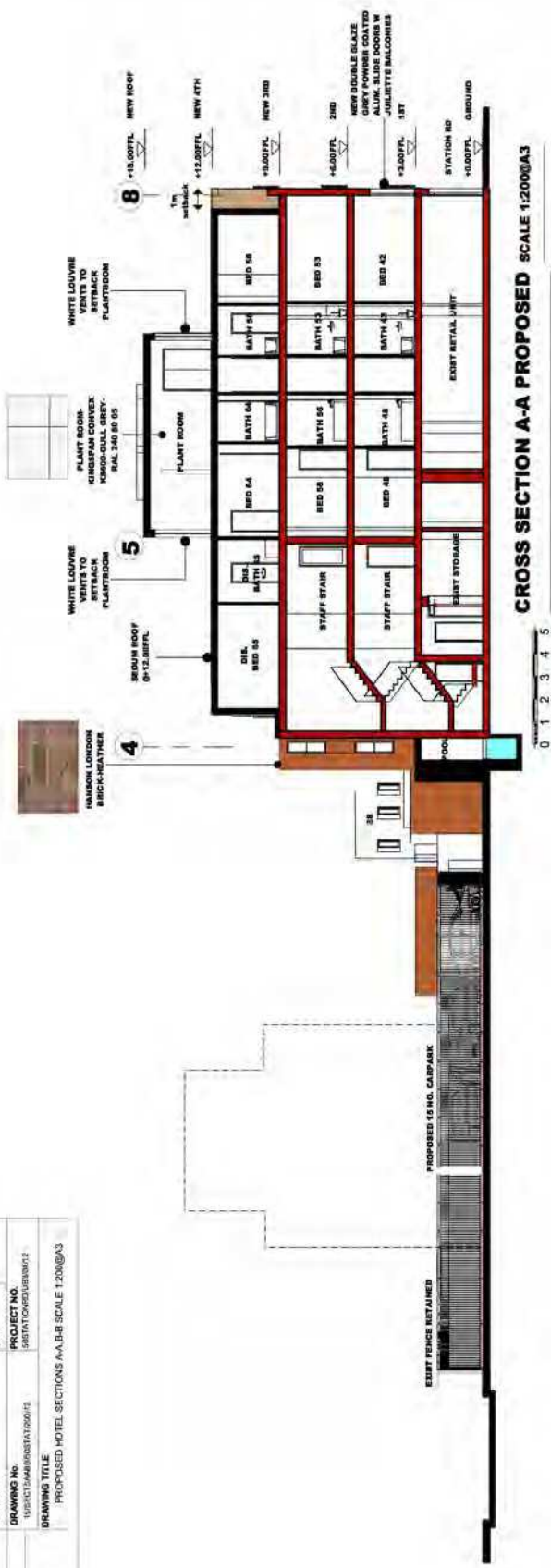
	OND	1ST	2ND	3RD	4TH	TOTAL
NEW 64 BED HOTEL	0	0	0	0	0	0
-ROOM SCHEDULE	190M2	0	0	0	0	190M2
RESTAURANT/KITCHEN	18M2	0	0	0	0	18M2
NEW BIN STORE	0	0	0	0	0	0
NEW PLANTROOMS	0	0	0	0	0	125M2 125M2
STAFF CHANGEROOM	0	42M2	0	0	0	42M2
OFFICES	0	13M2	13M2	0	0	26M2
HOTEL RETAIL	351M2	0	0	0	0	351M2
HOUSEKEEPING /STORAGE	0	23M2	14M2	15M2	0	52M2
PUBLIC W.C.S	9M2 (3 NO.)	0	0	0	0	9M2
PATIO AMENITY	0	0	0	0	0	19M2
NEW POOL/SPA AREA	80M2	0	0	0	0	80M2
64 NO. NEW HOTEL BEDROOMS (INC. 7 NO. DISABLED)	0	21 NO.	21 NO.	22 NO.	0	66NO.
12 NO. GARBAGE CYCLES	550M2	0	0	0	0	550M2
TOTAL BUILT FLOOR AREA	660M2	870M2	790M2	760M2	165M2	3455M2

PROPOSED MATERIALS /SCHEDULE	WALLS	WINDOORS	BALCONIES	ROOFS/ACCESS
NEW HOTEL EXTENSION	HANSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	NEW PROPRIETARY FLAT ROOFS	NEW PROPRIETARY FLAT ROOFS
4TH FLOOR PLANTROOM	GULL GREY COMPOSITE PANELS/ALUM. LOUVRES	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	NEW PROPRIETARY FLAT ROOFS
FLOOR AND NEW LAVRY	BRICK RED HEATHER GRANITE SMOOTH	KINGSPAN CONVEX	SEEDUM FLAT ROOF	SEEDUM FLAT ROOF
BH STORE	HANSON LONDON BRICK RED HEATHER	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	SEEDUM FLAT ROOF
HOTEL LOBBY	GRANITE SMOOTH	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	SEEDUM FLAT ROOF
CARPARK	GRANITE SMOOTH	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	SEEDUM FLAT ROOF
EXIST HAYES STAFF	GRANITE SMOOTH	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	SEEDUM FLAT ROOF
HAYES STAFF	GRANITE SMOOTH	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	SEEDUM FLAT ROOF
NEW 3RD	GRANITE SMOOTH	DOUBLE GLAZE POWDER COATED ALUMINIUM-GREY	GLAZE JULETTES TO ROOMS	SEEDUM FLAT ROOF

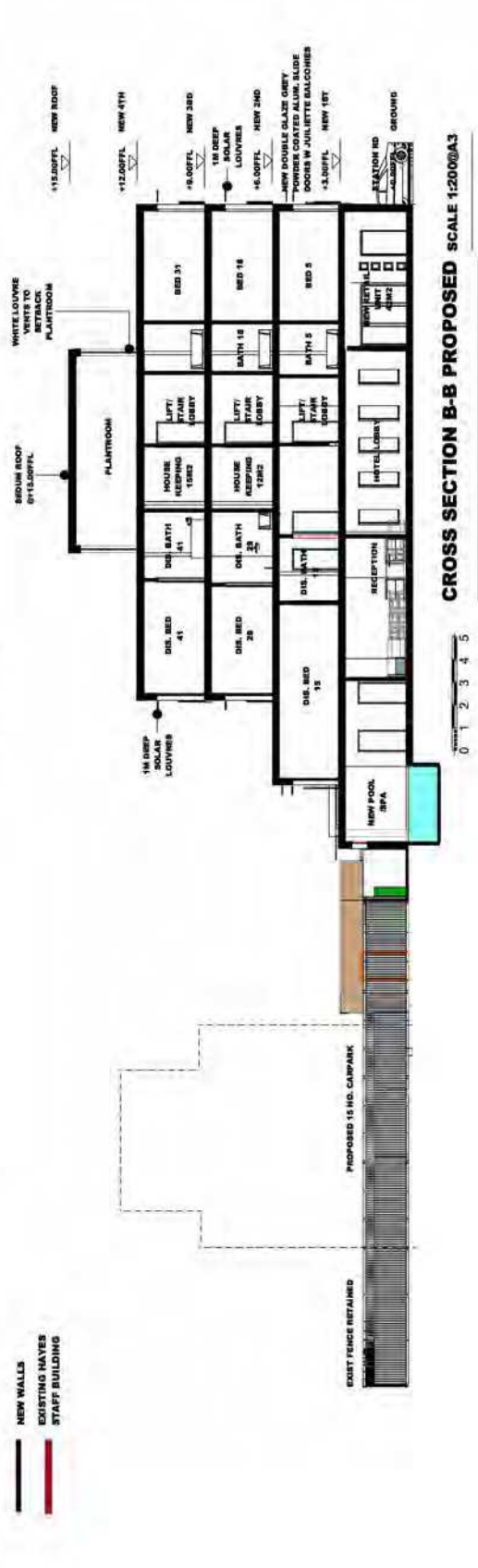


PROPOSED ROOF PLAN
 -SITE AREA-1660m2(0.166HA)

PROJECT ADDRESS	
NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD	
DATE	CHECKED BY
17th JUNE 2014	DVA
SCALE	ISSUE
1:200(A)	DVA
STAGE	CHECKED BY
PLANNING	DVA
DRAWING NO.	PROJECT NO.
1081CT13AMB003STA1200/13	1081STATIONRESUM012
CLIENT	DRAWING TITLE
TPM LTD. 728B BATH RD, CRANFORD, MIDDXX TW5 9TW	PROPOSED HOTEL SECTIONS A-A, B-B SCALE 1:200@A3



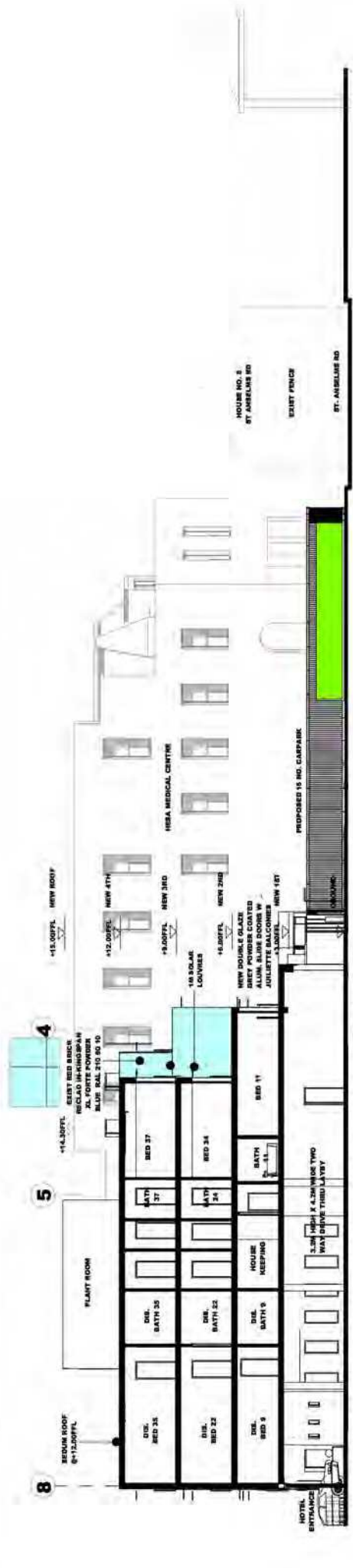
CROSS SECTION A-A PROPOSED SCALE 1:200@A3



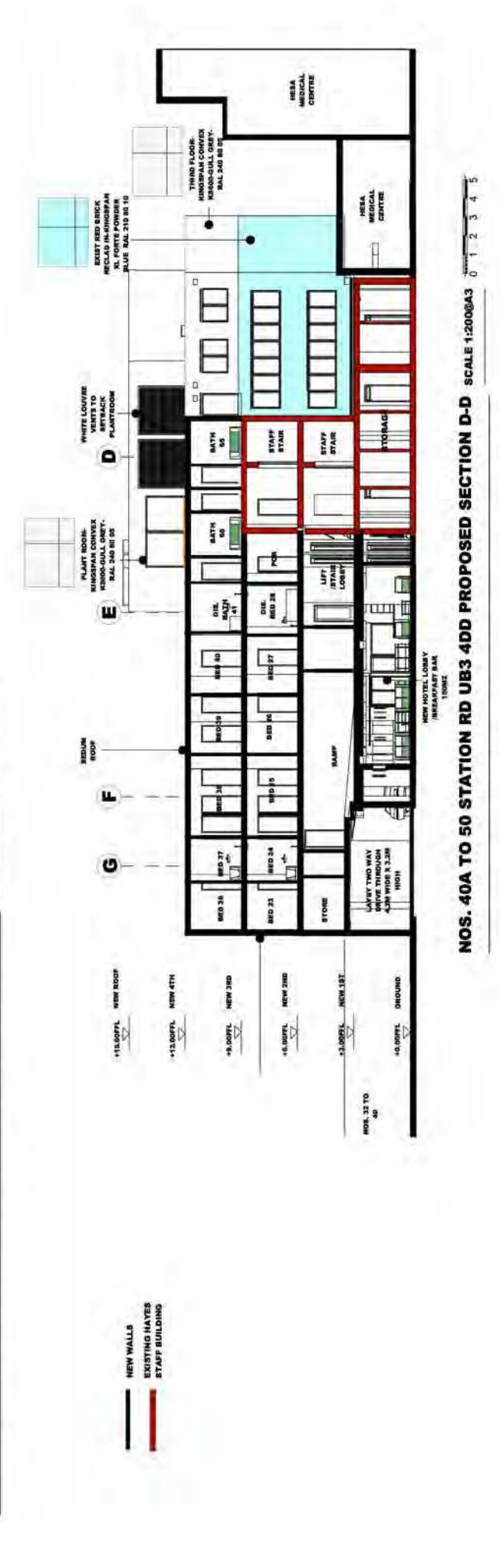
CROSS SECTION B-B PROPOSED SCALE 1:200@A3

— NEW WALLS
 — EXISTING HAYES STAFF BUILDING

NO. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD	PROJECT ADDRESS
ASH DESIGN ASSOCIATES 141 LEMAN ST LONDON E1 8EY	DRAWN BY
PROJECT: PROPOSED 64 BEDROOM HOTEL	DATE
CLIENT	CHECKED BY
TPM LTD, 728B BATH RD, CRANFORD, MIDDLEX TW5 9TW	ISSUE
	SCALE
	DATE
	STAGE
	PROJECT NO.
	DRAWING TITLE

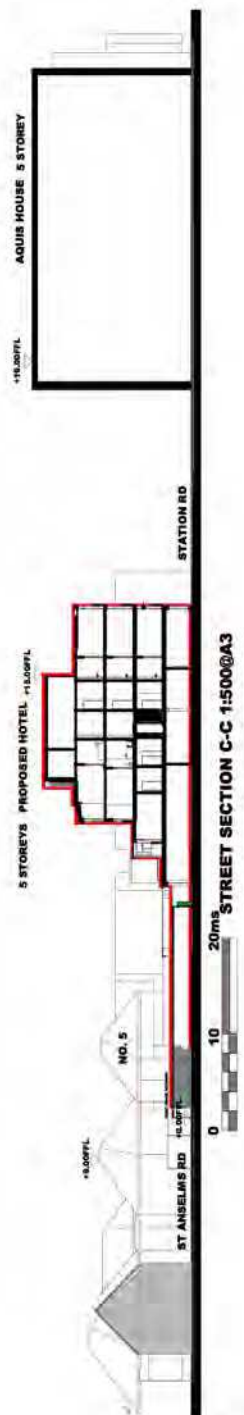
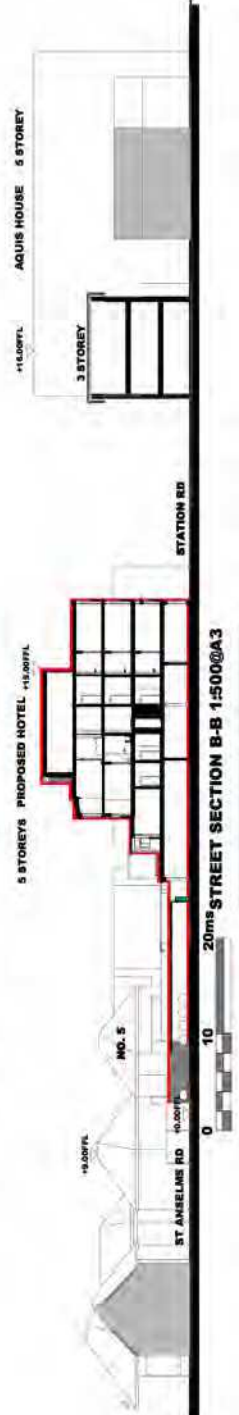
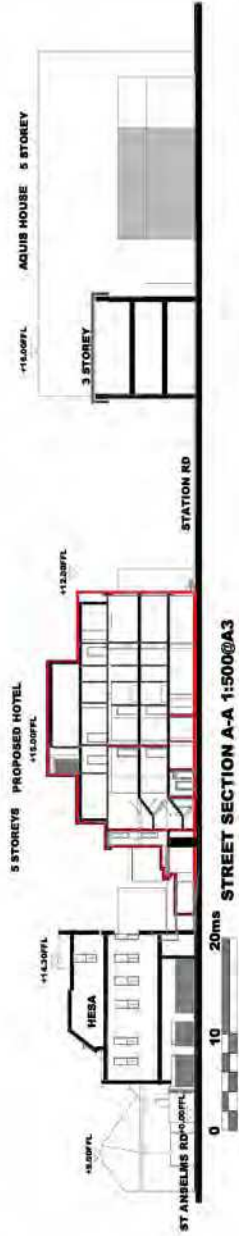


SITE-NOS. 40A TO 50 STATION RD UB3 4DD PROPOSED SECTION C-C SCALE 1:200

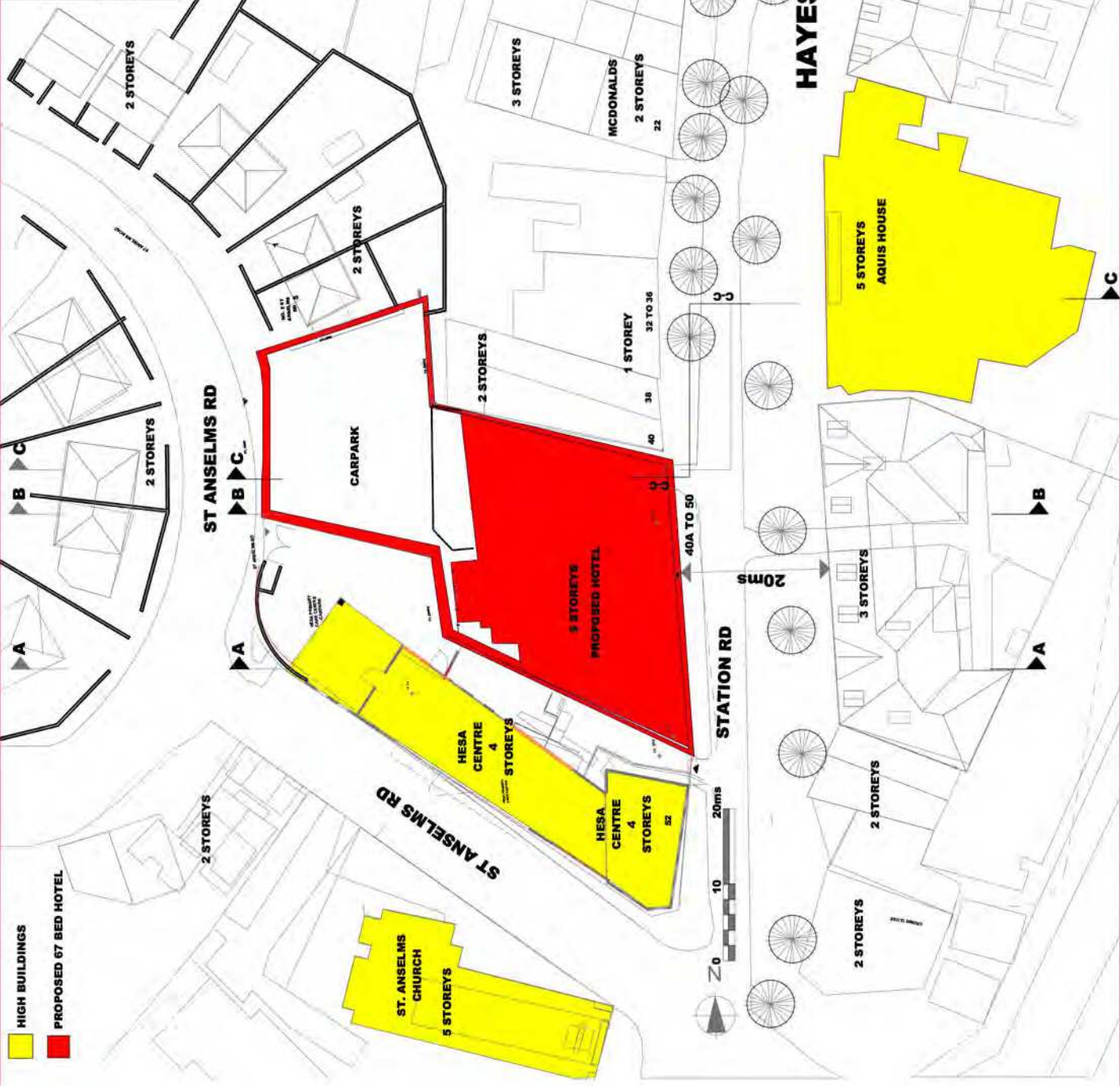


NOS. 40A TO 50 STATION RD UB3 4DD PROPOSED SECTION D-D SCALE 1:200

REVISION	DESCRIPTION	DATE	CHECKED BY
PROJECT ADDRESS NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD			
SCALE	1:500@A3	DATE	17TH JULY 2011
STAGE	PLANNING	DRAWN BY	QAA
		CHECKED BY	QAA
CLIENT	TPM LTD, 728B BATH RD, CRANFORD, MIDDX TW5 9TW		
	DRAWING NO. 143TR12ECTS87AT0001Z PROJECT NO. 251STATIONCULB30A1L2 DRAWING TITLE 5 STREET SECTIONS STATION RD UB3 4DD -PROPOSED HOTEL		



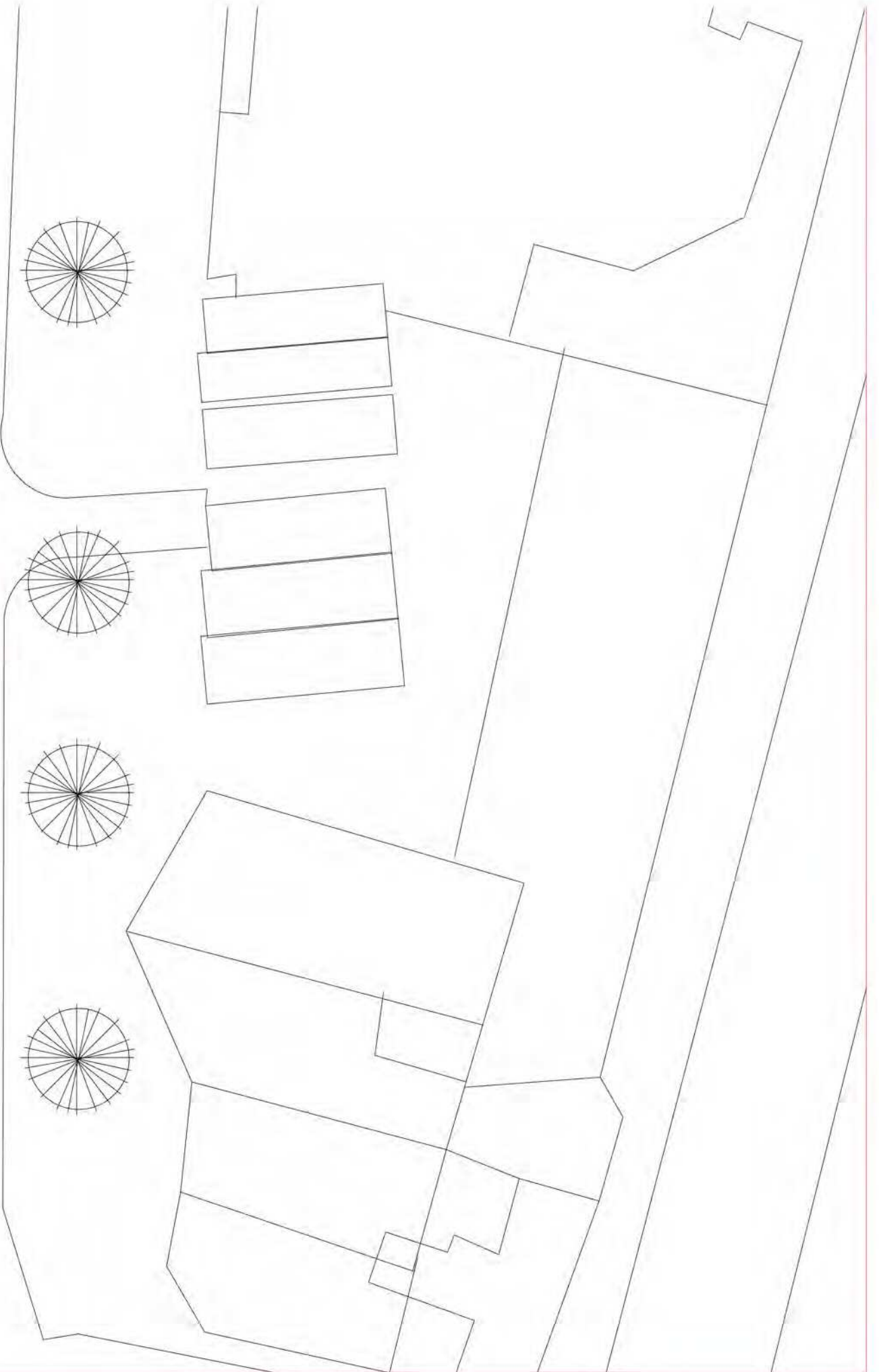
PROJECT ADDRESS	
NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD	
SCALE	DATE
1:50000	17/07/2013
DRAWN BY	CHECKED BY
ISSA	DA
STAGE	CHECKED BY
PLANNING	DA
DRAWING No.	PROJECT NO.
13HOTELSITE08RTA74900012	082100010000412
DRAWING TITLE	
PROPOSED HOTEL SITE IN STATION RD HIGH BUILDINGS CONTEXT-1:500 SCALE(A3)	
CLIENT	
TPM LTD 7888 BATH RD, CRANFORD, MIDDX TW5 9TW	
PROJECT: PROPOSED 64 BEDROOM HOTEL	
REVISION	DESCRIPTION
	ASH DESIGN ASSOCIATES 141 LEMAN ST LONDON E1 8EY
	7888 BATH RD, CRANFORD, MIDDX TW5 9TW
	TPM LTD
	7888 BATH RD, CRANFORD, MIDDX TW5 9TW



- HIGH BUILDINGS
- PROPOSED 67 BED HOTEL

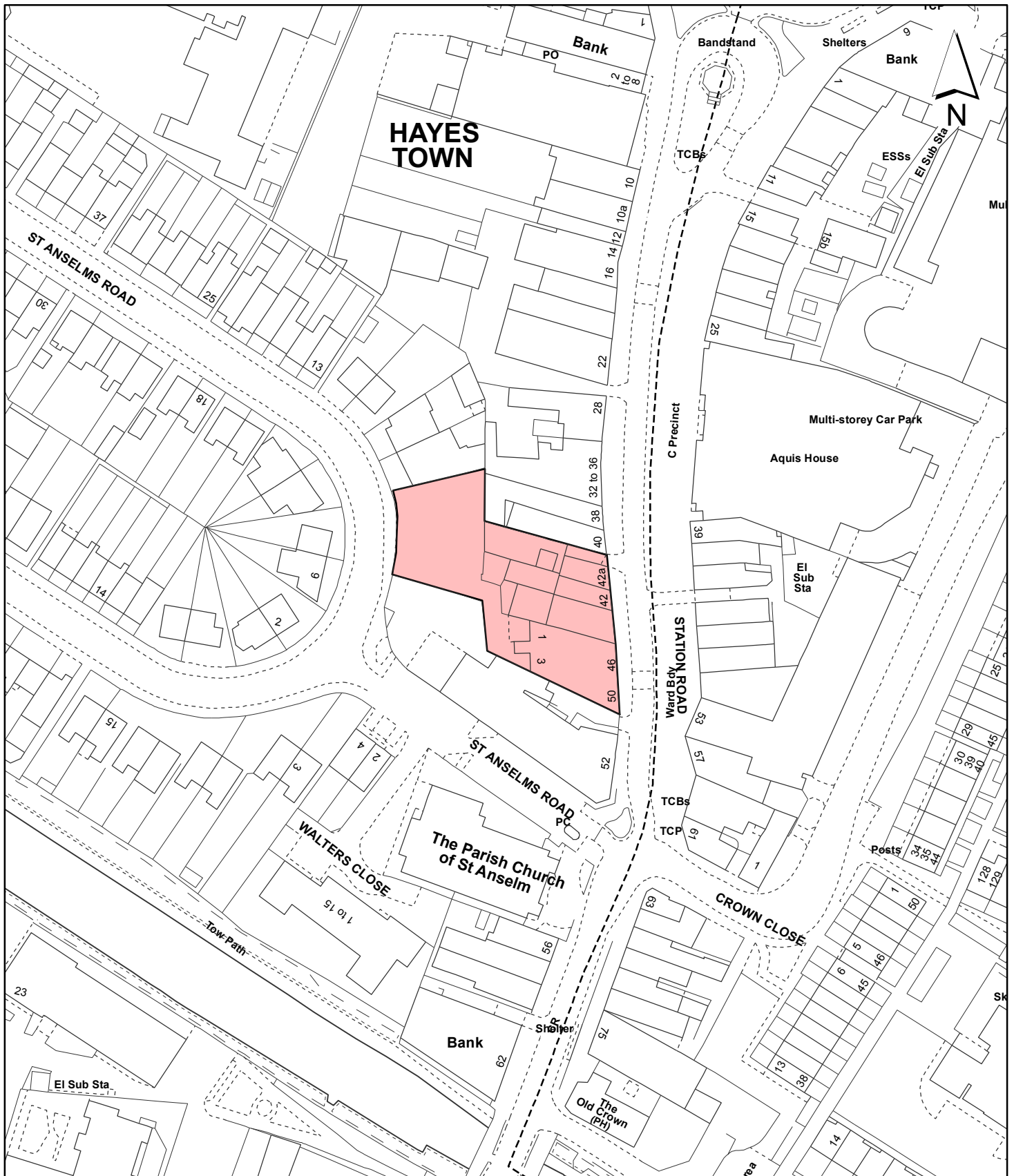




STATION RD



REVISION	DESCRIPTION	DATE	CHECKED BY
	ASH DESIGN ASSOCIATES 141 LEMAN ST LONDON E1 8EY		
PROJECT: PROPOSED 141 BED HOTEL			
CLIENT: YOM LTD 7285 BAYLY RD CRANFORD, MIDDX TW6 9TW			
PROJECT ADDRESS NOS. 40A TO 50 STATION RD AND REAR CARPARK, HAYES, UB3 4DD			
SCALE	DATE	DRAWN BY	CHECKED BY
1:500 (A3)	07/11/2014	ME	DA
STAGE	PROJECT NO.	REGISTRATION NO.	ISSUE
PLANNING		BS20472	
DRAWING No. 020/SWPT/PROG02014/20012			
DRAWING TITLE PROPOSED REFUSE TRUCK AND CAR SWEEP PATHS PLAN			





<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">40a - 50 Station Road Hayes</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">11563/APP/2017/2071</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	
		 HILLINGDON LONDON	

Report of the Head of Planning, Sport and Green Spaces

Address ANSELL GARDEN CENTRE HOLLOWAY LANE HARMONDSWORTH

Development: Replacement of shop and canopy destroyed by fire and retention of a dog grooming parlour.

LBH Ref Nos: 1114/APP/2017/2104

Date Plans Received: 09/06/2017

Date(s) of Amendment(s):

Date Application Valid: 26/06/2017

H&S CDM Regulations: all products and materials to be used and handled in accordance with manufacturer's recommendations/instructions, and in accordance with good health and safety practice.

These drawings have been prepared to the stated scale and, provided they are reproduced to the same scale using accurately calibrated equipment and suitable media which are not unduly susceptible to changes in humidity and temperature, they are sufficiently accurate for the purpose for which they have been prepared, being the planning application purpose. They should not be used for other purposes.

All dimensions and levels to be checked on site, and discrepancies reported before works commence.

FOR PLANNING PURPOSES ONLY



NOTATION:
 Application Boundary line: 15131 m²
 Adjoining land in the applicant's ownership

Rev. D: Submission. 08-06-17 (egh)
 Rev. C: Red line revised. Blue line added. 22-05-17 (agp)
 Rev. B: Survey Spec and notes added. 16-02-17 (agp)
 Rev. A: Note revised. 06-01-17 (agp)

CLIENT	Mr. Parash Raihatha
SITE	Ansell Garden Centre, Holloway Lane, Hammondsworth, West Drayton
PROJECT	Replacement shop
STAGE	Planning Application
DRAWING	Location Plan
SCALE	1:15000
DATE	08-06-17
CHECKED	CP
DWG. No.	MSC1655-01D
Malcolm Scott Consultants	

Malcolm Scott
 CONSULTANTS
 APPROVED AND: 1. TO MARK BEST PRACTICE 2. BY: N/A
 THIS DRAWING MAY NOT BE REPRODUCED WITHOUT OUR WRITTEN CONSENT

HSE, CDM regulations, all products and materials to be used and installed in accordance with the manufacturer's instructions and good health and safety practice.

These drawings have been prepared to the stated scale and are intended to be used for information only. They are not to be used for any other purpose without the prior written consent of the author. The author shall not be liable for any errors or omissions in these drawings, nor for any consequences arising from their use. The user shall be responsible for ensuring that the drawings are used in accordance with the intended purpose and for any consequences arising from their use.

All dimensions and levels to be checked on site, and any discrepancies to be reported to the author immediately.

FOR PROFESSIONAL PURPOSES ONLY

Rev. D Submission: 08-06-17 (qph)
 Rev. C Notes amended / updated: 22-05-17 (qph)
 Rev. B Survey introduced. All updated: 20-04-17 (qph)
 Rev. A Submission: 20-12-16 (qph)

Client: Mr. Parasit Raathaha
 Project: Ansel Garden Centre, Holloway Lane, Hemmelsworth, West Drayton, Middlesex UB8 3PH
 Drawing: Site Plan 04 existing
 Scale: 1:500
 Date: 20-04-17
 Drawn by: M. Scott
 Checked by: M. Scott
 Project No: MSC 1655-02D

MSA CONSULTANTS
 CONSULTANTS
 100, WATLING ROAD, WINDSOR, WOX, MIDDLESEX, ENGLAND
 TEL: 01753 671171 FAX: 01753 671172
 www.msa-consultants.co.uk

View of Building 1 after the fire
 View of buildings after the fire

Scale: 1:500
 North arrow pointing up

Application boundary line: 15531 m²
 Enclosed buildings / structures prior to fire (from OS map) (17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 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1. All CDW Reproductive all products and materials to be used and handled in accordance with manufacturer's recommendations and safety instructions. All products must be used in accordance with good practice, and all associated risks must be managed.

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All dimensions and levels to be checked on site, and discrepancies reported before work commences.

FOR PLANNING PURPOSES ONLY

- NOTATION:**
- Application boundary line: 15131 m²
 - Existing buildings to remain (62 m²) (14, 15 and 16)
 - Existing open-sided canopy to remain: 41 m² (17)
 - Proposed replacement shop A: 2127 m²
 - Proposed 1st floor: 278 m²
 - Proposed retail open-sided canopy B: 427 m²
 - Proposed access canopy C
 - Open Sales Area (3108 m²)
 - Service Yard / External Storage
 - Existing tree
 - Existing tree to be removed (1 no.)
 - Proposed tree (65 no.) (please see Planning Plan for details)
 - Existing hedge
 - Proposed hedge (approx. 177 m, please see Planning Plan for details)
 - Existing hard-standing to be removed and area to be Display Gardens (please see Planning Plan)
 - Existing wooded area (inside application boundary)
 - Existing grass
 - Existing flower bed / shrubs
 - Existing unmade ground
 - Existing terrace / concrete
 - Existing security fence
 - Existing security fence to be removed (approx. 258 m, m.)
 - Existing flower bed / shrubs to be removed (approx. 258 m, m.)
 - Existing flower bed / shrubs to be removed (approx. 258 m, m.)

Photograph of existing tree bed in this area

Photograph of existing planting in this area

Photograph of existing tree bed in this area



PROPOSED PLANTING SCHEDULE

65 no. proposed trees, being a mix of:

- 15% Birch (*Betula pendula*)
- 25% Ash (*Fraxinus excelsior*)
- 10% Beech (*Fagus sylvatica*)
- 20% Horse Chestnut (*Aesculus hippocastanum*)
- 5% Mountain ash (*Populus monticola*)

825 m² approx. of Display Gardens (a mix of annuals, herbaceous perennials, shrubs, trees, climbing plants, etc)

Proposed hedge: 177 m, m. approx. being a mix of:

- 10% Elm (*Ulmus glabra*)
- 30% Hawthorn (*Crataegus monogyna*)
- 30% Blackthorn (*Prunus spinosa*)
- 10% Holly (*Ilex aquifolium*)

Survey Tree Schedule

Tree No.	Tree Name	Tree Size	Tree Location	Tree Status
1	Birch	100mm	Plot 15	Proposed
2	Ash	150mm	Plot 15	Proposed
3	Beech	120mm	Plot 15	Proposed
4	Horse Chestnut	180mm	Plot 15	Proposed
5	Mountain ash	100mm	Plot 15	Proposed
6	Birch	100mm	Plot 15	Proposed
7	Ash	150mm	Plot 15	Proposed
8	Beech	120mm	Plot 15	Proposed
9	Horse Chestnut	180mm	Plot 15	Proposed
10	Mountain ash	100mm	Plot 15	Proposed
11	Birch	100mm	Plot 15	Proposed
12	Ash	150mm	Plot 15	Proposed
13	Beech	120mm	Plot 15	Proposed
14	Horse Chestnut	180mm	Plot 15	Proposed
15	Mountain ash	100mm	Plot 15	Proposed
16	Birch	100mm	Plot 15	Proposed
17	Ash	150mm	Plot 15	Proposed
18	Beech	120mm	Plot 15	Proposed
19	Horse Chestnut	180mm	Plot 15	Proposed
20	Mountain ash	100mm	Plot 15	Proposed
21	Birch	100mm	Plot 15	Proposed
22	Ash	150mm	Plot 15	Proposed
23	Beech	120mm	Plot 15	Proposed
24	Horse Chestnut	180mm	Plot 15	Proposed
25	Mountain ash	100mm	Plot 15	Proposed
26	Birch	100mm	Plot 15	Proposed
27	Ash	150mm	Plot 15	Proposed
28	Beech	120mm	Plot 15	Proposed
29	Horse Chestnut	180mm	Plot 15	Proposed
30	Mountain ash	100mm	Plot 15	Proposed
31	Birch	100mm	Plot 15	Proposed
32	Ash	150mm	Plot 15	Proposed
33	Beech	120mm	Plot 15	Proposed
34	Horse Chestnut	180mm	Plot 15	Proposed
35	Mountain ash	100mm	Plot 15	Proposed
36	Birch	100mm	Plot 15	Proposed
37	Ash	150mm	Plot 15	Proposed
38	Beech	120mm	Plot 15	Proposed
39	Horse Chestnut	180mm	Plot 15	Proposed
40	Mountain ash	100mm	Plot 15	Proposed
41	Birch	100mm	Plot 15	Proposed
42	Ash	150mm	Plot 15	Proposed
43	Beech	120mm	Plot 15	Proposed
44	Horse Chestnut	180mm	Plot 15	Proposed
45	Mountain ash	100mm	Plot 15	Proposed
46	Birch	100mm	Plot 15	Proposed
47	Ash	150mm	Plot 15	Proposed
48	Beech	120mm	Plot 15	Proposed
49	Horse Chestnut	180mm	Plot 15	Proposed
50	Mountain ash	100mm	Plot 15	Proposed
51	Birch	100mm	Plot 15	Proposed
52	Ash	150mm	Plot 15	Proposed
53	Beech	120mm	Plot 15	Proposed
54	Horse Chestnut	180mm	Plot 15	Proposed
55	Mountain ash	100mm	Plot 15	Proposed
56	Birch	100mm	Plot 15	Proposed
57	Ash	150mm	Plot 15	Proposed
58	Beech	120mm	Plot 15	Proposed
59	Horse Chestnut	180mm	Plot 15	Proposed
60	Mountain ash	100mm	Plot 15	Proposed
61	Birch	100mm	Plot 15	Proposed
62	Ash	150mm	Plot 15	Proposed
63	Beech	120mm	Plot 15	Proposed
64	Horse Chestnut	180mm	Plot 15	Proposed
65	Mountain ash	100mm	Plot 15	Proposed

Photograph of existing tree bed in this area

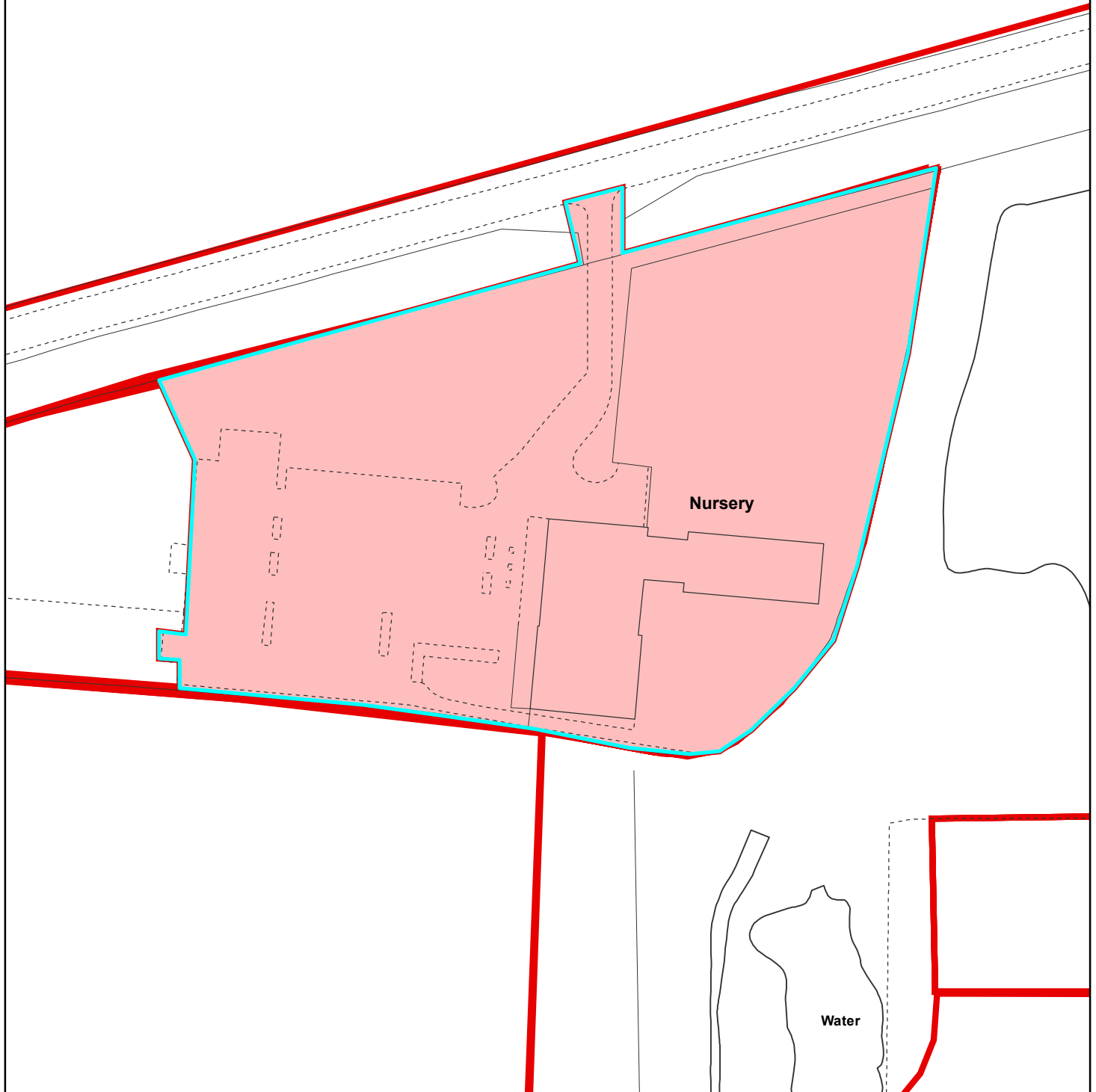
Photograph of existing planting in this area

Photograph of existing tree bed in this area


Refer: B Submission: 08-06-17 (ugh)
 Rev: A Minor amendments: 01-06-17 (ugh)

Client: Mr. Parvath Rajathara
 Ansell Garden Centre, Holloway Lane, Hemsworth, West Yorkshire
 Project: Ansell Garden Centre, Holloway Lane, Hemsworth, West Yorkshire
 Drawing: Proposed Planting Plan
 Scale: 1:500
 Date: 08/06/17
 MS1655-08B

MS1655-08B
 CONSULTANTS
 Mr. Parvath Rajathara
 Ansell Garden Centre, Holloway Lane, Hemsworth, West Yorkshire
 Project: Ansell Garden Centre, Holloway Lane, Hemsworth, West Yorkshire
 Drawing: Proposed Planting Plan
 Scale: 1:500
 Date: 08/06/17
 MS1655-08B



Notes

 Site boundary

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Site Address

Ansell Garden Centre

Planning Application Ref:
64322/APP/2017/3185

Planning Committee
Major Application

Scale
1:1,250

Date
December 2017

LONDON BOROUGH OF HILLINGDON
Residents Services

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



Report of the Head of Planning, Sport and Green Spaces

Address AXIS HOUSE 242 BATH ROAD SIPSON

Development: 5-Storey 128 bedroom hotel, with basement parking for 50 cars and an additional 5 street level parking spaces. (Resubmission following refused application 43794/APP/2016/4445)

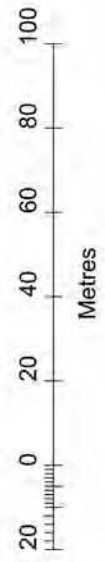
LBH Ref Nos: 43794/APP/2017/3704

Date Plans Received: 11/10/2017

Date(s) of Amendment(s):

Date Application Valid: 11/10/2017

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 Drawings subject to full dimensioned site survey.
 Building parameters taken from drawings provided.
 Submit shop drawings for Architects Network Approval of General Arrangement before Fabrication.
 Architects Network Ltd



Revision:

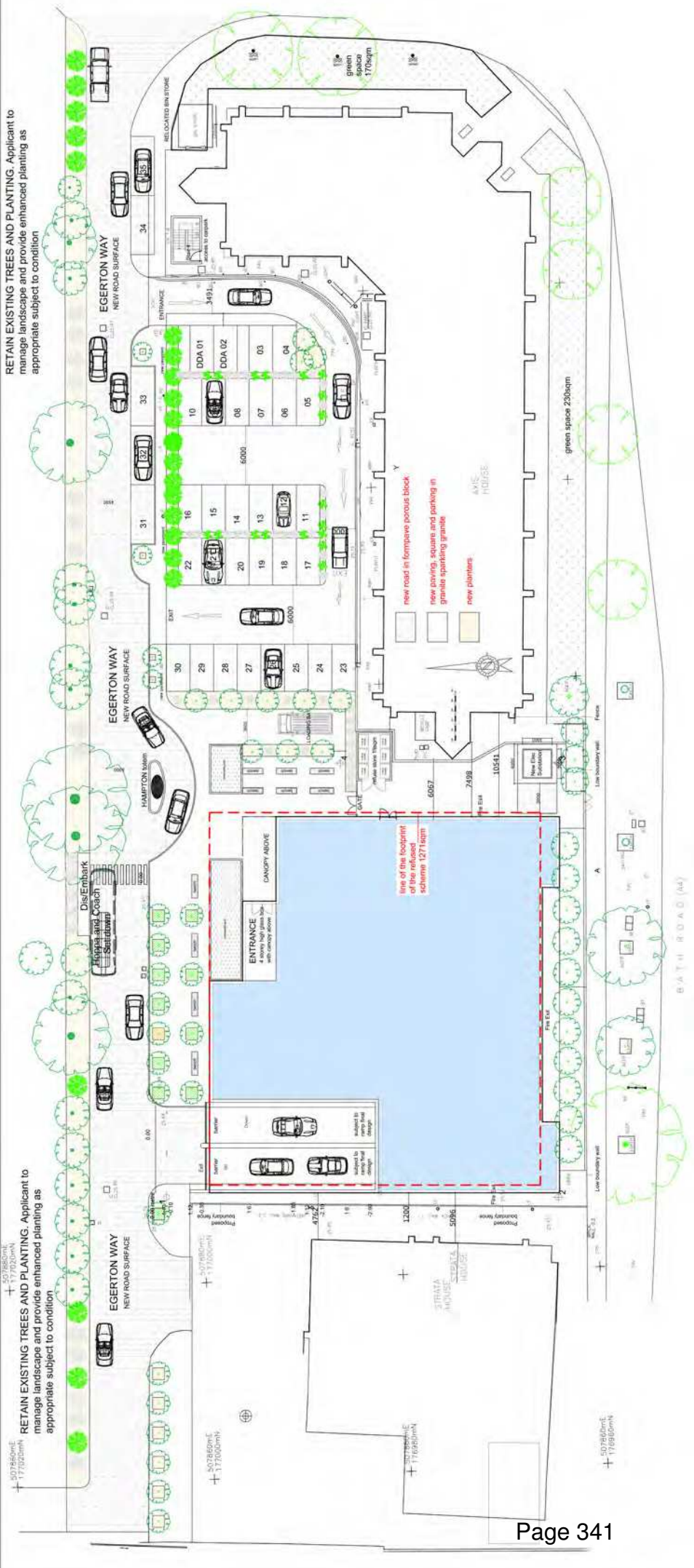
Project **HAMPTON BY HILTON
 LONDON HEATHROW BATH ROAD**
 Drawing Title **Site Location Plan scale 1:1250**

Drawing No. **15L08PL4_OSM** Rev

Scale **1:1250@A3** Date **06.10.2017** Drawn by **SP** CAD ref. **15L08PL4**
 15 Countess Road, London, NW5 2NS T: 020 7209 1123 E: design@architectsnetwork.co.uk

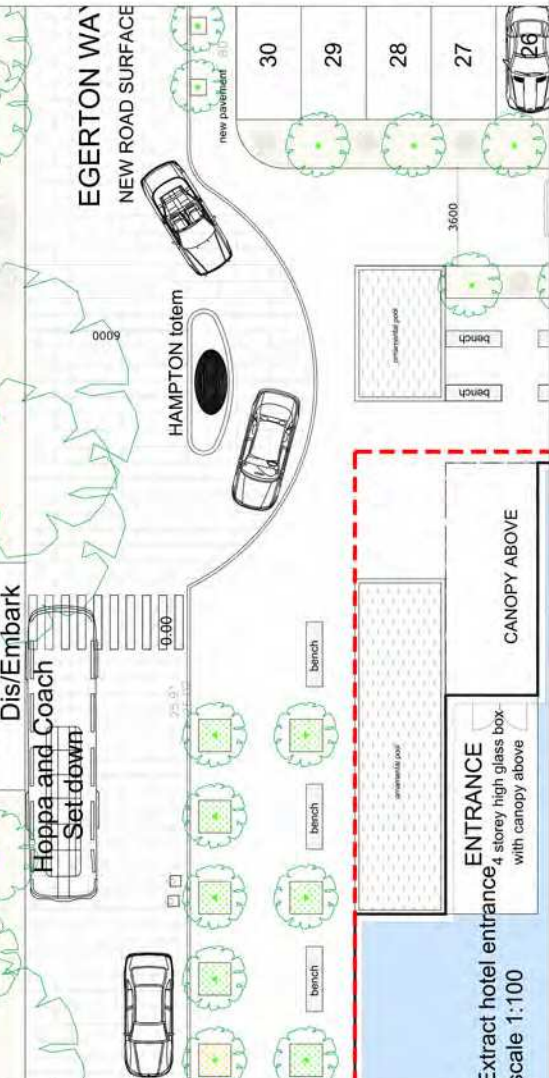
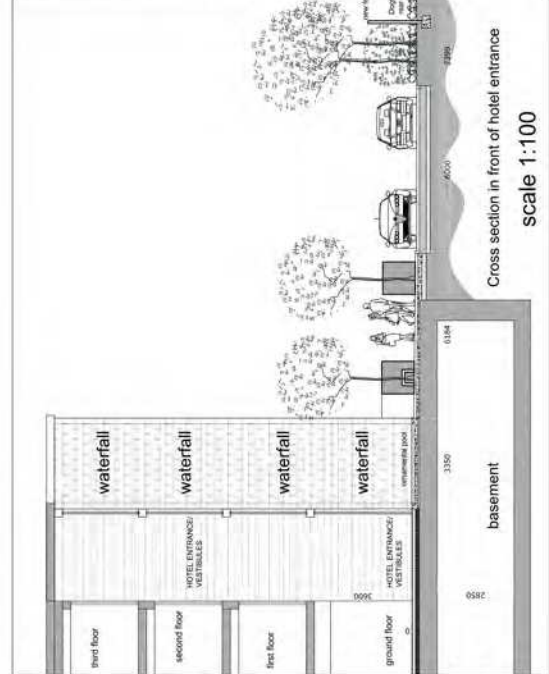
RETAIN EXISTING TREES AND PLANTING. Applicant to manage landscape and provide enhanced planting as appropriate subject to condition

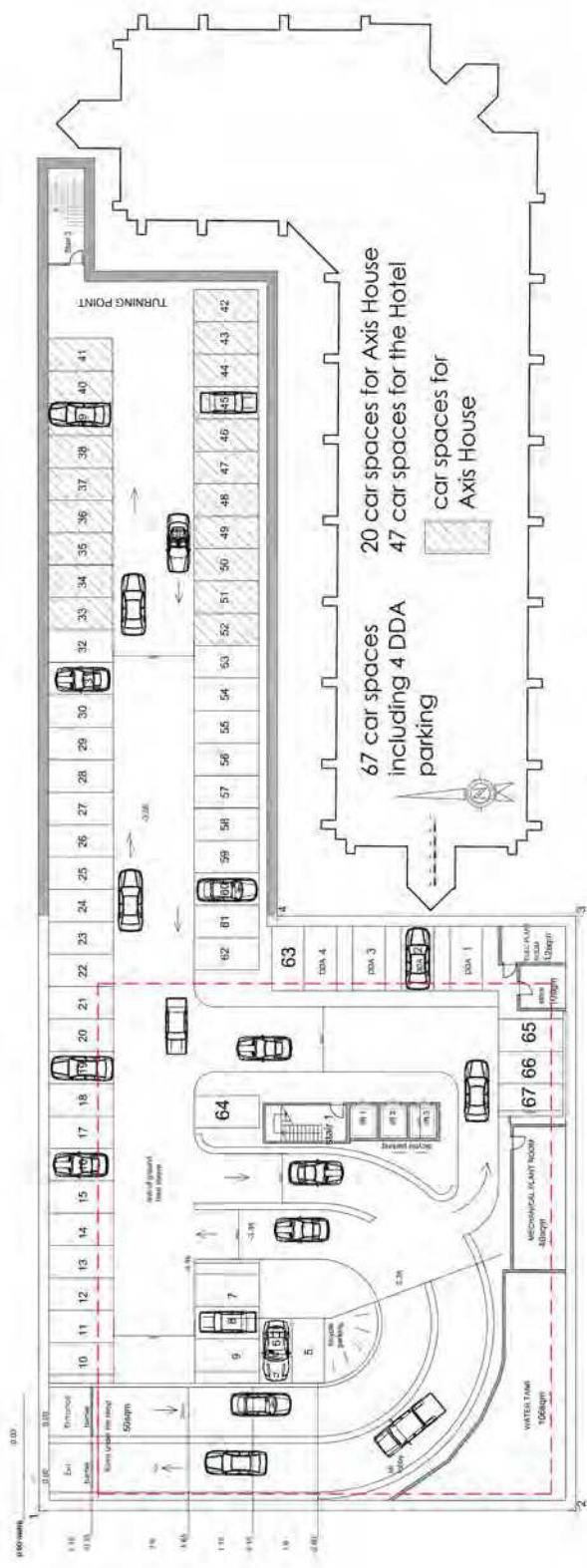
RETAIN EXISTING TREES AND PLANTING. Applicant to manage landscape and provide enhanced planting as appropriate subject to condition



RETAIN EXISTING TREES AND PLANTING. Applicant to manage landscape and provide enhanced planting as appropriate subject to condition.
 Road increased to 6m wide. New pavement with slate finish with tree inserted with permeable surface. details subject to condition

Hampton
 Project: **HAMPTON BY HILTON LONDON HEATHROW BATH ROAD**
 Drawing Title: **Site plan as proposed**
 Drawing No: **15L08PL4_01**
 Owner: **120084AT** Date: **06.10.2017** Drawn by: **SP** CAD: **15L08PL4_06.10.2017**
 15 Courteen Road, London, NW2 2NS T: 020 7200 1123 E: design@architects-network.co.uk

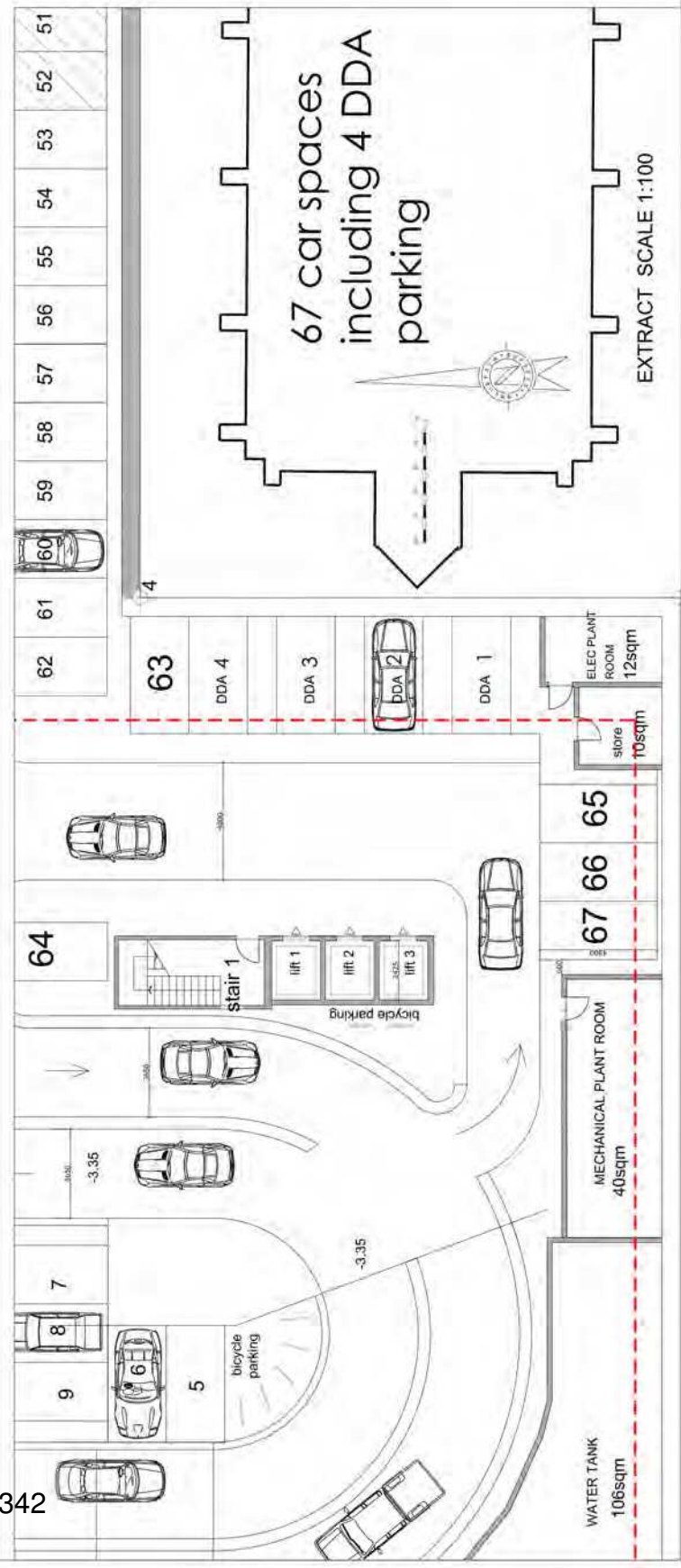




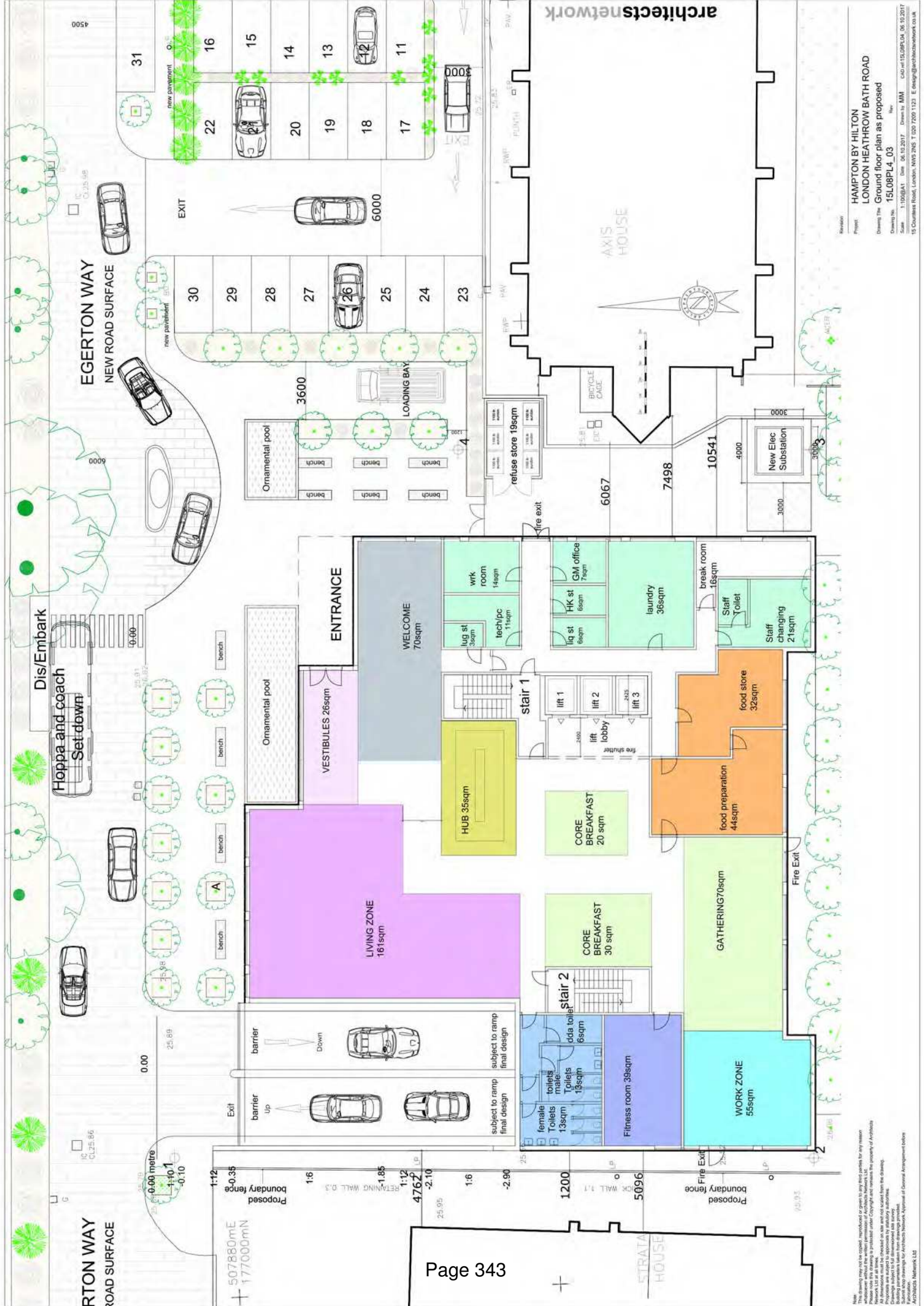
PLAN SCALE 1:200

basement level 01 (one floor only)

+

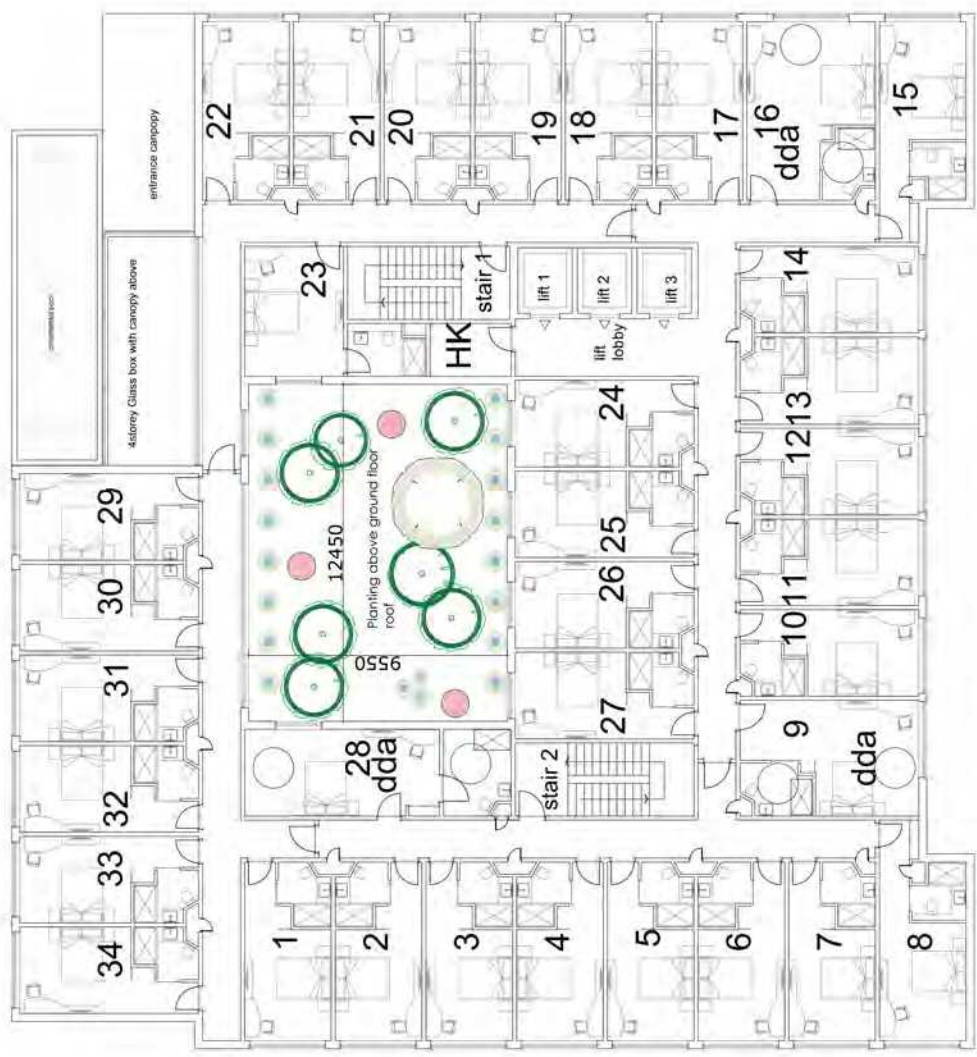


EXTRACT SCALE 1:100



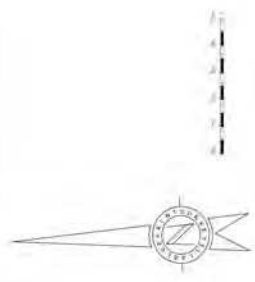
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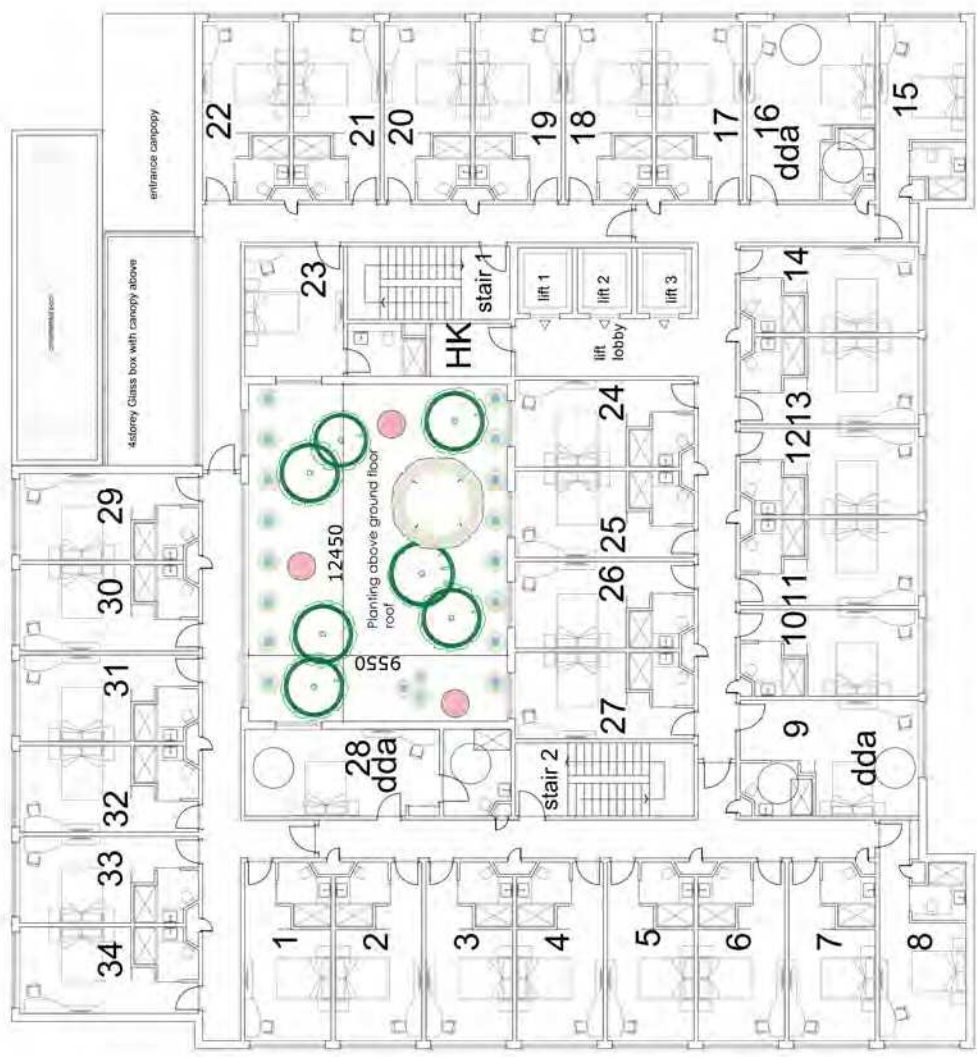
Bedrooms schedule:

ground	0
first	34 including 3 Dda
second	34 including 3 Dda
third	34 including 3 Dda
fourth	26 including 3 Dda
Total	128 including 12 Dda



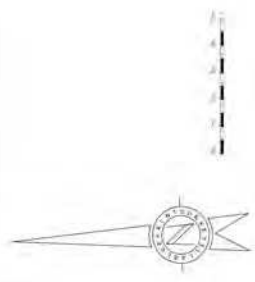
As proposed First floor plan

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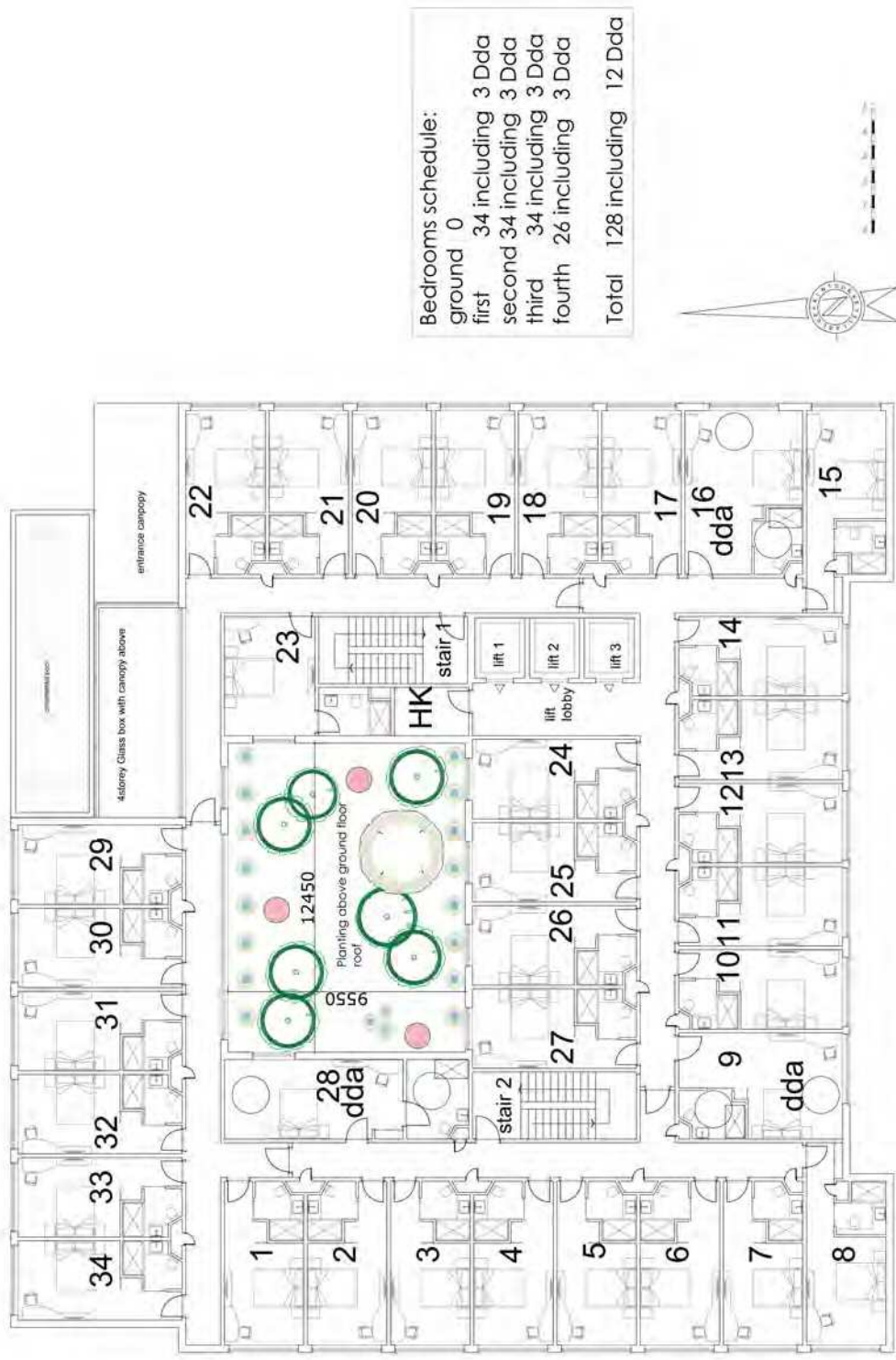
Bedrooms schedule:

ground	0
first	34 including 3 Dda
second	34 including 3 Dda
third	34 including 3 Dda
fourth	26 including 3 Dda
Total	128 including 12 Dda



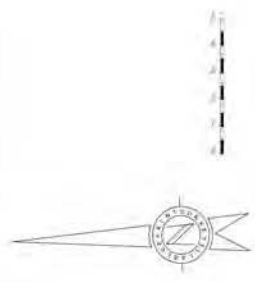
As proposed Second floor plan

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Bedrooms schedule:

ground	0
first	34 including 3 Dda
second	34 including 3 Dda
third	34 including 3 Dda
fourth	26 including 3 Dda
Total	128 including 12 Dda



As proposed Third floor plan

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Bedrooms schedule:

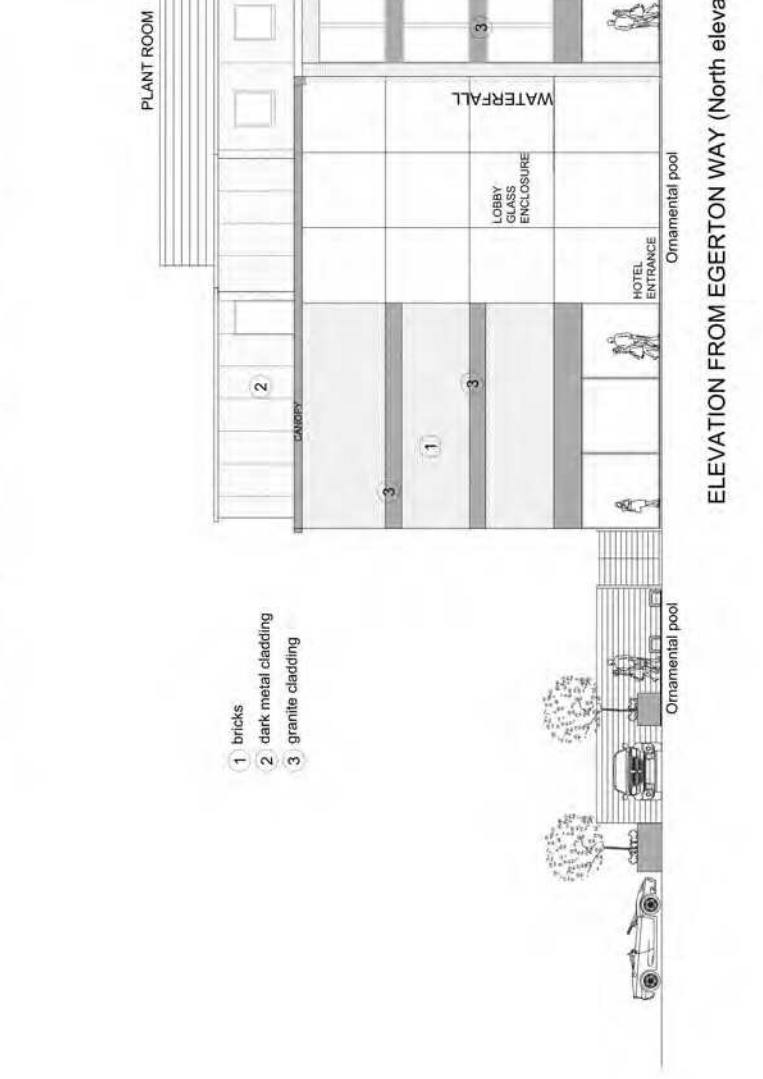
ground	0
first	34 including 3 Dda
second	34 including 3 Dda
third	34 including 3 Dda
fourth	26 including 3 Dda
Total	128 including 12 Dda

Fourth floor plan

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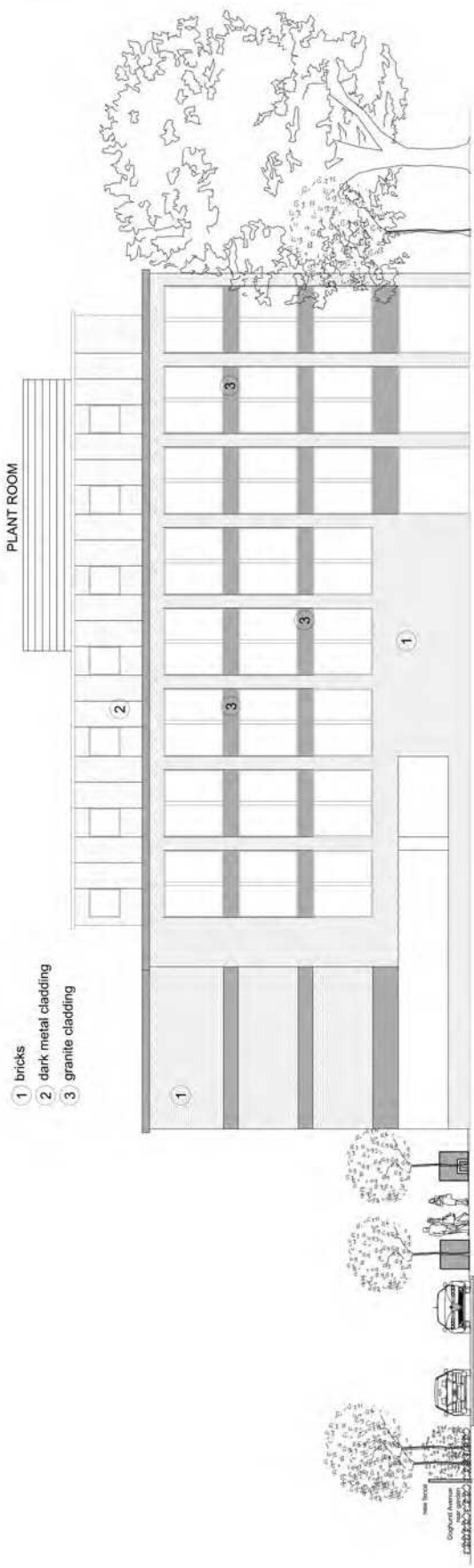


ELEVATION FROM AXIS HOUSE (East Elevation)

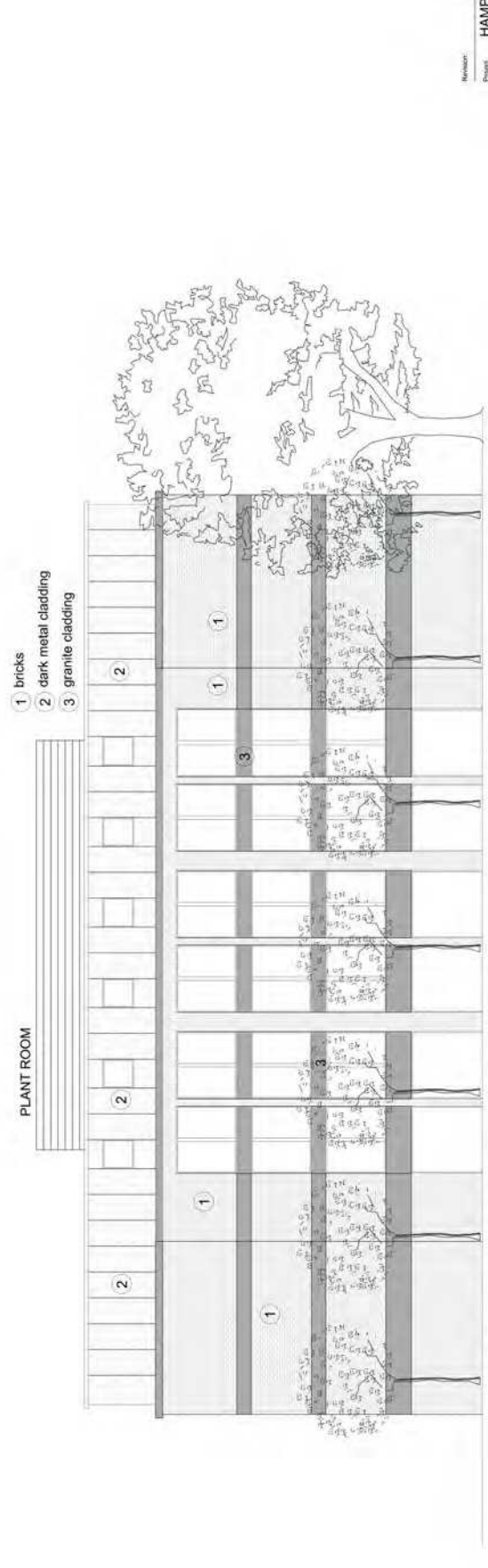


ELEVATION FROM EGERTON WAY (North elevation)

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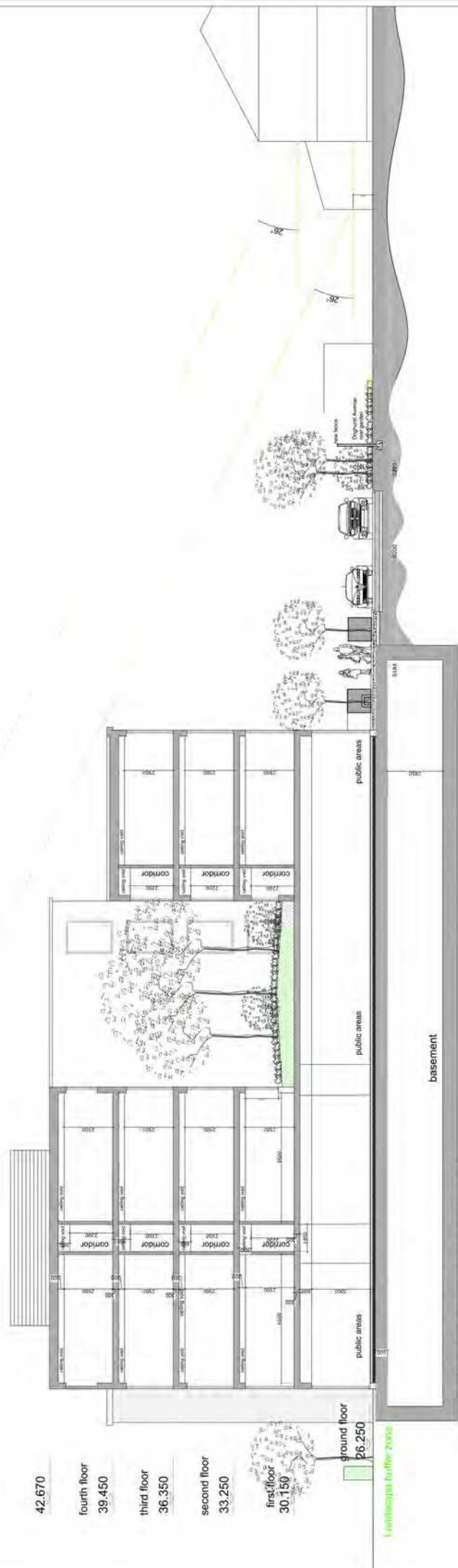
West elevation



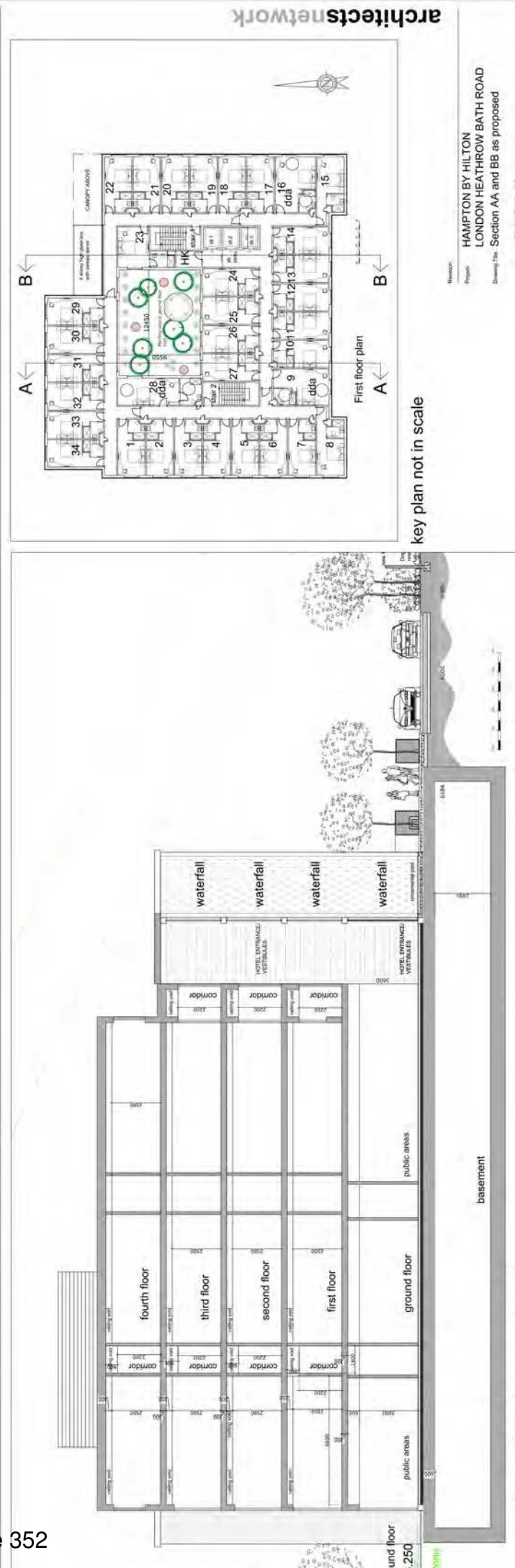
ELEVATION FROM Bath road (South elevation)

- 1 bricks
- 2 dark metal cladding
- 3 granite cladding

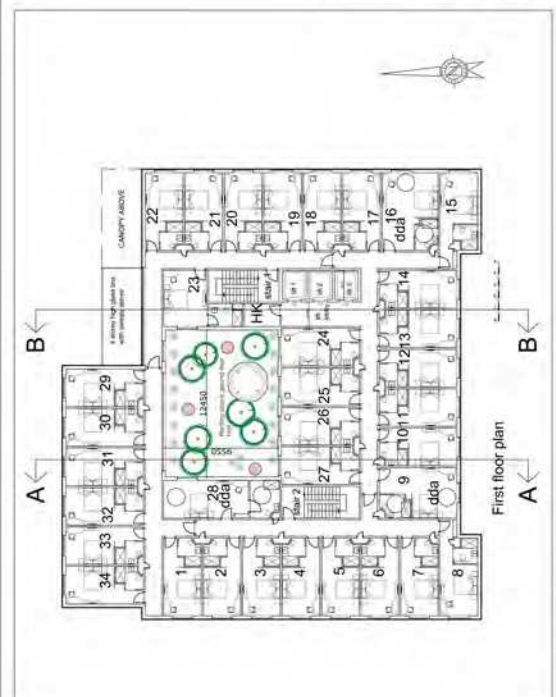
- 1 bricks
- 2 dark metal cladding
- 3 granite cladding



section A-A as proposed



section B-B as proposed



key plan not in scale

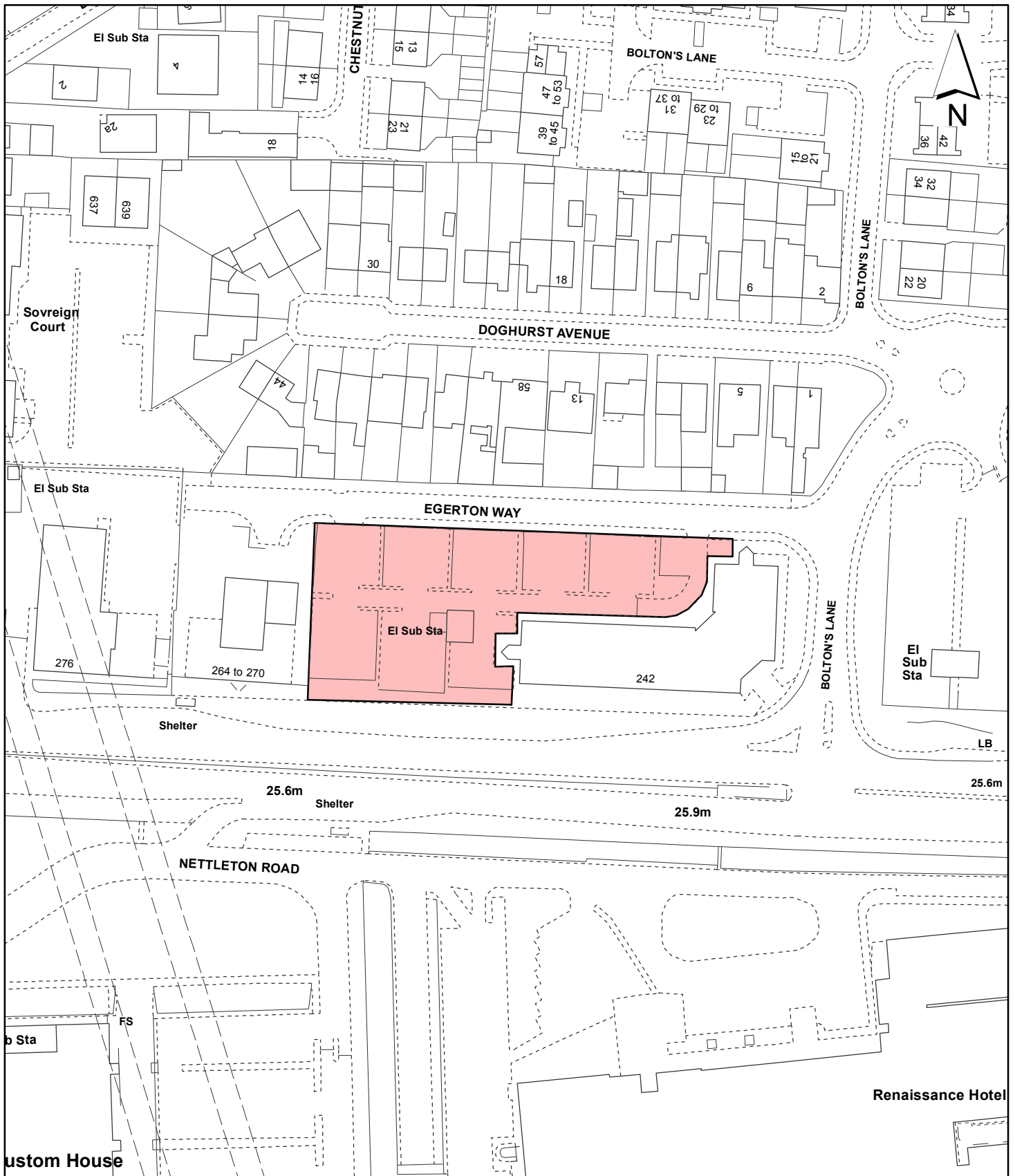
HAMPTON BY HILTON
 LONDON HEATHROW BATH ROAD
 Section AA and BB as proposed
 15L08PL4_12
 Drawing No. 11000B/AT Date: 15/08/13
 Drawn by: SP
 Checked by: SP
 15 Courteen Road, London: NW3 3NS T: 020 7200 1123 E: design@architectsnetwork.co.uk

View from Egerton way



View from Egerton way





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	<p>Planning Application Ref:</p> <p style="text-align: center;">43794/APP/2017/3704</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	

Report of the Head of Planning, Sport and Green Spaces

Address RUISLIP HIGH SCHOOL SIDMOUTH DRIVE RUISLIP

Development: Provision of a new three-storey linked building, accommodating school hall, Sixth Form centre, classrooms, staff and ancillary facilities; single-storey extension to changing rooms; enhancement of the central courtyard with associated hard and soft landscaping; additional cycle storage; and ancillary development.

LBH Ref Nos: 64322/APP/2017/3185

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REV. NO.	DATE	DESCRIPTION
C	31/03/2017	Planning Submission
B	04/09/2017	Draft Planning Issue 2
A	14/07/2017	Draft Planning Issue 1

KEY PLAN

PROJECT
Ruislip High School

CLIENT
London Borough of Hillingdon



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T: +44 (0)20 7592 8000

PROJECT IDENTIFICATION
LOCATION PLAN

STATUS
Planning

PROJECT NUMBER
000-100000

DRAWING NUMBER
R-A-10000

REVISION
C

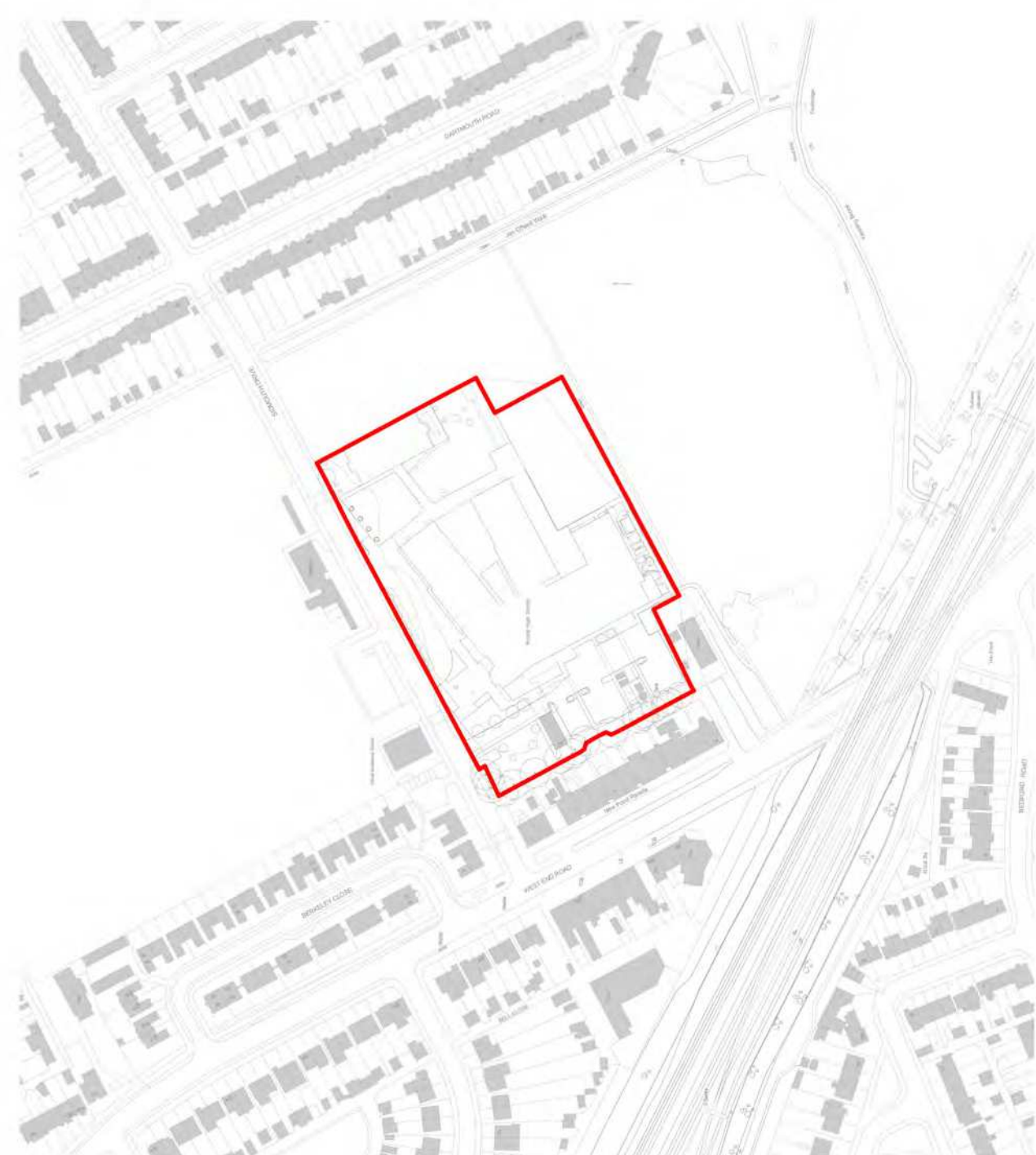
DATE DRAWN
14/07/2017

DRAWN BY
AK

CHECKED BY
AK

DATE 14/07/2017 10:55:55

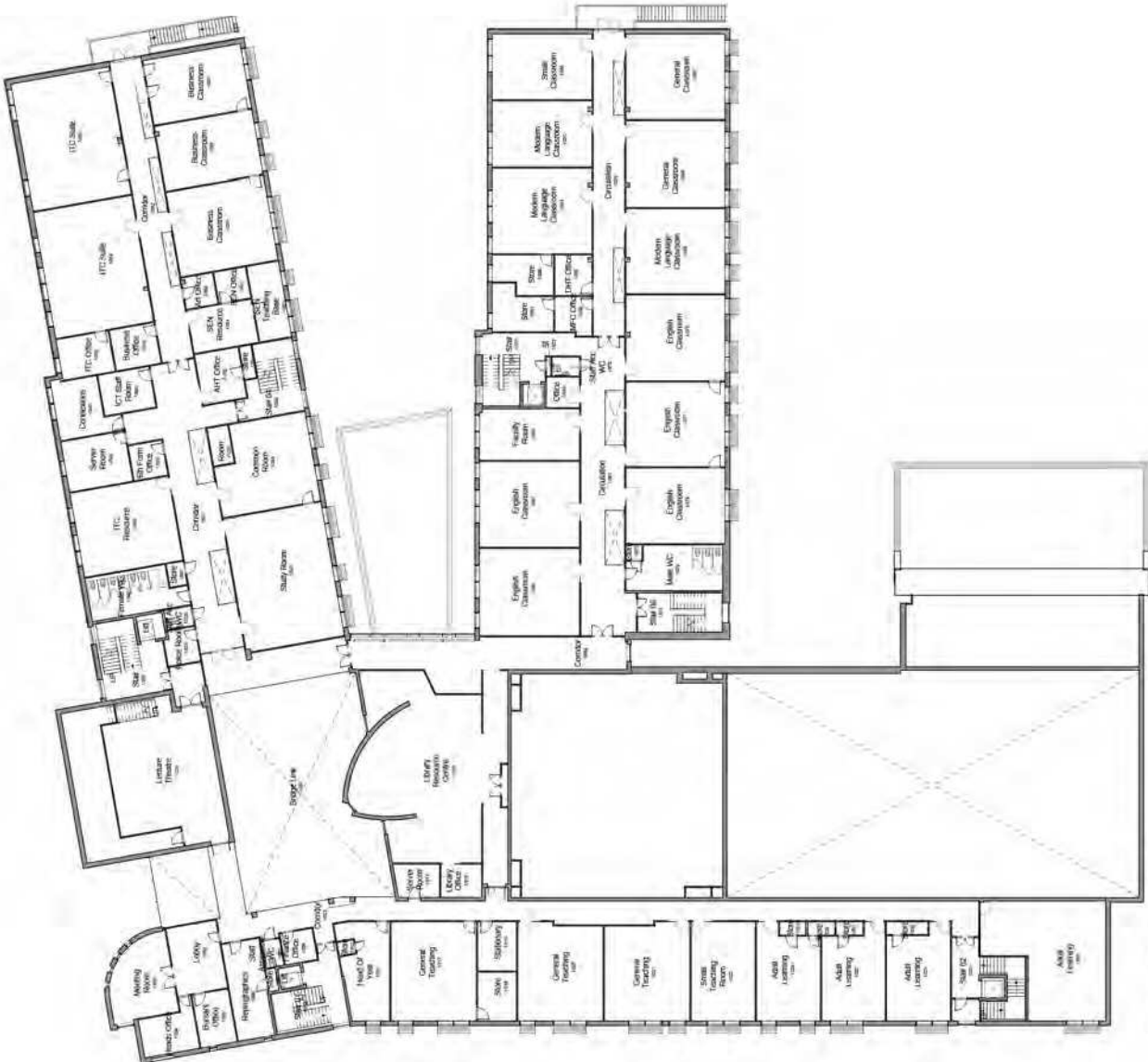
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1 Location Plan
1:1000

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- 2. All dimensions are to the centerline of walls and doors unless otherwise specified.
- 3. All dimensions are to the centerline of walls and doors unless otherwise specified.
- 4. All dimensions are to the centerline of walls and doors unless otherwise specified.
- 5. All dimensions are to the centerline of walls and doors unless otherwise specified.
- 6. All dimensions are to the centerline of walls and doors unless otherwise specified.
- 7. All dimensions are to the centerline of walls and doors unless otherwise specified.
- 8. All dimensions are to the centerline of walls and doors unless otherwise specified.
- 9. All dimensions are to the centerline of walls and doors unless otherwise specified.
- 10. All dimensions are to the centerline of walls and doors unless otherwise specified.



1 FIRST FLOOR PLAN - EXISTING

REV	DATE	DESCRIPTION
1	10/01/07	Issue for tender
2	10/01/07	Issue for tender
3	10/01/07	Issue for tender
4	10/01/07	Issue for tender
5	10/01/07	Issue for tender
6	10/01/07	Issue for tender
7	10/01/07	Issue for tender
8	10/01/07	Issue for tender
9	10/01/07	Issue for tender
10	10/01/07	Issue for tender

PROJECT:
Ruislip High School

CLIENT:
London Borough of Hillingdon

CALLISON|TKL
ARCHITECTS

PROJECT NUMBER: 0504-100005

DATE: 10/01/07

PROJECT LOCATION: Ruislip High School, Hillingdon, London

EXISTING FIRST FLOOR PLAN

REVISED:

DATE:

DESCRIPTION:

PROJECT NUMBER: 0504-100005

DATE: 10/01/07

PROJECT LOCATION: Ruislip High School, Hillingdon, London

EXISTING FIRST FLOOR PLAN

PROJECT NUMBER: R-A-12009

DATE: 10/01/07

PROJECT LOCATION: Ruislip High School, Hillingdon, London

EXISTING FIRST FLOOR PLAN

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NO.	DATE	DESCRIPTION
C	31/05/2017	Planning Submission
B	04/08/2017	Draft Planning Issue 2
A	14/07/2017	Draft Planning Issue 1

PROJECT:
Ruislip High School

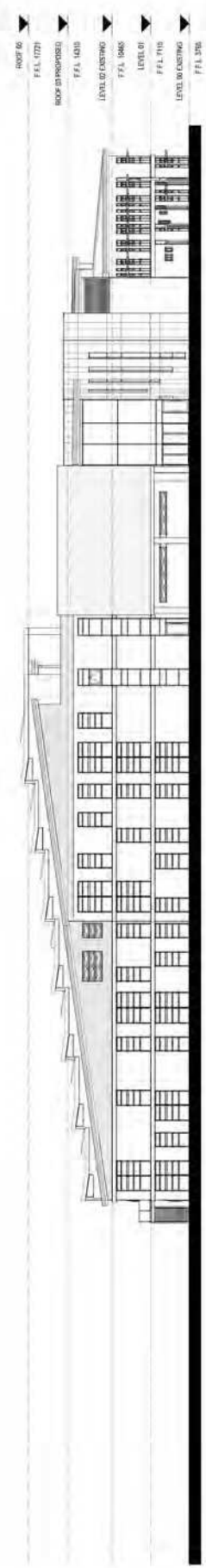
CLIENT:
London Borough of Hillingdon



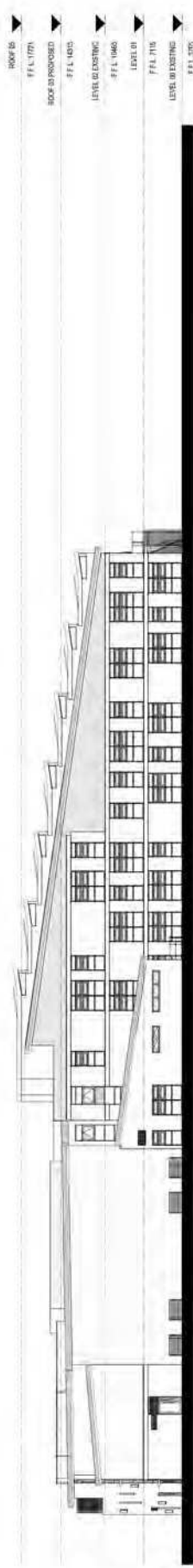
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EXISTING ELEVATIONS (B&W)

Planning
PROJECT NUMBER: 0001-160005
DATE: 01/07/2017
DRAWING NUMBER: R-A-20101
REVISION: C



1 North West
1:200

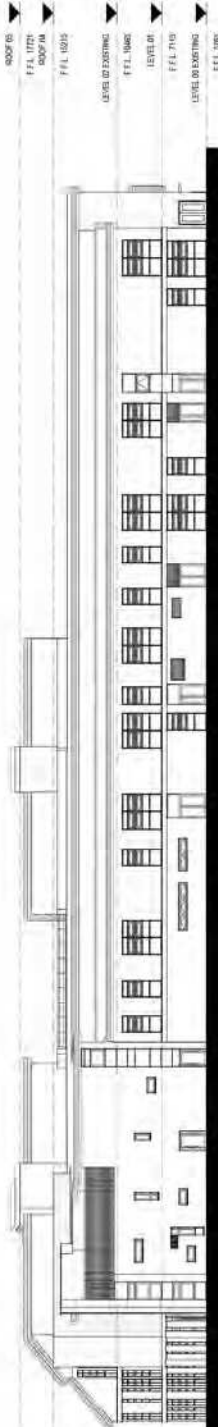


2 South East
1:200

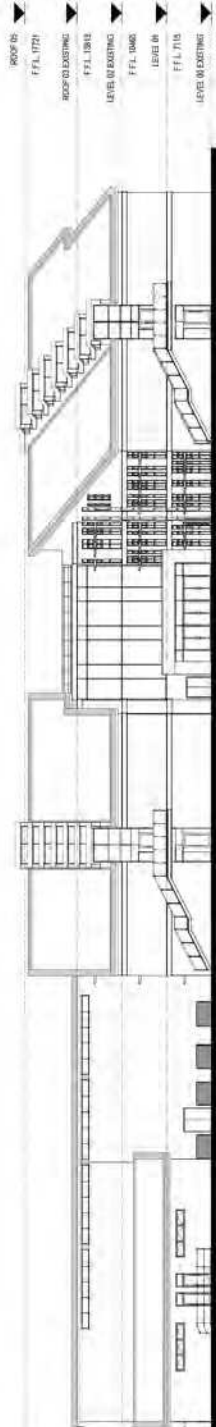


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1 South West
1:200



2 North East
1:200



South West

North East

NO.	DATE	DESCRIPTION
C	31/05/2017	Planning Submission
B	04/05/2017	Draft Planning Issue 2
A	14/07/2017	Draft Planning Issue 1

PROJECT
Ruislip High School

CLIENT
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EXISTING ELEVATIONS (B&W)

PLANNING
PROJECT NUMBER: 050-160005
DRAWING NUMBER: R-A-20102
DATE: 04/05/2017
SCALE: A3
SHEET: 01 OF 02
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: 04/05/2017

24 Aug 17 2:02:28 PM
C
1:200
Ruislip High School

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C	31/05/2017	Planning Submission
B	06/05/2017	Draft Planning Issue 2
A	06/05/2017	Issue 1

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PROJECT
 Ruislip High School

CLIENT
 London Borough of Hillingdon



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SHEET IDENTIFICATION

PROPOSED SITE BLOCK PLAN

STATUS
 Planning

DATE DRAWN	DRAWN BY	CHECKED BY	DATE
06/05/2017	AK	AK	06/05/2017

DRAWING NUMBER	REVISION
R-A-10001	C

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Legend

- Art
- Circulation
- Design & Typography
- Design & Outdoor
- General Teaching
- ITM
- Lift
- Plant
- Science
- SEN
- Self-Entry
- Sports & Activity
- Staff & Administration
- Storage/Store
- Study
- Teaching/Change



NO.	DATE	DESCRIPTION
C	31/03/2017	Planning Submission
D	04/05/2017	Draft Planning Issue 2
A	16/07/2017	Draft Planning Issue 3

KEY PLAN

PROJECT
Ruislip High School

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SHEET IDENTIFICATION
PROPOSED FIRST FLOOR PLAN - (COLOUR)

STATUS
Planning

DATE DRAWN	DATE CHECKED	DATE APPROVED
PROJECT NUMBER	DRAWING NUMBER	REVISION
000-100000	R-A-12006	C

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1
 First Floor Plan
 1:300

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Legend

- AI
- Architect
- Design & Technology
- Design & Admin
- General Teaching
- High
- LP
- LP
- LP
- Science
- ESN
- Self Care
- Sports & Activity
- Staff Administration
- Specialist
- Study
- Technical

NO.	DATE	DESCRIPTION
C	31/03/2017	Planning Submission
D	04/03/2017	Draft Planning Issue 2
A	16/07/2017	Draft Planning Issue 1

KEY PLAN

PROJECT
Ruislip High School

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STATUS
PROPOSED SECOND FLOOR PLAN - (COLOUR)

PROJECT NUMBER
000-160085

DRAWING NUMBER
R-A-12007

REVISION
C

24 Aug 2017 10:57:33
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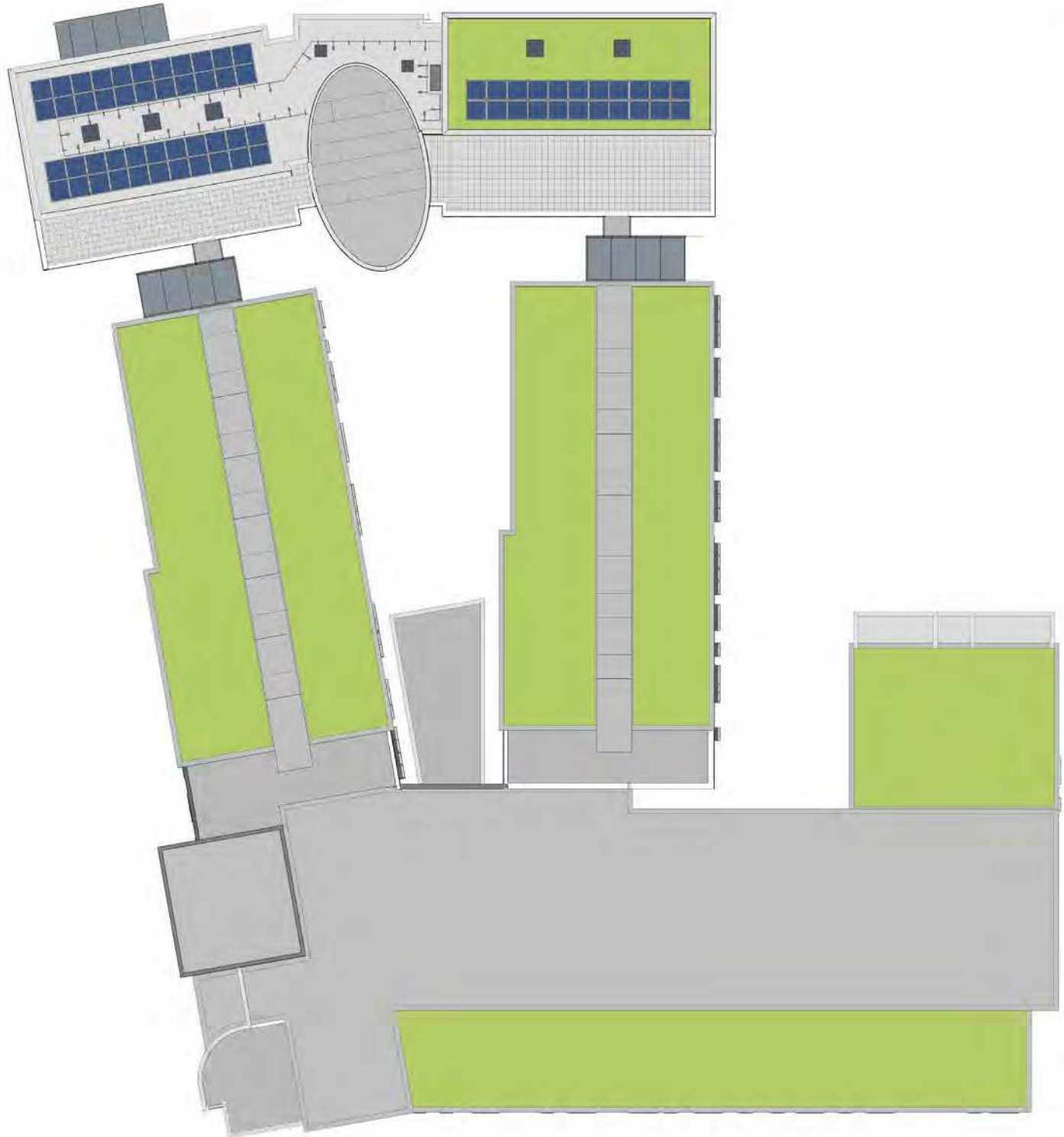
1 Second Floor Plan
 1:300



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Legend

- Flat Roof
- Steep Roof (pitched)
- Roof Light
- Photovoltaics
- Louvered Vent



REV. NO.	DATE	DESCRIPTION
C	31/05/2017	Planning Submission
B	04/05/2017	Draft Planning Issue 2
A	04/05/2017	Initial Planning

KEY PLAN

PROJECT
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PROPOSED ROOF PLAN

REVISION	DATE DRAWN	DESIGNER	PROJECT NUMBER	DRAWING NUMBER	REVISION
	06/05/2017	AK/200	000-160089	R-A-12004	C

1
 Roof Plan
 1:200



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LEGEND Materials & Components

- 01 Fixing (with) brickwork, Substructure (see below) (PC)
- 02 Brickwork
- 03 Insulation (see drawing)
- 04 Insulation (see drawing)
- 05 (Frame or similar approved)
- 06 Metal mesh cladding (to external slabs)
- 07 Metal mesh cladding (to external slabs)
- 08 Metal framed cladding (to external slabs) (similar approval)
- 09 Cladding (to external slabs) (similar approval)
- 10 Cladding (to external slabs) (similar approval)
- 11 Solid panel roof slabs, (PC)
- 12 Metal panel roof slabs, (PC) (colour to match)
- 13 Metal panel roof slabs, (PC) (colour to match)
- 14 Metal panel roof slabs, (PC) (colour to match)
- 15 Metal panel roof slabs, (PC) (colour to match)
- 16 Metal panel roof slabs, (PC) (colour to match)
- 17 Stone (see drawing)
- 18 Window/door (manufactured) or similar approved)
- 19 Window/door (manufactured) or similar approved)
- 20 Polycarbonate sheet panels (Sera-Translucent)
- 21 Polycarbonate sheet panels (Sera-Translucent)
- 22 Floor edge protection (see drawing)



1 North West (Colour)
 1:200



2 South East (Colour)
 1:200

REV. NO.	DATE	DESCRIPTION
C	31/05/2017	Planning Submission
B	09/05/2017	Final Planning Issue 2
A	08/05/2017	Final Planning Issue 1

KEY PLAN

PROJECT
Ruislip High School

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PROJECT IDENTIFICATION
 TITLE
PROPOSED ELEVATIONS (COLOUR)

STATUS
Planning

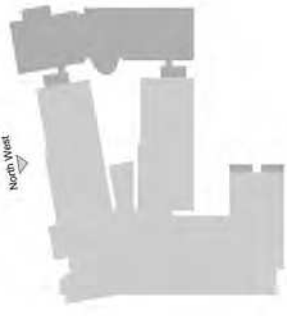
PROJECT NUMBER
050-160089

DATE DRAWN
 14/1/2008
 SCALE OF PLAN
 1:200
 CHECKED BY
 RD

DRAWING NUMBER
R-A-20105

REVISION
C

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- LEGEND Materials & Components**
- 01 Clay/terracotta brickwork, Subcontractor Blue (below PVC)
 - 02 Brickwork
 - 03 Insulated concrete formwork (ICF) blockwork
 - 04 Insulated concrete formwork (ICF) blockwork
 - 05 (Finish or similar approved)
 - 06 Metal mesh cladding (Equivalent to Alucobond A2 non)
 - 07 Metal mesh cladding (Equivalent to Alucobond A2 non)
 - 08 Metal mesh cladding (Equivalent to Alucobond A2 non)
 - 09 Metal mesh cladding (Equivalent to Alucobond A2 non)
 - 10 Clay roof tiles, PVC (Chamber or similar approved)
 - 11 Solid panel metal sheets, PVC
 - 12 Metal roof panels, PVC (Chamber or similar approved)
 - 13 Metal roof panels, PVC (Chamber or similar approved)
 - 14 Metal roof panels, PVC (Chamber or similar approved)
 - 15 Metal roof panels, PVC (Chamber or similar approved)
 - 16 Metal roof panels, PVC (Chamber or similar approved)
 - 17 Stone cladding (Equivalent to Alucobond A2 non)
 - 18 Aluminium (Monocouleur or similar approved)
 - 19 Polycarbonate sheet panels (Sera-translucente)
 - 20 Polycarbonate sheet panels (Sera-translucente)
 - 21 Polycarbonate sheet panels (Sera-translucente)
 - 22 Roof edge protection metal safety

REV. NO.	DATE	DESCRIPTION
C	31/05/2017	Planning Submission
B	06/05/2017	Final Planning Issue 2
A	04/05/2017	Initial Planning Issue

KEY PLAN

PROJECT
 Ruislip High School

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PROPOSED ELEVATIONS (COLOUR)

Planning

DATE SUBMITTED	18/05/17
PROJECT NUMBER	000-160089
SCALE	1:200
CHECKED BY	RD
DRAWING NUMBER	R-A-20106
REVISION	C

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- ▶ ROOF 06
- ▶ FFL 1721
- ▶ ROOF 03 PROPOSED
- ▶ FFL 1415
- ▶ LEVEL 03 PROPOSED
- ▶ FFL 0915
- ▶ LEVEL 01
- ▶ FFL 715
- ▶ LEVEL 00 PROPOSED
- ▶ FFL 3015



1 South West (Colour)
 1:200

- ▶ ROOF 06
- ▶ FFL 1721
- ▶ ROOF 03 PROPOSED
- ▶ FFL 1415
- ▶ LEVEL 03 PROPOSED
- ▶ FFL 0915
- ▶ LEVEL 01
- ▶ FFL 715
- ▶ LEVEL 00 PROPOSED
- ▶ FFL 3015

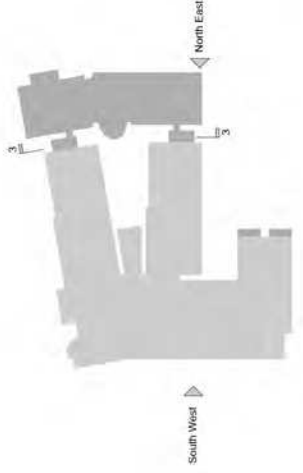


2 North East (Colour)
 1:200

- ▶ ROOF 03 PROPOSED
- ▶ FFL 1415
- ▶ LEVEL 03 PROPOSED
- ▶ FFL 0915
- ▶ LEVEL 01
- ▶ FFL 715
- ▶ LEVEL 00 PROPOSED
- ▶ FFL 3015



3 Section 3-3 (Colour)
 1:200



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LEGEND Materials & Components

- 01 Clay-tiled roofwork, Substrates Blue (below PVC)
- 02 Bitumen waterproofing, Substrates Blue (below PVC)
- 03 Insulated concrete through roofwork (below PVC)
- 04 Insulated concrete through roofwork (below PVC)
- 05 (Finnish or similar approved)
- 06 Metal mesh cladding (to external doors)
- 07 Metal mesh cladding (to external doors)
- 08 Metal mesh cladding (to external doors)
- 09 Metal mesh cladding (to external doors)
- 10 Cladding material, PVC (Chameleon or similar approved)
- 11 Solid panel metal cladding, PVC
- 12 Solid panel metal cladding, PVC (Chameleon or similar approved)
- 13 Metal vertical louvers, PVC (Chameleon or similar approved)
- 14 Metal coping, PVC
- 15 Stone cladding, PVC
- 16 Stone cladding, PVC
- 17 Stone cladding, PVC
- 18 Manufacturer (Manufacturer or similar approved)
- 19 Manufacturer (Manufacturer or similar approved)
- 20 Polycarbonate sheet panels (Sima-translucida)
- 21 Polycarbonate sheet panels (Sima-translucida)
- 22 Roof edge protection metal railing



1 Section 1-1 (Colour)
1:200



2 Section 2-2 (Colour)
1:200



REV. NO.	DATE	DESCRIPTION
C	31/05/2017	Planning Submission
B	06/05/2017	Final Planning Issue 2
A	04/05/2017	Issue 1

KEY PLAN

PROJECT
Ruislip High School

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PROPOSED SECTIONAL ELEVATIONS - COURTYARD (COLOUR)

DATE DRAWN: 05/04/17
 DRAWN BY: E. JONES
 CHECKED BY: J. BIRD
 PROJECT NUMBER: 000-160089
 DRAWING NUMBER: R-A-20108
 REVISION: C
 Planning

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- LEGEND
- Decision Works
 - Existing Building Adaptation
 - New Build



NO.	DATE	DESCRIPTION
C	31/03/2017	Planning Submission
D	04/03/2017	Draft Planning Issue 2
A	16/07/2017	Draft Planning Issue 1

PROJECT
Ruislip High School

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DATE DRAWN: 05/11/2008
 PROJECT NUMBER: 004-160085
 SHEET IDENTIFICATION: REMODELLING WORKS - GROUND FLOOR PLAN

REVISION
 Planning
 DRAWING NUMBER: R-A-12011
 REVISION: C

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LEGEND
 Demolition Works
 Existing Finishes/Specifications
 New Work



NO.	DATE	DESCRIPTION
C	31/03/2017	Planning Submission
D	04/03/2017	Draft Planning Issue 2
A	14/07/2017	Draft Planning Issue 1

KEY PLAN

PROJECT
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PROJECT IDENTIFICATION
REMODELLING WORKS - FIRST FLOOR PLAN

STATUS
Planning

PROJECT NUMBER
 004-160089

DRAWING NUMBER
R-A-12012

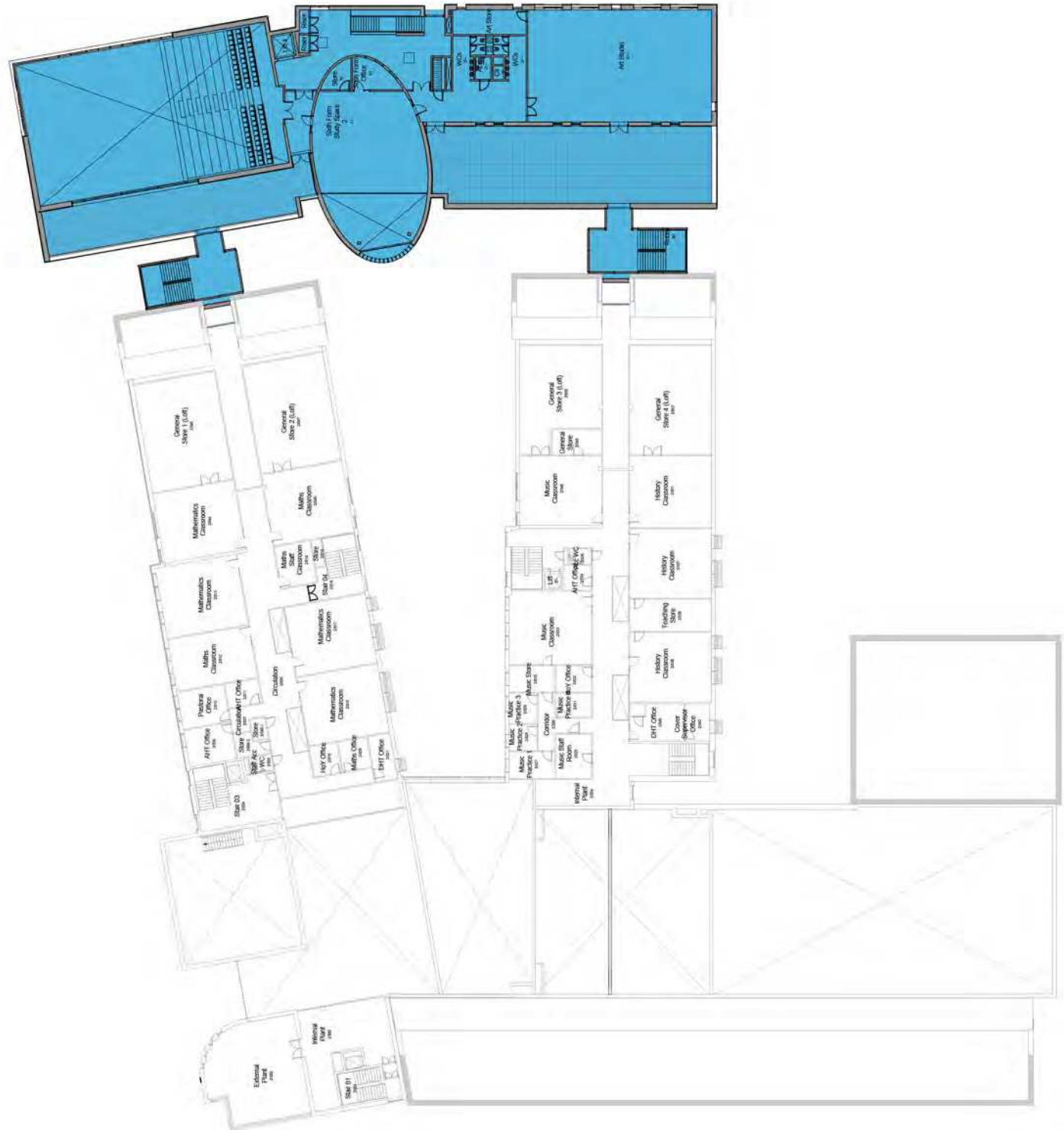
REVISION
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LEGEND

- Extension Works
- Existing Building Alterations
- New Build



NO.	DATE	DESCRIPTION
C	31/03/2017	Planning Submission
B	04/09/2017	Draft Planning Issue 2
A	14/07/2017	Draft Planning Issue 1

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SHEET IDENTIFICATION
REMODELLING WORKS - SECOND FLOOR PLAN

REVISION
Planning
 PROJECT NUMBER: 000-160089
 DRAWING NUMBER: R-A-12013
 REVISION: C
 DATE DRAWN: 04/09/2017
 DRAWN BY: MAM
 CHECKED BY: [blank]
 1 of 200
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SHEET IDENTIFICATION

TITLE
3D OVERVIEW PERSPECTIVE VIEW

STATUS
Planning

PROJECT NUMBER
050-10089

DRAWING NUMBER
R-A-90010

REVISION
C

30/08/2017 16:44:34

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PROJECT
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TITLE
3D AERIAL PERSPECTIVE VIEW 1

SCALE
Planning

PROJECT NUMBER
050-10089

DATE PLOTTED
05/08/17

DRAWING NUMBER
R-A-90011

REVISION
C

10/08/2017 16:44:38
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REV NO.	DATE	DESCRIPTION
C	31/08/17	Final Planning Issue
B	04/09/17	Draft Planning Issue 2
A	14/07/17	Draft Planning Issue 1

KEY PLAN

PROJECT
Ruislip High School

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TITLE
3D AERIAL PERSPECTIVE VIEW 2

SCALE
Planning

PROJECT NUMBER
050-10089

DATE PLOTTED
03/09/17

DRAWING NUMBER
R-A-90012

REVISION
C

30/08/2017 15:44:41
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REV NO.	DATE	DESCRIPTION
C	31/08/17	Final Planning Issue
B	04/08/17	Draft Planning Issue 2
A	14/07/17	Draft Planning Issue 1



PROJECT
Ruislip High School

CLIENT
London Borough of Hillingdon

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CallisonRTKL, 25 Abchurch Lane, London, EC4A 3DF, UK
SHEET IDENTIFICATION

TITLE
3D AERIAL PERSPECTIVE VIEW 3

SCALE
Planning

PROJECT NUMBER
050-10089

DRAWING NUMBER
R-A-90013

REVISION
C

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REV NO.	DATE	DESCRIPTION
C	31/08/17	Final Planning Issue
B	04/08/17	Draft Planning Issue 2
A	14/07/17	Draft Planning Issue 1



PROJECT
Ruislip High School

CLIENT
London Borough of Hillingdon

CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS
CallisonRTKL, 25 Abchurch Lane, London, EC4A 3DF
SHEET IDENTIFICATION

TITLE
3D PERSPECTIVE VIEW 1

STATUS
Planning

PROJECT NUMBER: 130047
DRAWING NO: 000-100089
DATE: 08/08/17

DRAWING NUMBER: **R-A-90014**
REVISION: **C**

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REV. NO.	DATE	DESCRIPTION
C	31/08/17	Final Planning Issue
B	04/08/17	Draft Planning Issue 2
A	14/07/17	Draft Planning Issue 1



PROJECT
Ruislip High School

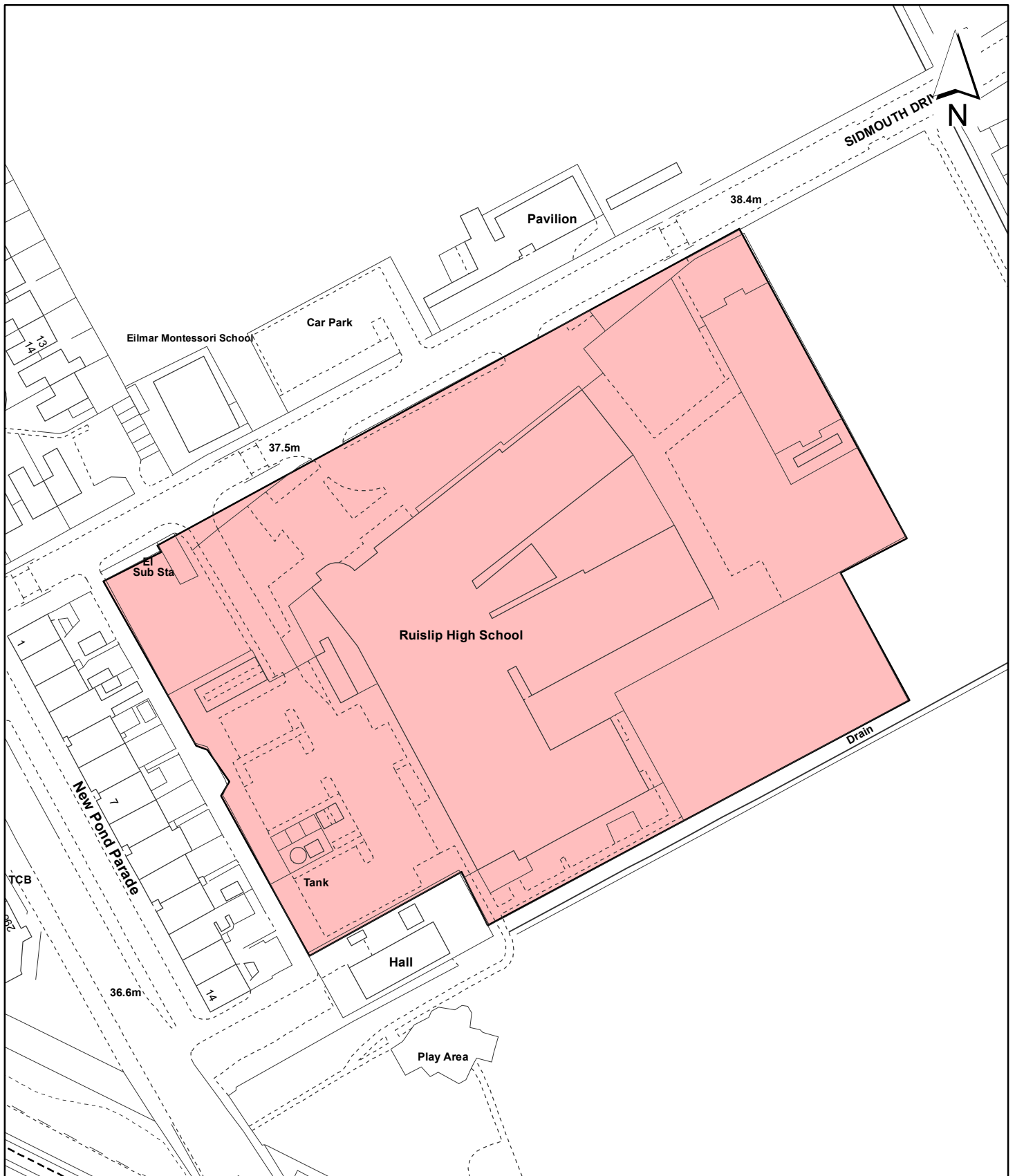
CLIENT
London Borough of Hillingdon



CALLISONRTKL
A DESIGN CONSULTANCY OF ARCADIS
CallisonRTKL, 27 Abchurch Lane, London, EC4A 3DF, UK
SHEET IDENTIFICATION

TITLE
**3D PERSPECTIVE
VIEW 4**

REVISION
Planning
PROJECT NUMBER: 050-10089
DRAWING NUMBER: R-A-90017
REVISION: C





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	<p>Planning Application Ref:</p> <p style="text-align: center;">64322/APP/2017/3185</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 HILLINGDON <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	

Report of the Head of Planning, Sport and Green Spaces

Address LAND OPPOSITE 59/60 HILLINGDON ROAD UXBRIDGE

Development: Advertisement consent for 4 freestanding billboards (approximately 6m x 3m) with associated lighting.

LBH Ref Nos: 73182/ADV/2017/97

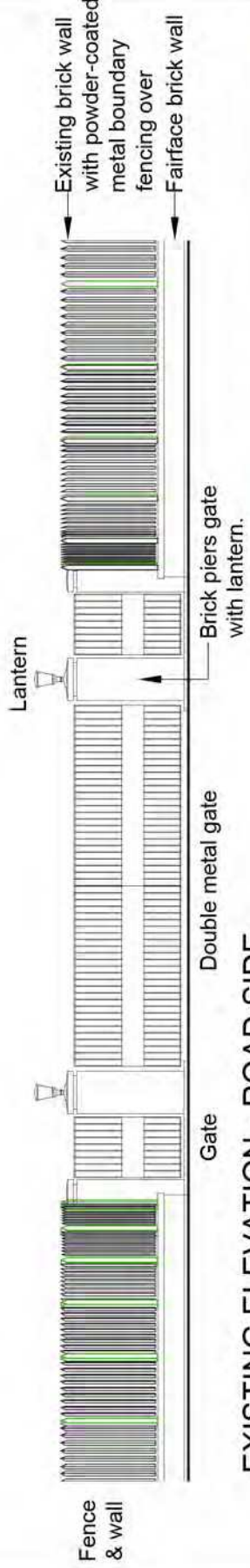
Date Plans Received: 14/09/2017

Date(s) of Amendment(s):

Date Application Valid: 14/09/2017

NOTES

This drawing is a plan view. All dimensions are for the finished work unless otherwise stated. It is the responsibility of the Client to ensure that the work is carried out in accordance with the relevant Building Regulations. DO NOT SCALE FROM THIS DRAWING.

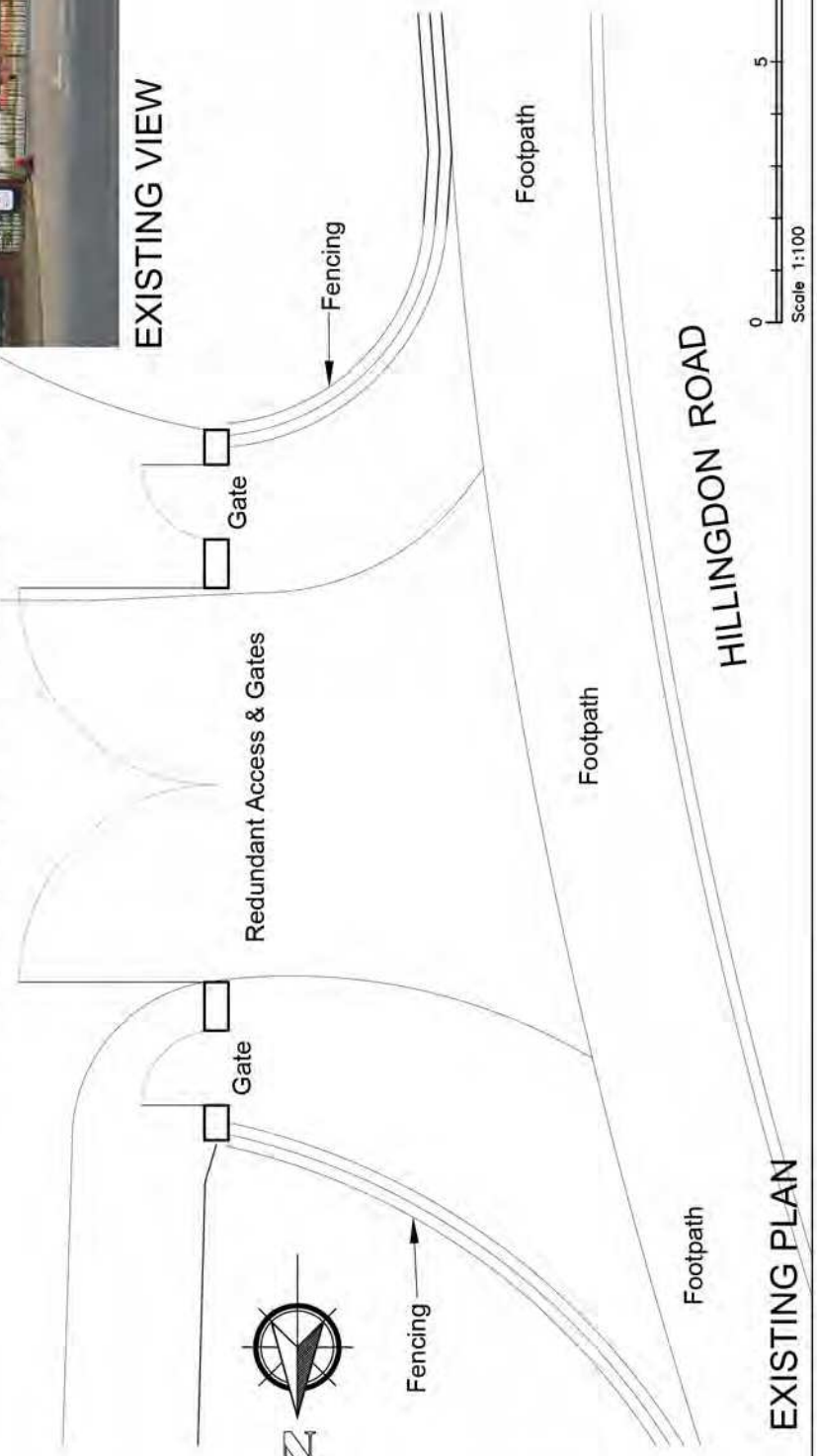


EXISTING ELEVATION - ROAD SIDE



EXISTING VIEW

ST. ANDREW DEVELOPMENT SITE

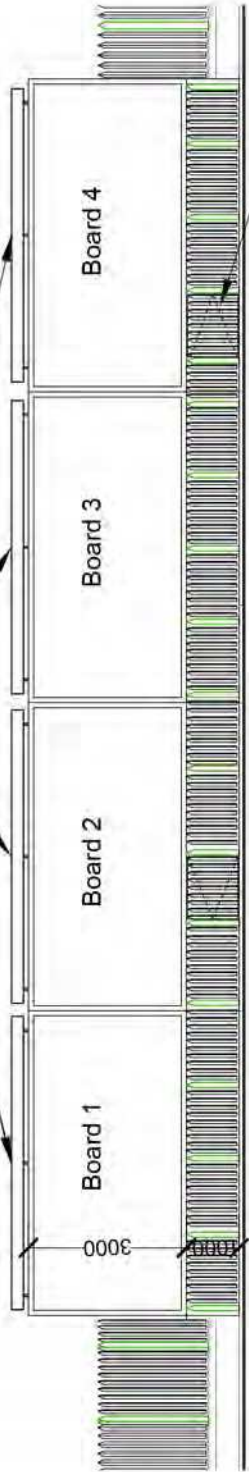


EXISTING PLAN

<p>HILLINGDON LONDON</p> <p>RESIDENTS SERVICES, CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, UXBRIDGE, UBB 1UW Tel: 01895 250 111 Fax: 01895 277 224</p>	<p>PROJECT: BILLBOARDS SITE OPPOSITE 596D HILLINGDON ROAD, UXBRIDGE</p> <p>DESCRIPTION: EXISTING PLAN AND ELEVATION</p> <p>SCALE: 1:100 @ A3</p> <p>DRAWN BY: db</p> <p>CHECKED BY: DATE: SEPT 2017</p> <p>DRAWING NO: 2017/D/219/P/02</p> <p>REV:</p>
---	--

NOTES
 The Contractor shall be responsible for the installation and maintenance of the Lighting Advertising Boards.
 IN FIRST SCALE FROM THIS DRAWING.

Lighting strip to illuminate boards



ELEVATION OF NEW ADVERTISING BOARDS

ST. ANDREWS DEVELOPMENT SITE

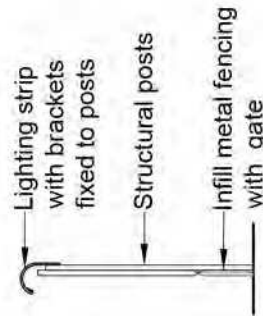
Infill powder coated palisade fencing with gates.

Existing brick wall with 2.0m ht. metal fencing above

Main gates kept permanently locked. (Redundant access).

Existing brick wall with 2.0m ht. metal fencing above

Proposed 4no. x 6m x 3m advertising boards on 1m high plinth



SECTION A-A



Scale 1:100

HILLINGDON ROAD

Footpath

HILLINGDON
 RESIDENTS SERVICES, CAPITAL PROGRAMME
 2E/10, CIVIC CENTRE, UXBIDGE, UBB 1UH
 Tel: 01895 250 111
 Fax: 01895 277 224

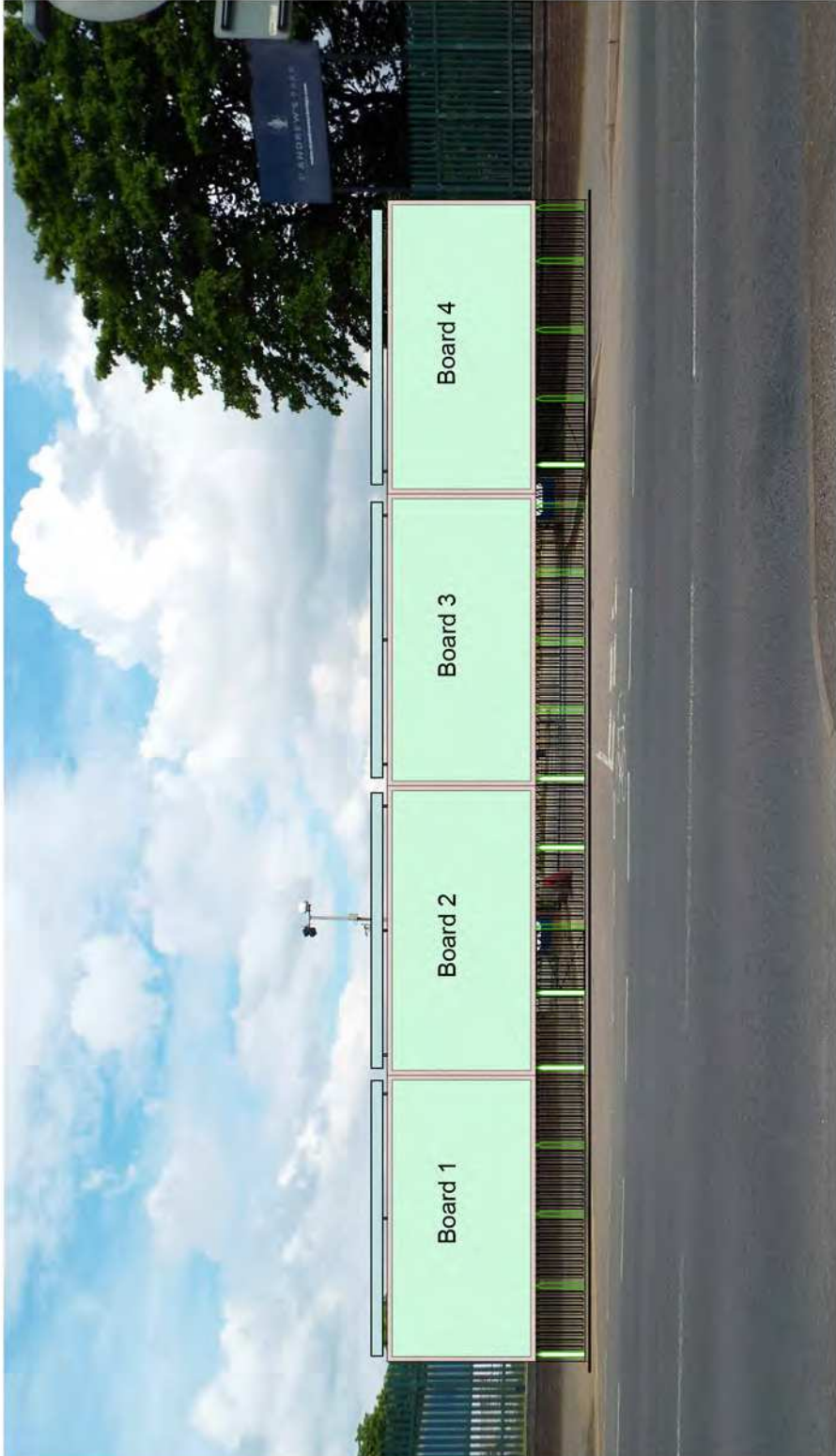
PROJECT	BILLBOARDS SITE OPPOSITE 3910 HILLINGDON ROAD, UXBIDGE
DESCRIPTION	
PROPOSED PLAN AND ELEVATION	
SCALE	1:100@A3
DRAWN BY	db
CHECKED BY	
DATE	SEPT 2017
REV	
2017/D/219/P/03	

PLAN OF PROPOSED ADVERTISING BOARDS

NOTES

The Contractor shall, at all times, be responsible for the safety of all persons working on the site. The Contractor shall be responsible for the safety of all persons working on the site. The Contractor shall be responsible for the safety of all persons working on the site.

DO NOT SCALE FROM THIS DRAWING



ILLUSTRATIVE VIEW OF BILLBOARDS

Rev	Description	Author	Date

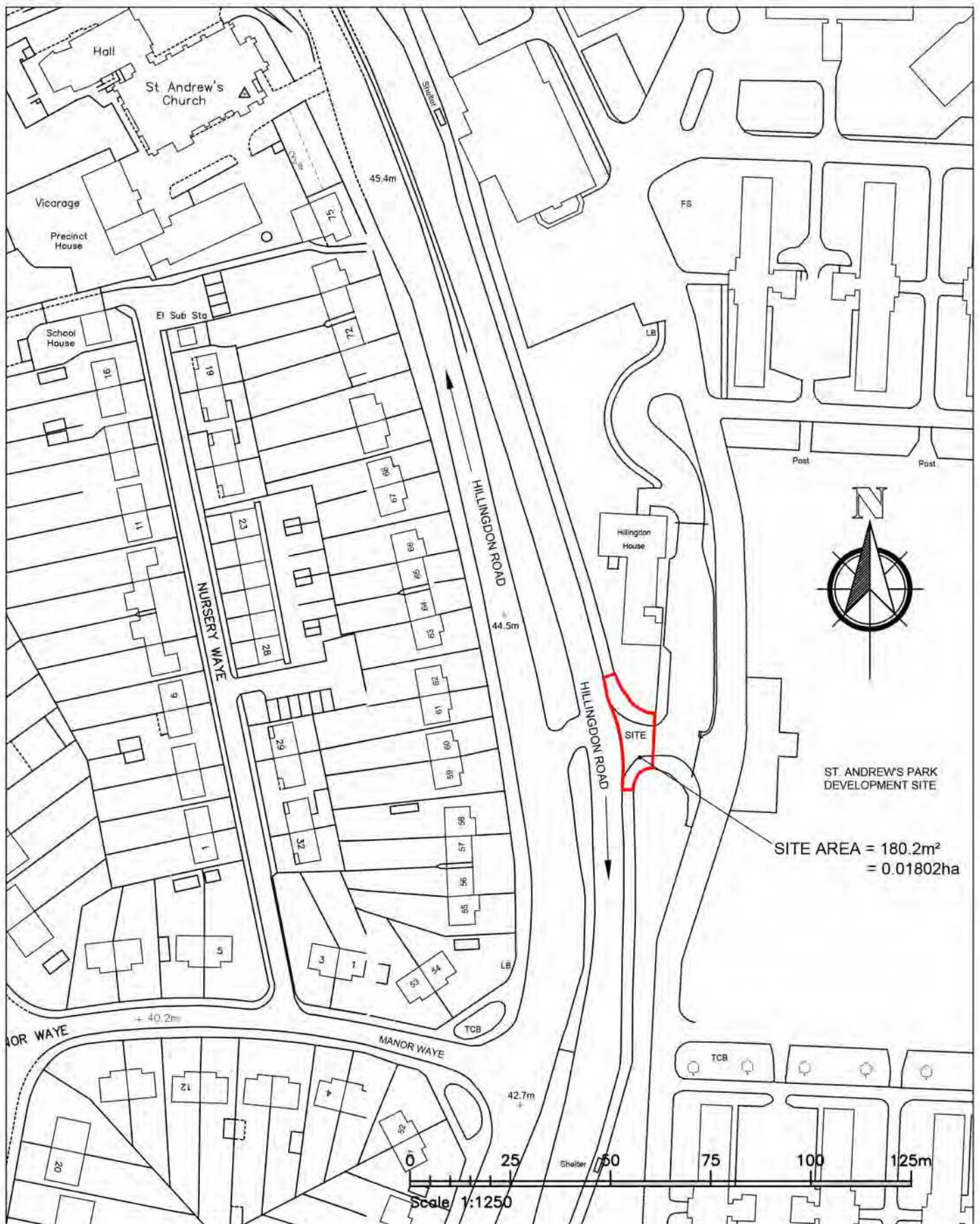
HILLINGDON
LONDON

RESIDENTS SERVICES, CAPITAL PROGRAMME
2E/10, CIVIC CENTRE, UXBRIDGE, UBB 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT
BILLBOARDS SITE OPPOSITE
5960 HILLINGDON ROAD, UXBRIDGE

DESCRIPTION
ILLUSTRATIVE VIEW OF BILLBOARDS

SCALE	DRAWN BY	CHECKED BY	DATE
1:100@A3	db		SEPT 2017
DRAWING No	2017/D/219/P/04		
REV			



SITE AREA = 180.2m²
= 0.01802ha



ST. ANDREW'S PARK DEVELOPMENT SITE

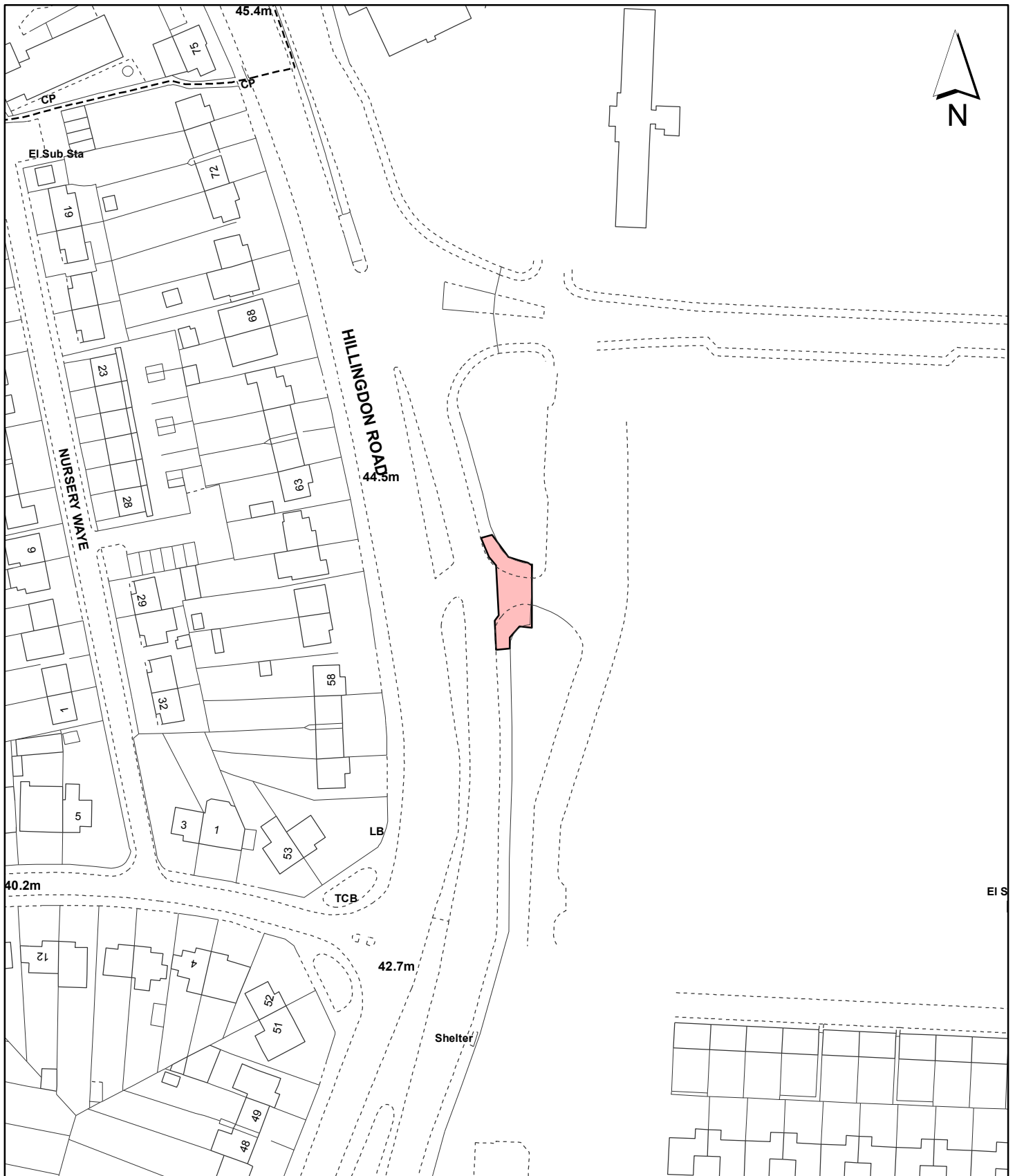
Scale 1:1250

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.




RESIDENTS SERVICES, CAPITAL PROGRAMME
2E/10, CIVIC CENTRE, UXBRIDGE, UBS 1UW
Tel: 01895 250 111
Fax: 01895 277 224

Rev	Revision notes	Initials	Date
-	-	-	-
Project BILLBOARDS SITE, OPPOSITE 59/60 HILLINGDON ROAD, UXBRIDGE		Scale 1:1250@A4	
Description LOCATION PLAN		Date SEPT 2017	Drawn by
		Drawing No. 2017/D219/P/001	Checked by
		Rev.	



Notes

 Site boundary

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Site Address	
Land Opposite 59/60 Hillingdon Road Uxbridge	
Planning Application Ref:	Scale
73182/ADV/2017/97	1:1,250
Planning Committee	Date
Major Application	December 2017

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

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



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address WELLINGTON HOUSE, 4-10 COWLEY ROAD UXBRIDGE

Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 43 residential units (Use Class C3).

LBH Ref Nos: 21755/APP/2017/3716

Date Plans Received: 11/10/2017

Date(s) of Amendment(s):

Date Application Valid: 20/10/2017

Key: — Site boundary



P1 Issued for Planning TJ 21.08.17

Rev Description By Date



Client
DUNMOORE

Project
WELLINGTON HOUSE

Title
EXISTING SITE PLAN

Status: Purpose of issue
S3 FOR PLANNING

Drawing No.
1725-BG-00-00-DR-A-10_101

Project No. Scale
1725 1:250 @ A1

Drawn Checked Date
TL 14.08.17

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01 Existing Site Plan
1:250 @ A3

Key:
— Site boundary



P1 Issued for Planning TJ 21.08.17

Rev. Description: By Date



Client
DUNMOORE

Project
WELLINGTON HOUSE

Title
EXISTING GROUND FLOOR PLAN

Status Purpose of Issue
S3 FOR PLANNING

Drawing No.
1725-BG-00-00-DR-A-10_201

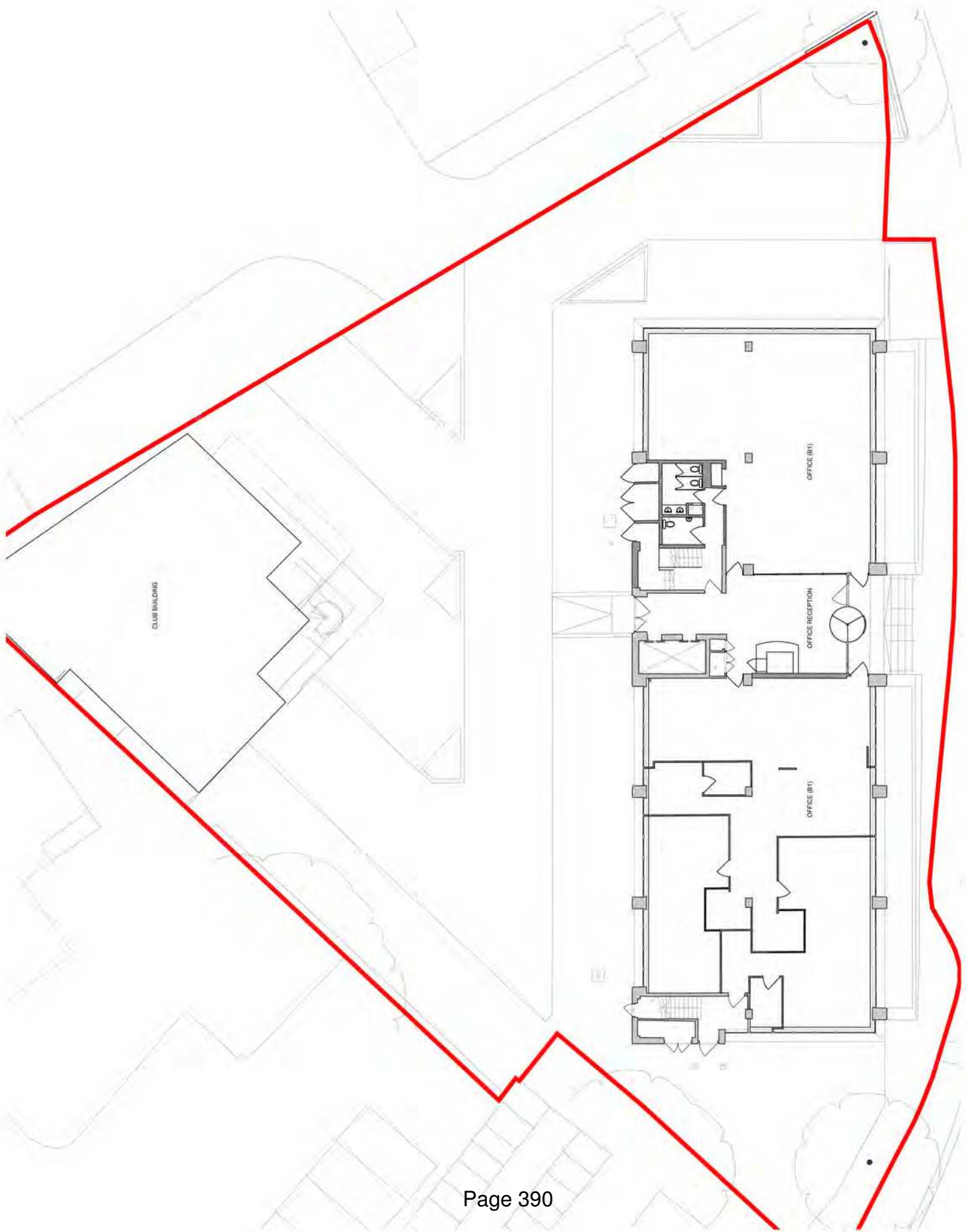
Project No. Scale
1725 1:100&A4

Rev. P1

Drawn Checked Date
MC TL 09.09.17

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Key:
— Site boundary



P1 Issued for Planning T.J. 21/08/17

Rev. Description: RY Date

001 1 2 3 5m

Client
DUNMOORE

Project
WELLINGTON HOUSE

Title
**EXISTING FIRST FLOOR
PLAN**

Status Purpose of Issue
S3 FOR PLANNING

Drawing No.
1725-BG-00-01-DR-A-10_202

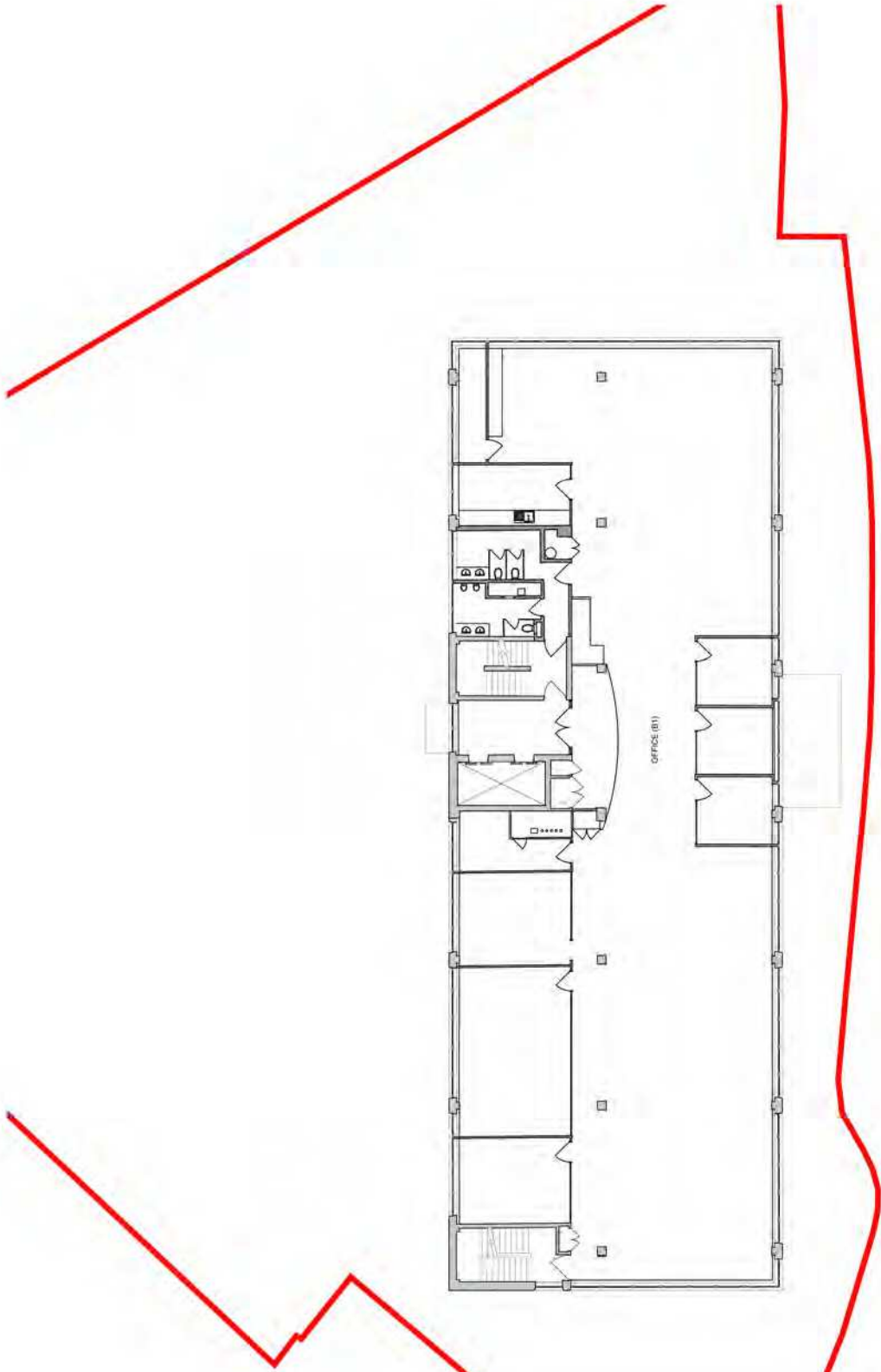
Project No. Scale
1725 1:200@A1

Drawn Checked Date
P1

MC 05/08/17

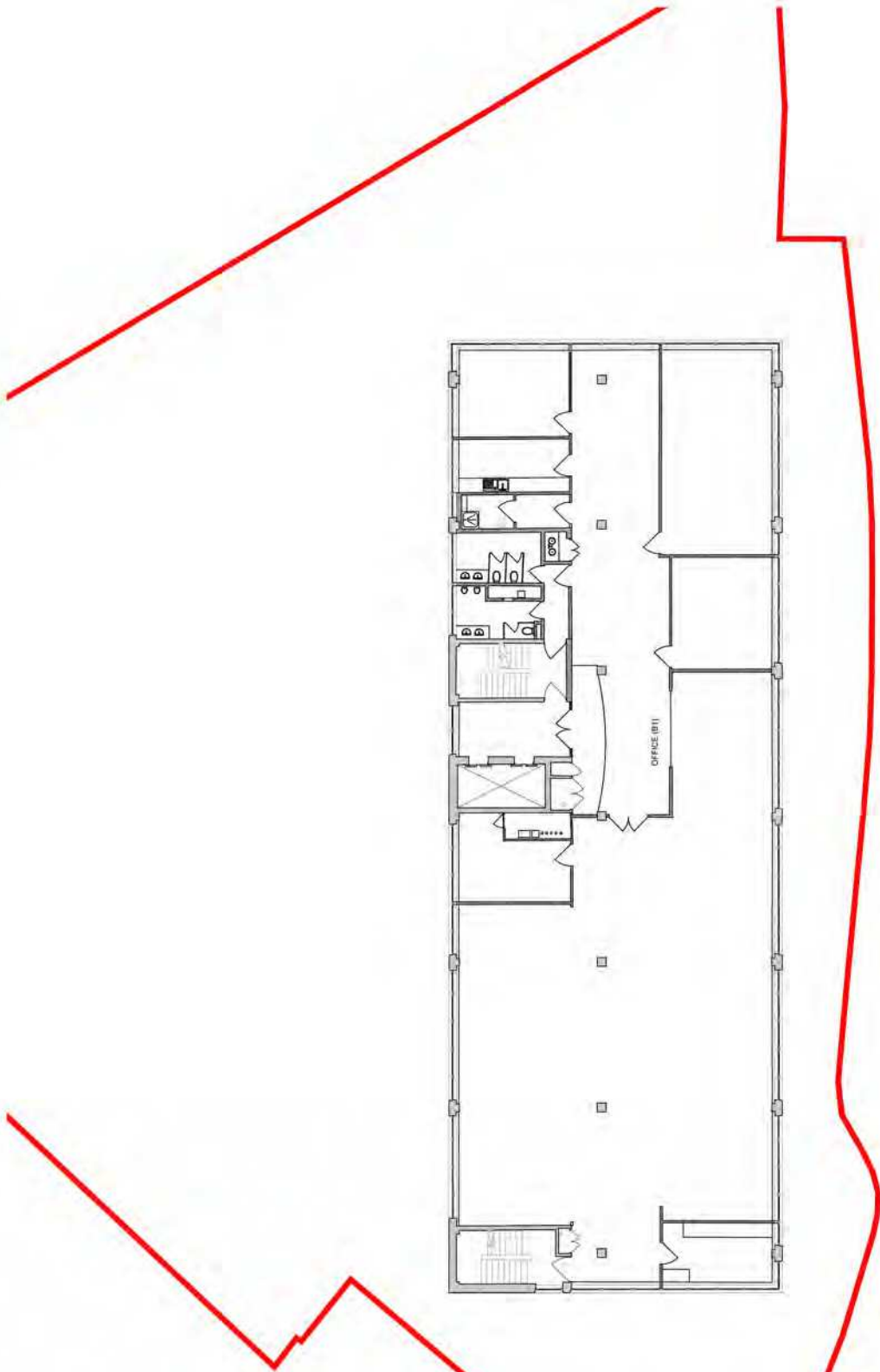
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01 Existing First Floor Plan
1/200 @ A3

Key:
— Site boundary



P1	Issued for Planning	TJ	21/09/17
----	---------------------	----	----------

Rev.	Description	By	Date
0m	1		
	2		
	3		



Client:
DUNMOORE

Project:
WELLINGTON HOUSE

Title:
EXISTING SECOND FLOOR PLAN

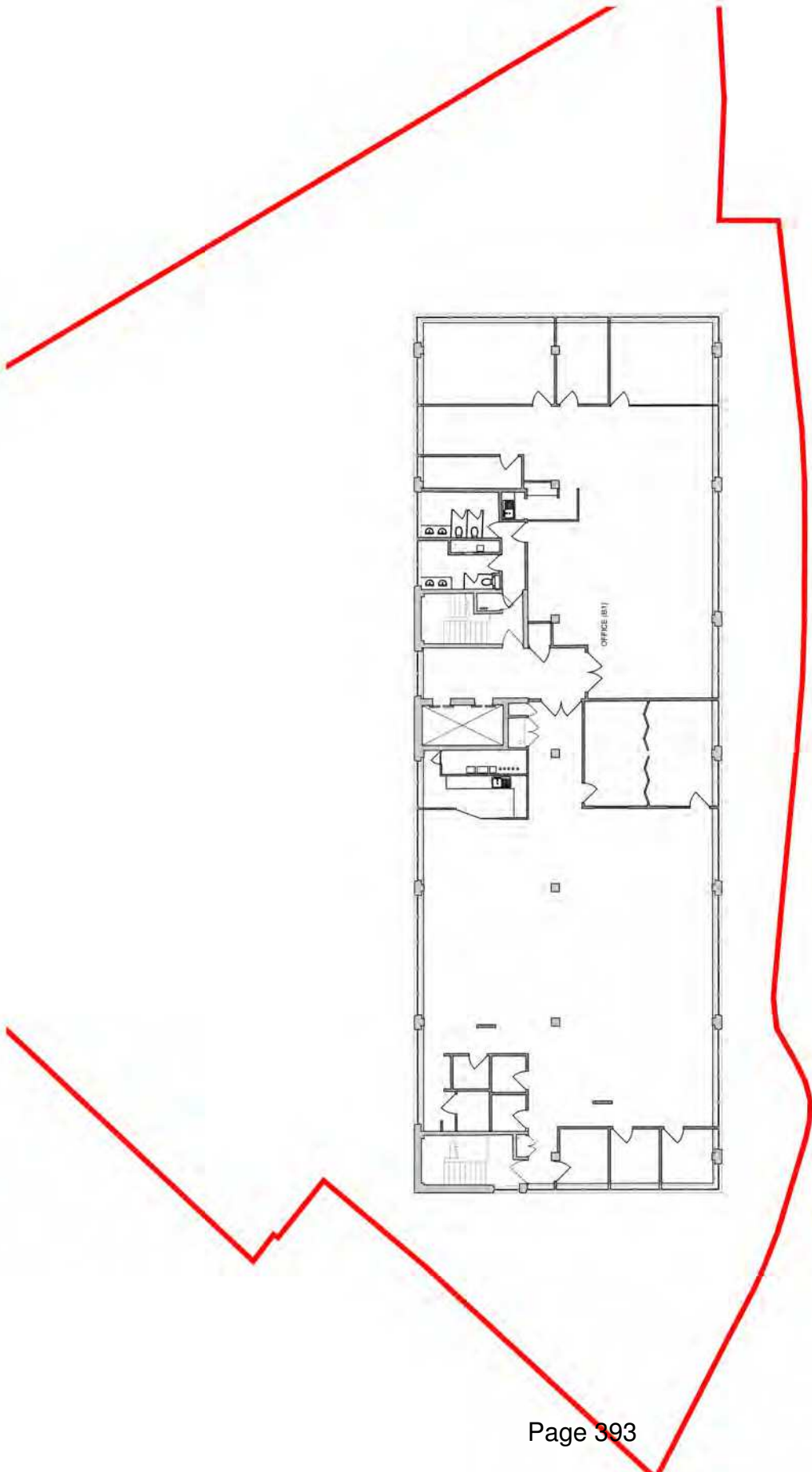
Status	Purpose of Issue
S3	FOR PLANNING
Drawing No.	
1725-BG-00-02-DR-A-10_203	
Project No.	Scale
1725	1:1000(A)
Drawn	Checked
MC	TL
	05/09/17

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01
Existing Second Floor Plan
1:200 @ A3

Key:
— Site boundary



P1 Issued for Planning TU 21/09/17

Rev. Description By Date

0m 1 2 3 4m

Client
DUNMOORE

Project
WELLINGTON HOUSE

Title
EXISTING THIRD FLOOR PLAN

Status Purpose of Issue
S3 FOR PLANNING

Drawing No.
1725-BG-00-03-DR-A-10_204

Project No. Scale: Rev.
1725 1:1000/A1 P1

Drawn Checked Date
TL 05/09/17

MC
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01 Existing Third Floor Plan
1:200 @ A3

- Key:**
- Site boundary
 - Refuse store
 - Car park (31 spaces) including:
 - 6 electric vehicle spaces
 - 3 disabled bays
 - Cycle store (44 spaces)
 - Studio Flats
 - 1 Bed Flats



P1	Issued for Planning	TJ	21.09.17
Rev.	Description	By	Date
On	1 2 3		6m

Client
DUNMOORE

Project
WELLINGTON HOUSE

Title
PROPOSED GROUND FLOOR PLAN

Status Purpose of issue
S3 FOR PLANNING

Drawing No.
1725-BG-00-GF-DR-A-20_201

Project No.
1725

Scale
1:1000

Rev.
1.1009A3

Drawn
P1

Checked
Date

MC
TL

Date
06.09.17

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Key:
 Site boundary
 Studio Floor
 1 Bed Flats



P1	Issued for Planning	TJ	21.09.17
Rev.	Description	By	Date
0m	1	2	3

Client
DUNMOORE

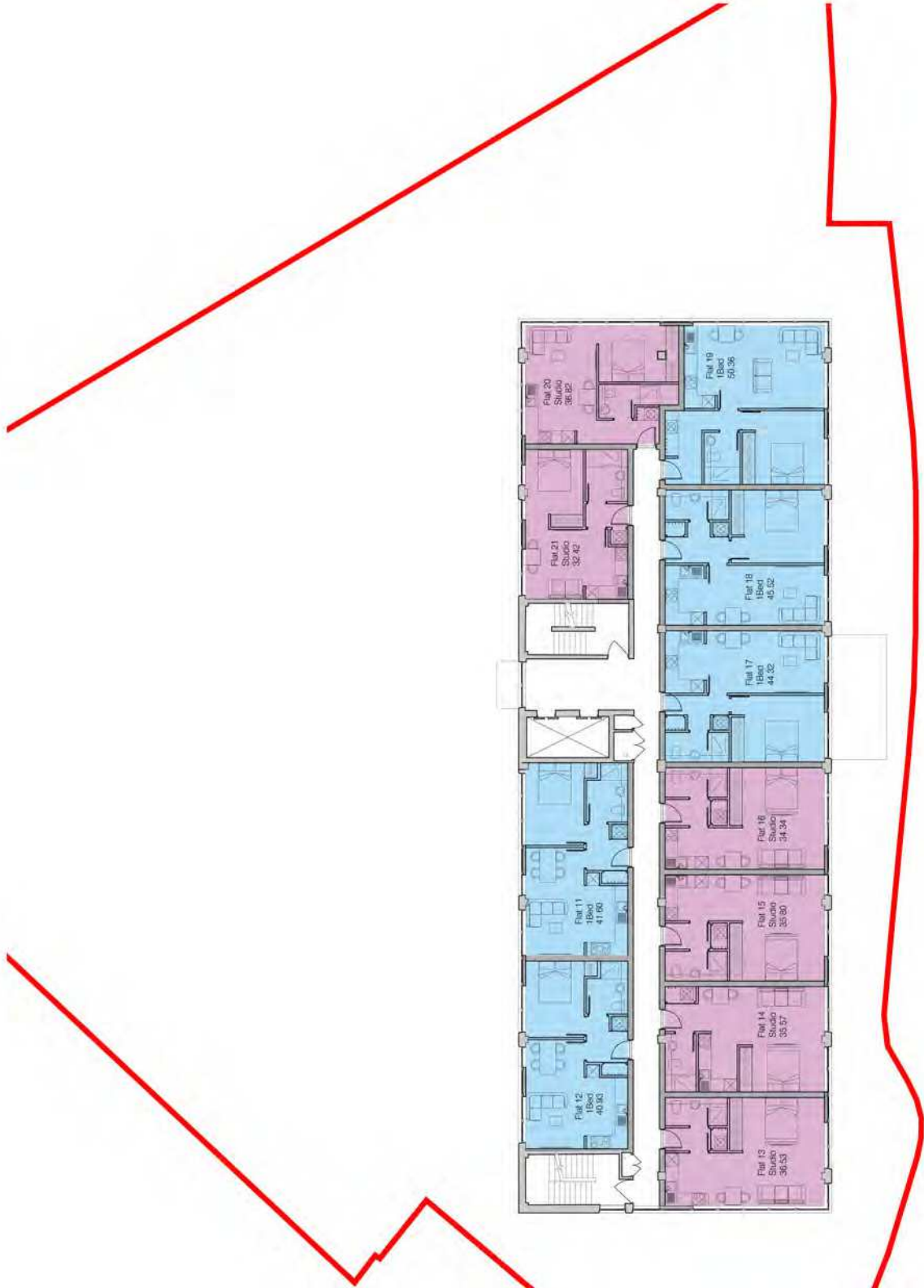
Project
WELLINGTON HOUSE

Title
PROPOSED FIRST FLOOR PLAN

Status	Purpose of Issue
S3	FOR PLANNING
Drawing No.	1725-BG-00-01-DR-A-20_202
Project No.	1725
Scale	1:200 @ A3
Rev.	P1
Drawn	Checked
Date	05.09.17
MC	TL

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01
 Proposed First Floor Plan
 1:200 @ A3

Key:
— Site boundary
 Studio Flats
 1 Bed Flats



P1	Issued for Planning	TJ	21.09.17
Rev.	Description	By	Date
0m	1	2	3
0m			

Client
DUNMOORE

Project
WELLINGTON HOUSE

Title
PROPOSED SECOND FLOOR PLAN

Status	Purpose of Issue
S3	FOR PLANNING
Drawing No.	1725-BG-00-02-DR-A-20_203
Project No.	1725
Scale	1:200 @ A3
Rev.	P1
Drawn	Checked
Date	05.09.17
MC	TL

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01
 Proposed Second Floor Plan
 1:200 @ A3

Key:
 Site boundary
 Studio Floor
 1 Bed Flats



P1	Issued for Planning	TJ	21.09.17
Rev.	Description	By	Date
0m	1	2	3

Client
DUNMOORE

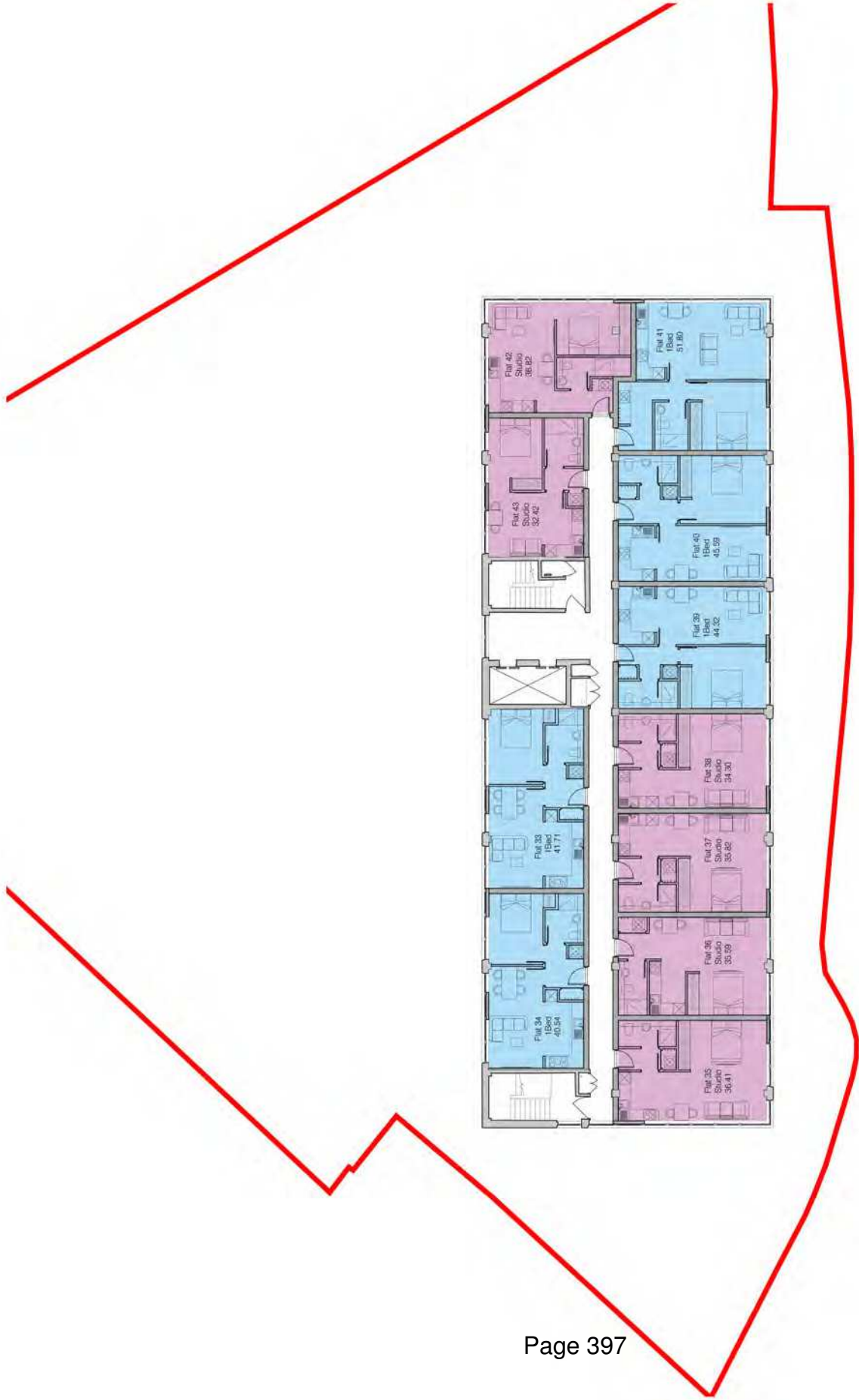
Project
WELLINGTON HOUSE

Title
PROPOSED THIRD FLOOR PLAN

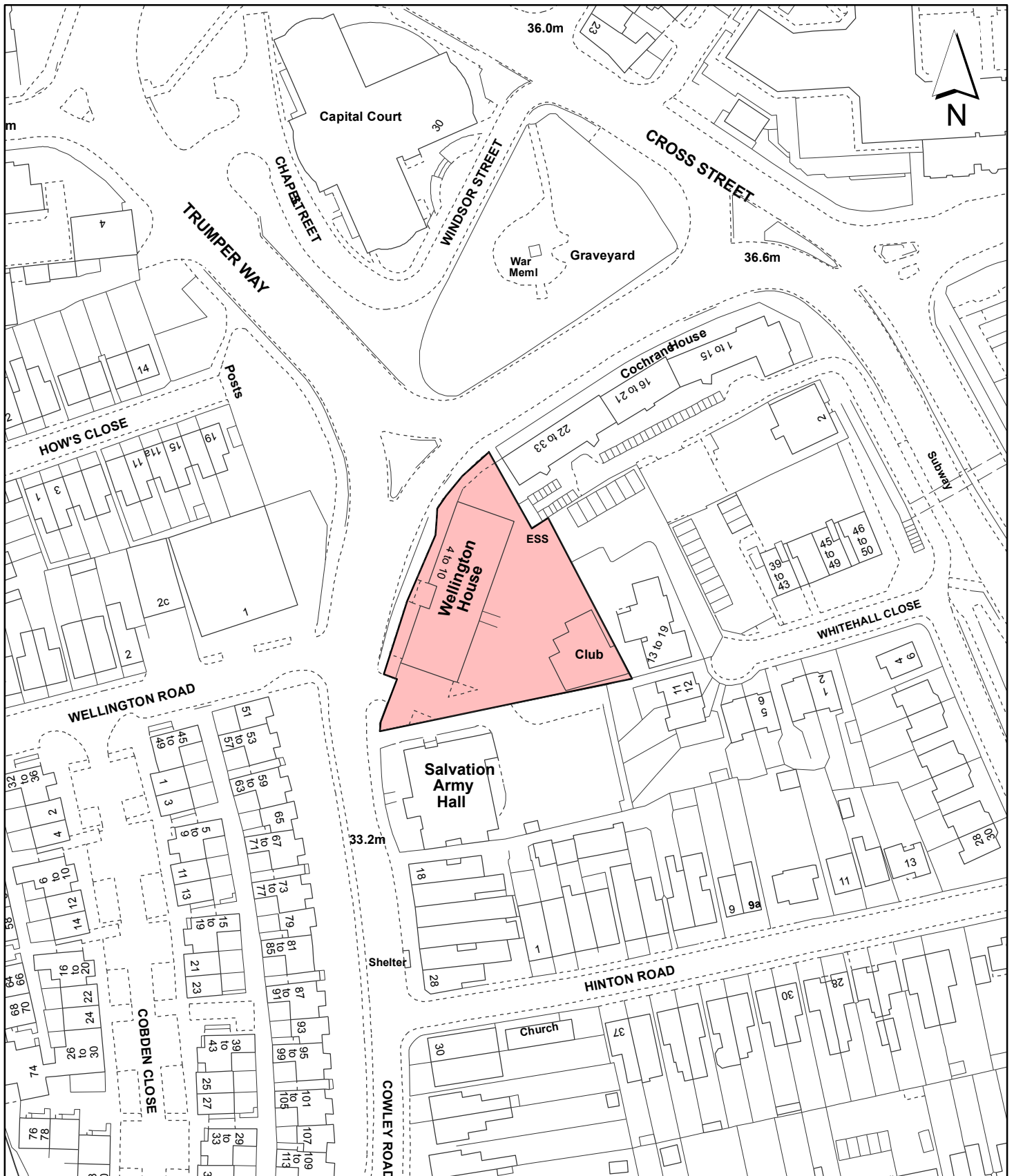
Status	Purpose of Issue
S3	FOR PLANNING
Drawing No.	1725-BG-00-03-DR-A-20_204
Project No.	1725
Scale	1:200 @ A3
Rev.	P1
Drawn	Checked
Date	05.09.17
MC	TL

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01
 Proposed Third Floor Plan
 1:200 @ A3



Notes

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Site Address	
Wellington House	
Planning Application Ref:	Scale
21755/APP/2017/3716	1:1,250
Planning Committee	Date
Major Application	December 2017

LONDON BOROUGH OF HILLINGDON

Residents Services

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



HILLINGDON
LONDON