



HILLINGDON
LONDON



Major Applications Planning Committee

Date: WEDNESDAY 10 JANUARY
2018

Time: 6.00 PM

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

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

To Councillors on the Committee

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

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This Agenda is available online at:

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

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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www.hillingdon.gov.uk

Useful information for residents and visitors

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

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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

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

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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 meeting on 5 December 2017 1 - 8
- 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	297 Long Lane, Hillingdon 4860/APP/2017/2394	Uxbridge North	Redevelopment to provide a 4 storey residential building containing 33 residential flats comprising 3 x studios, 17 x 1-bedroom, and 13 x 2- bedroom units with associated access, car parking and landscaping (Amended description following reduction in units from 35 to 33). Recommendation: Approval	9 - 42 174 - 188

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Ruislip Bowls Club, Manor Farm Bury Street, Ruislip 45220/APP/2017/3865	Eastcote & East Ruislip	Single storey extension to eastern elevation of club pavilion. Removal of 2 existing sheds to the east of the pavilion and replacement with new shed adjacent to the west of the pavilion. Enlargement of existing upper terrace. Revisions to existing fenestrations and access arrangements (Application for Listed Building Consent). Recommendation: Approval	43 - 50 189 - 198
8	Land at Cessna Road, Heathrow Airport, Hounslow 62360/APP/2017/3000	Heathrow Villages	Section 73 application to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport. Changes include alterations to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal rearrangements. Recommendation: Approval	51 - 80 199 - 229
9	Swindon Road, Heathrow Airport 67622/APP/2017/4325	Heathrow Villages	Variation of Condition 3 (Approved Plans) of outline planning permission ref. 67622/APP/2015/1851 (660 bedroom hotel development) to allow for internal reconfiguration to accommodate an additional 87 bedrooms and for an increase in the height of the atrium roof. Recommendation: Approval	81 - 106 230 - 235

10	Glaze House, Beaconsfield Road, Hayes 21940/APP/2017/3965	Townfield	Change of use from Class B8 storage and distribution warehouse to flexible Class B1c, B2, B8 use. Recommendation: Approval	107 - 118 236 - 242
11	Dice, St Andrews Park, Hillingdon Road, Uxbridge 585/APP/2016/4442	Uxbridge North	Reserved matters (layout, scale, appearance and landscaping) for the erection of 101 dwellings together with associated parking and landscaping within the Town Centre Extension (East/Dice) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015. Details Recommendation: Approval	119 - 140 243 - 282
12	205 & 207 Harefield Road, Uxbridge 73106/APP/2017/2980	Uxbridge North	Extensions to both existing properties to create a single block of 20 flats comprising 5 x studio flats, 9 x 1-bed flats and 6 x 2-bed flats with on-site parking and amenity space, new access point, landscaping and ancillary development. Recommendation: Refusal	141 - 172 283 - 291

PART I - Plans for Major Applications Planning Committee 173 - 292

Agenda Item 3

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

5 December 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 Oswell, Brian Stead and David Yarrow</p> <p>LBH Officers Present: Glen Egan (Office Managing Partner - Legal Services), Zenab Haji-Ismail (Principal Planning Officer), Ed Laughton (Principal Planning Officer), James Rodger (Head of Planning and Enforcement), Luke Taylor (Democratic Services Officer) and Alan Tilly (Transport and Aviation Manager)</p>
87.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were apologies for absence from Councillor John Morgan.</p>
88.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Henry Higgins declared an interest in Item 6, Woodbridge House, and would leave the room during the determination of this item.</p> <p>Councillor David Yarrow declared an interest in Item 12, Ruislip High School, as he was involved in the building of the previous building, and would leave the room during the determination of this item.</p> <p>The Chairman, Councillor Edward Lavery, declared an interest in Item 12, Ruislip High School, as Chair of Governors at the school, and would leave the room during the determination of this item. It was confirmed that the Vice-Chairman, Councillor Ian Edwards, would be in the Chair for Item 12.</p>
89.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting on 15 November 2017 were agreed as a correct record.</p>
90.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None,</p>
91.	<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>

It was confirmed that all items would be considered in public.

92. **WOODBIDGE HOUSE, NEW WINDSOR STREET, UXBRIDGE - 20590/APP/2017/3413** (*Agenda Item 6*)

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.

Councillor Henry Higgins declared an interest in this item and left the room during the discussion and determination of the item.

Officers introduced the report, which proposed 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 eight one-bed flats intended for open market rental to people aged of a state pensionable age and over. The officers also noted the addendum which highlighted an amendment to the wording of Condition 20.

A petition in objection to the application addressed the Committee, stating that the proposals were too large a development for a small market town, noting that the site was within the Rockingham Bridge Conservation Area. The petitioner supported improving conditions for the tenant, but noted the significant loss of a community asset that was at the centre of the town would significantly damage the local area, with the size and height of the proposed new complex was overbearing and did not take into account connecting properties.

Councillor Judith Cooper, Ward Councillor for Uxbridge South, was in attendance at the meeting and noted that residents were in favour of good quality Almshouses that met the needs of those in need, but were against the development that undermined and harmed the local Conservation Area with the demolition of the existing building a great loss to the community. Councillor Cooper stated that it was a balance of judgement, but asked the Committee to consider a refusal as the benefit did not outweigh the damage to the local community, or a deferral to find common ground between all interested parties.

The Committee agreed that the current proposals enhanced public benefit due to the increased number of Almshouse units and improved access, and noted that although there were issues with the financial viability of the application, this application was a step forward and was an improvement in residential standards for the occupants.

Members recognised the loss of the existing building, but commented that units were not currently accessible and fit for use, so the building no longer served its original purpose. Councillors questioned whether further disabled parking could be provided as only two spaces were currently proposed, as those residents able to get out should be supported in doing so. It was suggested that if further disabled parking was not available, then blue badge holders should be given residents' parking permits.

Officers noted that changes could be made to parking arrangements to provide further

disabled parking, and as such, the Committee moved, seconded and unanimously agreed the officer's recommendation, subject to delegated authority to the Head of Planning and Enforcement to review the disabled parking arrangements.

RESOLVED: That the application be approved, subject to delegated authority to the Head of Planning and Enforcement to review disabled parking arrangements.

93. **COMAG, TAVISTOCK ROAD, YIEWSLEY - 24843/APP/2017/2974** (*Agenda Item 7*)

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 (Use Class D1), and the provision of car parking, associated landscaping and other ancillary work (changes include addition of community facility).

Officers introduced the application, which sought the demolition of an existing warehouse building and erection of a part-two, part-three, part-four, part-five, part-six and part-eight storey building to provide 110 self-contained units, including excavation of a basement to provide car parking, associated landscaping, drainage and other ancillary work.

Two petitions were submitted in opposition to the application, and the petitioners addressed the Committee, noting that the application was an overdevelopment of the area, out of keeping in the street scene, would overlook neighbouring properties, adversely affect local amenity, increase noise and air pollution and lead to further traffic and congestion.

The agent for the application informed the Committee that the scheme relates to vacant brownfield land and includes a mix of one to three-bed units with an on-site community facility and policy-compliant parking arrangements. The proposal included 35% affordable homes, as the scheme had been revised to reduce the overall height of the buildings, and the setback of the proposed communal roof terrace on lower levels to reduce the impact on neighbouring properties. Members also heard that the application passed overshadowing tests, and there would not be an adverse impact on traffic.

Councillor Ahmad-Wallana, Ward Councillor for Yiewsley, submitted a written statement to the Council opposing the proposed development. The Committee heard that the application was overbearing and out of character with the surrounding area, and the proposed height of the building was still far too high. While Councillor Ahmad-Wallana accepted that a build of some nature was inevitable on the site, but the proposed building was too imposing and intrusive on the residents, and out of keeping with the existing Victorian terraced houses in Winnock Road. Members also heard that any increase in accommodation would increase road traffic, and unless the road layout was revised to enable better traffic flow in the area and further discussions with the developer take place, the application should be refused.

The Committee noted that the proposal was well-designed and supported brownfield development, but remained too high, and by virtue of its bulk and size it remained an overdevelopment, and as a suburban development it was unsympathetic to neighbouring properties.

Members questioned the impact of the development on local amenity and traffic, and the Transport and Aviation Manager confirmed the former use of the site (Use Class B8) generated a lot of traffic, and the trip generation that would be associated with the

new proposal would be less than, or similar to the previous traffic generation. The Head of Planning and Enforcement also confirmed that the proposal would have less impact on sunlight and daylight than the existing building and the impact was acceptable on balance, according to the BRE Guide.

Councillors commented that the size, bulk and visual impact of the proposal on the street scene, particularly on Winnock Road, were unacceptable and a recommendation to refuse the application, subject to delegated authority to the Head of Planning and Enforcement to agree the final wording of the reasons for refusal, in conjunction with the Chairman and Labour Lead, was moved.

The proposal to refuse the application was then put to a vote and unanimously agreed.

RESOLVED: That the application be refused, subject to delegated authority to the Head of Planning and Enforcement to agree wording of the reasons for refusal, in conjunction with the Chairman of the Committee and Labour Lead Member.

94. **FORMER GARAGE SITE OFF MALMESBURY CLOSE AND LAND OPPOSITE 18-32 MALMESBURY CLOSE, PINNER - 73231/APP/2017/3665** (*Agenda Item 8*)

Demolition of existing garage blocks and construction of a terrace of five two-storey, four-bedroom dwellings with additional rooms in roof space and eleven car parking spaces provided on the former garage plot.

Officers introduced the proposal, which sought to replace the existing garage buildings with dwellings and adequate parking and access arrangements, and highlighted the addendum, which included an amendment to Condition 2.

A petitioner spoke in objection to the application and commented that the application looked good on paper but would result in a number of issues for the current residents, most notably regarding parking. It was noted that every residence around the green would lose car parking, as while the proposals would provide parking for the new homes, it would be at the expense of current residents. Members heard that the application was an overdevelopment in the area, and the homes were contrived to fit minimum standards.

The Committee commented that they understood size concerns, but the application was policy compliant. Responding to questioning, Officers confirmed that the triangle had parking stress, but there was parking available for residents in the wider neighbourhood and the area was designed to ensure drivers were aware pedestrians would be in the area, and there was a need to calm speed.

Members heard that part of the oriel windows were obscure glazed and angled away from neighbouring properties to prevent overlooking to adjoining properties.

The officer's recommendation was proposed and seconded, subject to delegated authority to the Head of Planning and Enforcement to strengthen Condition 7 regarding obscure glazing. Upon being put to a vote, the officer's recommendation was agreed, with six votes in favour and one abstention.

RESOLVED: That the application be approved, subject to delegated authority to the Head of Planning and Enforcement to make alterations to Condition 7.

95.	<p>40A-50 STATION ROAD, HAYES - 11563/APP/2017/2071 (<i>Agenda Item 9</i>)</p> <p>Part conversion and part redevelopment of site to provide a part one to four storey building with roof-top plan, comprising five retail units and a 64-bedroom hotel, with restaurant, and associated servicing facilities and car park.</p> <p>The application sought new planning permission to replace a previous planning permission which was granted on 30/07/2014 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 five retail units and a 64-bedroom hotel with associated facilities and car parking.</p> <p>Members noted the addendum and confirmed they were very familiar with the application. The officer's recommendation was moved, seconded and unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
	<p><i>The Chairman adjourned the meeting at 20:51.</i></p> <p><i>The meeting reconvened at 20:56.</i></p>
96.	<p>ANSELL GARDEN CENTRE, HOLLOWAY LANE, HARMONDSWORTH - 1114/APP/2017/2104 (<i>Agenda Item 10</i>)</p> <p>Replacement of shop and canopy destroyed by fire, and retention of dog grooming parlour.</p> <p>Officers introduced the application to replace the garden centre shop and canopy that was destroyed by a fire, and retain the dog grooming parlour, and noted the addendum which included alterations to conditions.</p> <p>Responding to questioning from Members, officers confirmed that the proposals would have no impact on the openness of the Green Belt, consolidating the existing cluster of buildings.</p> <p>The Committee proposed, seconded and unanimously agreed the officer's recommendation, upon being put to a vote.</p> <p>RESOLVED: That the application be approved.</p>
97.	<p>AXIS HOUSE, 242 BATH ROAD, SIPSON - 43794/APP/2017/3704 (<i>Agenda Item 11</i>)</p> <p>Erection of a five-storey, 128-bedroom hotel, including the excavation of a basement to provide 50 car parking spaces and associated landscaping.</p> <p>Officers introduced the application, which sought a five-storey, 128-bedroom hotel, plus basement on the car park for Axis House, and noted the addendum.</p> <p>Members questioned the coach access on Egerton Way, and it was confirmed by officers that buses can access the road, while there was also a coach parking bay, after plans for a fountain were withdrawn from the application.</p> <p>Officers commented that a s106 agreement with significant contributions towards a car</p>

	<p>parking survey was in place, as the applicant would need to seek a traffic management order as a package of works proposing improvements to the road surface and treatment of Egerton Way, which would go through the appropriate highways processes. The Head of Planning and Enforcement noted that currently, due to a lack of parking controls in the area, parking was often used by taxis and this had an impact on local residents.</p> <p>The officer's recommendation was proposed and seconded, and upon being put to a vote, was unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
98.	<p>RUISLIP HIGH SCHOOL, SIDMOUTH DRIVE, RUISLIP - 64322/APP/2017/3185 <i>(Agenda Item 12)</i></p> <p>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.</p> <p>Councillors Edward Lavery and David Yarrow declared an interest in this item and left the room for the discussion and determination of the application. Councillor Ian Edwards was in the Chair for the item.</p> <p>Officers introduced the application, which sought planning permission for works associated with the expansion of Ruislip High School, and noted the addendum.</p> <p>The Committee agreed to delegate authority to the Head of Planning and Enforcement to ensure that the wording of the recommendation was formatted correctly. Members then proposed, seconded and unanimously agreed the officer's recommendation.</p> <p>RESOLVED: That the application be approved, subject to delegated authority to the Head of Planning and Enforcement.</p>
99.	<p>LAND OPPOSITE 59/60 HILLINGDON ROAD, UXBRIDGE - 73182/ADV/2017/97 <i>(Agenda Item 13)</i></p> <p>Advertisement consent for four freestanding billboards (approximately 6m x 3m) with associated lighting).</p> <p>The application was deferred at the Committee meeting on 25 October 2017 for additional information which had now been received, and sought advertising consent for the installation of four billboards, externally lit from above with strip lighting.</p> <p>Members proposed, seconded and agreed the officer's recommendation unanimously at a vote.</p> <p>RESOLVED: That the application be approved.</p>
100.	<p>WELLINGTON HOUSE, 4-10 COWLEY ROAD, UXBRIDGE - 21755/APP/2017/3716 <i>(Agenda Item 14)</i></p> <p>Prior Approval Application for the change of use from office accommodation</p>

	<p>(Use Class B1a) to 43 residential units (Use Class C3).</p> <p>Officers introduced the application, which sought prior approval for the change of use from offices to dwelling houses, to provide 43 self-contained flats, all of which would be studios and one-bedroom flats. An addendum was also brought to the Committee's attention.</p> <p>Councillors proposed and seconded the officer's recommendation, which was put to a vote and unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 9.14 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Luke Taylor on 01895 250 693. 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.

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Report of the Head of Planning, Sport and Green Spaces

Address 297 LONG LANE HILLINGDON

Development: Redevelopment to provide a 4 storey residential building containing 33 residential flats comprising 3 x studios, 17 x 1-bedroom, and 13 x 2-bedroom units with associated access, car parking and landscaping (Amended description following reduction in units from 35 to 33).

LBH Ref Nos: 4860/APP/2017/2394

Drawing Nos: Drainage Strategy - 170894-DS-01 Rev A
Noise Exposure Assessment - 12544-NEA-01
Drainage Strategy - 170894-DS-TS-KBL-01
Transport Statement - 170894-TS-TS-KTP-01
Viability Appraisal
Commercial Viability Report
Proposed Site Plan
Proposed First Floor Plan Rev A
Proposed Ground Floor Plan Rev A
Proposed Second Floor Plan Rev A
Proposed Third Floor Plan Rev A
Proposed North Elevation
Proposed East Elevation
Proposed South Elevation
Proposed West Elevation
254-PL-010-00 Site Location Plan
254-PL-041-00 Existing Site Sections C & D
254-PL-011-00 Existing Site Plan
254-PL-012-00 Demolition Plan
254-PL-040-00 Existing Site Sections A & B
Design & Access Statement

Date Plans Received:	30/06/2017	Date(s) of Amendment(s):	23/10/2017
Date Application Valid:	31/07/2017		24/10/2017
			21/12/2017
			30/06/2017
			05/12/2017
			05/07/2017

1. SUMMARY

The proposed development would make efficient use of an existing brownfield site that is no longer considered appropriate, or viable, for employment use.

The proposed building would not appear disruptive within surrounding streets and would be of an appropriate design and scale.

The amenities of neighbouring residents would be preserved whilst the development itself would provide satisfactory living conditions for future occupants.

Adequate car parking and site access would be provided and the amount of traffic generated by the development would not be at a level that would result in the local highway

network being over burdened.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning and Community Services to grant planning permission, subject to the following:

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

MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

**The applicant will provide a contribution of £100,000 towards off site affordable housing provision; and
An affordable housing review mechanism.**

(ii) AIR QUALITY & HIGHWAY WORKS:

The applicant will provide a contribution of £130,000 towards Air Quality and Highway Improvement works.

The development would increase vehicle emissions along the local road network at a location with high nitrogen dioxide levels, therefore a contribution is required to support the Air Quality Local Action Plan and/or provide appropriate mitigation measures.

The S278/S38 is required for all highways works at the site access, including, but not limited to:

- a) Access works to the site;**
- b) Provision of new kerbing and tactile paving on the public footpath;**

(iii) ENERGY

Contribution of £32, 580

NON-MONETARY CONTRIBUTIONS:

(iii) PARKING PERMITS:

The Section 106 agreement must include a legal agreement to prevent future occupants from applying 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 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreement/s have not been finalised by the 10th of April 2018, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reasons:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of delivery of affordable housing and necessary offsite highway and landscaping works). The proposal therefore conflicts with the National planning Policy Framework, Policy 7.4 of the London Plan (March 2016), Policies AM 7 and BE 38 of the adopted Local Plan and the Council's Planning Obligations SPG.'

'The applicant has failed to provide acceptable mitigation measures to address the increase in nitrogen dioxide emissions that would result from the proposed development. As such, the proposed development is in conflict with Policy 7.14 of the London Plan (2016).

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts which could result in undue demand on existing car parking facilities. The proposal therefore conflicts with the Policies AM 2, AM 7 and AM 9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6.13 of the London Plan (March 2016).'

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

F) That if the application is approved, the following conditions be 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, numbers:-

- 254-PL-010-00 Site Location Plan;
- 254-PL-012-00 Demolition Plan;
- Proposed Site Plan;
- Proposed First Floor Plan Rev A;
- Proposed Ground Floor Plan Rev A;
- Proposed Second Floor Plan Rev A;
- Proposed Third Floor Plan Rev A;

Proposed North Elevation;
Proposed East Elevation;
Proposed South Elevation;
Proposed West Elevation;

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 documents:

Noise Exposure Assessment - 12544-NEA-01;
Drainage Strategy - 170894-DS-TS-KBL-01;
Transport Statement - 170894-TS-TS-KTP-01;

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 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).

5 B21 Noise Insulation of Residential Development

The noise insulation and ventilation measures shown on the approved plans shall be implemented before occupation of the development and thereafter retained.

REASON

To ensure that the amenity of the occupiers of the proposed development is safeguarded in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) .

6 COM8 Tree Protection

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

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

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE 38 of the 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 for 34 bikes

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by active electrical charging points and a further 20% by passive electrical charging points) showing 36 spaces;

2.e Hard Surfacing Materials

2.f External Lighting

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 BE 13, BE 38 and AM 14 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 RES7 Materials (Submission)

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 BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

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

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

REASON

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

11 M3 Boundary treatment - details

Boundary treatment shall be completed before the building is occupied and development shall be carried out in accordance with approved details for boundary treatment.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

12 RPD14 Glazing to balconies

Details of balcony privacy screen shall be submitted to, and approved, by the Local Planning Authority prior to commencement of development. The approved screening shall be retained for so long as the development remains in existence.

REASON

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

13 HH-RPD2 Obscured Glazing and Non-Opening Windows (a)

All windows shown as obscure glazed on the plans hereby approved shall be glazed with permanently obscured glass and non-opening below a height of 1.7 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE 24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 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.

15 OM11 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 policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 NONSC Non Standard Condition

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).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iiii. 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 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and to be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

17 NONSC Non Standard Condition

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

REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to negatively impact on local underground sewerage utility infrastructure in conflict with Policies 5.13 and 5.15 of the London Plan (2016)

18 NONSC Non Standard 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 Policies 6.6 and 7.7 of the London plan (2016) and Policy A 6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 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 OE 1 of the Local Plan: Part Two Saved UDP Policies (November 2012).

20 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 OE 11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

21 COM21 Sound insulation /mitigation

The development shall not begin until a scheme for the control of noise transmission between adjoining units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE 1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

22 HO7 No roof gardens

Access to the flat roof area to the south of third floor units 30 & 33 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 BE 24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

23 SUS1 Energy Efficiency Major Applications (full)

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide renewable energy generation contained within the submitted report entitled Energy & Sustainability Statement shall be integrated into the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (2016) Policies 5.1, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10

24 RES24 Secured by Design

The dwelling(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 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 (2015) Policies 7.1 and 7.3.

25 RES7 Materials (Submission)

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)

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).

2 153 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.

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.
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
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
H4	Mix of housing units
H8	Change of use from non-residential to residential
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice

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 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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

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 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.

5 I13 Asbestos Removal

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

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 118 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).

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).

9 124 Works affecting the Public Highway - General

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

10 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as -

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

11 I33 Tree(s) Protected by a Tree Preservation Order

Within the application site there is a tree that is / there are trees that are subject of a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be lopped, topped, felled or uprooted without the permission of the Local Planning Authority. Please contact the Trees and Landscapes Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

12 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.

13 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).

14 I5 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 site lies within North Hillingdon Local Centre and adjacent to a core shopping area. It is accessed from Long Lane (A437) which is a London Distributor Road.

The site was formerly in use as a dairy distribution depot but is now vacant. The site envelope is largely covered by interconnected buildings, with a small area of hard surfacing to part of the frontage. There is no soft landscaping on site.

The local centre in which the site is located is characterised by parades of ground floor shop, restaurant and service units, many of which have residential accommodation above, which extend towards the cross roads to the north of the site on both sides of the road. To the south and to the rear of shops to the east and west of the site is residential development which includes a group of two-storey terraced retirement apartments, Magnolia Court, which is to the immediate north of the site and three-storey blocks of flats on Auriol Drive which are to the immediate west of the site.

The western part of the site faces towards the rear of properties on Tudor Way. There is an annexed green area to the rear of 2, 2a and 2b Tudor Way, which have shorter rear gardens than the majority of other dwellings. However, it appears that the rear garden of 2 Tudor Way may have extended into part of this area. Trees within this green buffer are covered by a Tree Preservation Order (TPO 89).

The site has a designated access from Long Lane, which includes a turning bay for traffic turning right in to the site.

The site incorporates an electricity substation which is to be retained in its current position.

3.2 Proposed Scheme

The proposal involves the demolition and clearance of all buildings from the site and the erection of a four-storey building which will accommodate a total of 33 residential units, consisting of the following:-

- 3 x studio flats
- 17 x 1 bedroom flats
- 13 x 2 bedroom flats

The proposed building would be a flat roof structure, with the fourth-storey being recessed from the building edges. The building would be positioned towards the western end of the site with a total of 36 off-street car parking spaces provided to the front. Vehicular access would be obtained via the existing access from Long Lane, with a gate provided in a position set back from the carriageway. Landscaping would be provided to the side and rear of the building, within private and communal outdoor amenity areas.

The proposed building would be L-shaped and measure approximately 31.6 metres in width by 25.5 metres in depth at the base of the L and 17.5 metres at the top. Height to the third-storey roof top would be approximately 9.3 metres with the top of the recessed fourth-

storey being at approximately 11.55 metres.

The proposal does not include the provision of affordable housing although a sum has been offered towards offsite provisions. A Financial Viability Assessment was submitted with the application which has been reviewed.

3.3 Relevant Planning History

Comment on Relevant Planning History

No relevant planning history.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

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.
- 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
- 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.

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
H4	Mix of housing units
H8	Change of use from non-residential to residential
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
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 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th September 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised by way of a press notice, site notices displayed on Long Lane, Auriol Drive and Tudor Way, and letters that were sent directly to the owners / occupants of neighbouring properties that informed them of the proposed development and invited comments.

A petition of objection with 48 signatories has been received. The petition includes the following comments:-

- The building, at 4 storeys, would be overbearing and result in a significant intrusion of privacy.
- There are no other buildings in the adjacent area that have the same impact.
- The new access point to the site and the vantage point offered by the building may compromise security.

22 Letters of objection from 14 separate addresses have been received, a summary of comments is provided below:-

- Fourth floor balconies will overlook Tudor Way.
- The site allocation and designation document recommends only 25 units for the site. The removal of one floor would allow the development to comply with this level.
- Will appear out of keeping within surrounding area.
- Would allow overlooking of properties on Tudor Way.
- Would present a security risk as would allow access to rear of properties on Tudor Way.
- Would lead to traffic problems and disruption to neighbours due to the volume of cars the development would attract.
- The access is not suitable for emergency vehicles.
- If vacant land between the site and Tudor Way had trees removed or reduced in height, our outlook and privacy would be affected.
- Over development of site.
- Vehicles entering and leaving the site at the same time could result in accidents.
- The redevelopment of the site is a good thing but the proposed building is not in keeping with the surrounding area.
- 35 parking spaces is insufficient as it is likely that a number of the apartments would have more than one car.

- Cumulative impact with the Hillingdon Gateway development would harm the amenities of occupants of sheltered accommodation at Magnolia Court.
- Would overlook Magnolia Court.
- Would overburden infrastructure including the neighbouring doctors surgery and there are not enough shops to support the development.
- The borough has done enough to assist with the housing problems in London and is now under greater strain than before due to impact on roads and amenities.
- If the Committee are minded to approve then frosted windows and screening should be used to provide privacy and security.
- A building with fewer levels should be considered.
- The wall adjacent to the alleyway between Magnolia Court and Long Lane could be removed. The wall supports lighting and the alleyway is vital to residents on Magnolia Court.
- Concerned about how asbestos would be removed from the site.

MINISTRY OF DEFENCE SAFEGUARDING:

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 be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

THAMES WATER:

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater.

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

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

I am satisfied with the submitted report on internal noise assessment. However, we require written confirmation from the applicant's noise expert that the proposed mechanical ventilation that will be fitted in the proposed residential flats and studios will be in line with BS 4142 is at least 5dB below the background noise level. Ideally, the assessment of noise should give a positive indication that complaints from future occupiers are unlikely.

HOUSING:

The application is not acceptable, our policy requirement is for 35% Affordable Housing to be delivered on site unless a lower level is determined by a Financial Viability Assessment. The applicant is offering zero affordable housing on this site. The proposed size mix of flats is 75 habitable rooms and should include 25 habitable rooms of affordable housing which equates to 8 x 1 bed flats and 3 x 2 bed flats split in a 70:30 ratio of rented to shared ownership this is: 2 x 1 bed flats 1 x 2 bed flat as shared ownership units or other intermediate tenure units 6 x 1 bed flats and 2 x 2 bed flats as London affordable rent units.

I would dispute that this is a town centre location and would therefore expect to see a number of 3 bedroom or larger units included in the development.

ACCESS:

The amended plans submitted clearly indicate that 10% of the proposed dwellings have been designed to M4(3) specifications required to achieve a Wheelchair Accessible or Wheelchair Adaptable dwelling in accordance with London Plan policy 3.8(d). The remaining dwellings should be designed to accord with the technical specifications of category M4(2) for an Accessible and Adaptable dwelling, as set out in Approved Document M to the Building Regulations (2015 edition). Conclusion: no objection is raised from an accessibility standpoint.

HIGHWAYS:

The site has a PTAL value of 2 (poor) so there will be a strong reliance on private cars for trip making to and from the site. This application with 4xstudios+22x1b+9x2b flats has 35 car parking spaces(average of 1 space per flat)which is seen as acceptable in terms of current parking standards. However the operation of the car parking spaces needs clarification through a Parking Management Plan (conditioned).

The allocation of car parking spaces, provision for visitors and clarity that no spaces will be rented or sold to residents outside the development needs to be considered. There are 4 disabled parking spaces provided but their location should be closer to the buildings proposed. There will need to be 20% active EVCP on site and 20% passive. There are secure covered cycle parking spaces identified on the plans which is accepted. There is also a bin storage area close to the Long Lane entrance.

The new access road within the site is 4.8m wide and has been designed so as to allow a fire appliance to enter and leave the site. The TS suggested that the proposed development would generate 119 trips per day (19 in the peak hour) which is probably not that much different to the time when the site was a dairy depot.

In order to limit the impact of the development on the surrounding area I suggest that the residents of the proposed development do not have access to the residents parking scheme that operates in the area and this arrangement is secured through a S106 agreement. On the basis of the above comments I have some concerns over how the on site car parking will operate with this type of development so as to ensure there will not be overspill car parking in surrounding streets. Other than this issue I do not have significant highway concerns.

FLOODING & DRAINAGE:

A new foul water drainage network will be installed and discharged to the existing Thames Water foul sewer. Capacity and connection confirmation should be obtained from Thames Water.

Some consideration has been given to SuDS techniques. Infiltration is not viable due to the underlying London Clay. Surface water will be attenuated on site before being discharged at a

restricted rate into the Thames Water surface water sewer. Capacity and connection confirmation should be obtained from Thames Water.

An attenuation tank with a volume of 80m³ will be able to cater for the 1 in 100 year event plus 40%. Discharge will be fixed at 3.6l/s by using a hydrobrake. This is acceptable to the Council.

A management and maintenance plan for the system has been provided. However the party responsible for the management and maintenance of the system needs to be identified.

AIR QUALITY OFFICER:

The proposed redevelopment to provide a 4 storey residential building containing 35 residential flats with associated access and car parking produces additional 110 vehicles per year onto the network. The proposed site is adjacent to the Long Lane Air Quality Focus Area .

The proposal increases emissions from associated transport by 0.242 tonnes per year at an equivalent damage cost of £38, 658.

We will therefore require a section 106 contribution £38, 658 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.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an established built-up area, falling within the North Hillingdon Local Centre. The proposal would result in the loss of industrial floor space that was previously used as a dairy distribution depot.

Local Plan Policy LE 4 states that proposals which involve the loss of existing industrial floorspace or land outside designated industrial and business areas will normally only be permitted if:-

- (i) The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area; or
- (ii) The site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access; or
- (iii) There is no realistic prospect of the land being used for industrial and warehousing purposes in the future; or
- (iv) They are in accordance with the council's regeneration policies for an area.

In this instance, the site is located in an area where it is surrounded by noise sensitive residential development.

A vacancy and marketing report has also been provided which makes the following observations:-

- The buildings on site are in a state of disrepair and would require removal to be replaced with more modern structures.

- The site access is not suitable for HGV use.
- Close proximity to residential development makes the site unsuitable for industrial use.
- There is a surplus of warehouse and industrial properties available within the borough (evidence supplied).
- The lack of prominence within the street would prevent high enough rent being chargeable in order to support office development and, in any case, there is an oversupply of offices within the surrounding area.

It should also be noted that the site is identified for regeneration within the the Borough's draft site allocation document under emerging policy SA25 for a residential led mixed use development.

It is therefore considered that the loss of industrial floorspace would, in this instance, be acceptable as it has been demonstrated that the continued use of the site for industrial or other employment purposes is neither viable or appropriate. As such, it is considered that the proposal is in accordance with LE 4.

The site is located within an established built-up 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 developed, with the existing buildings and hardstanding occupying the entire site. 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;'

Para. 51 of the NPPF goes on to state that local planning authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

Policy H 1 of the Strategic Plan states that the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. The Strategic Plan goes on to identify the release of sites in non residential use as one of the methods to be employed to ensure housing targets are met.

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.

The site accords with the objectives of the strategic plan to use non residential sites to support the housing growth within the Borough.

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 an urban setting, as defined within notes to Table 3.2 of the London Plan (2016) due to the surrounding area incorporating mixed uses as well as the site being positioned alongside a main arterial route in the form of the A437 (Long Lane) which is a London Distributor Road.

The PTAL score for the site is 2 which identifies the area as having a medium level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide 1 and 2 bedroom flats would therefore be between 55 and 145 units per hectare or 200 to 450 habitable rooms per hectare.

The proposal involves the provision of 33 residential units on a site which has an overall area of approximately 2,600 m² (0.26 hectares). The density of the proposed development therefore equates to approximately 127 dwellings per hectare or 288 habitable rooms per hectare.

Whilst the density of the proposed development exceeds that of neighbouring developments such as Auriol Drive and Magnolia Court, it is considered that this is acceptable and to be expected. Para. 1.3.49 of the London Plan Housing SPG (2016) states that small sites may require little land for internal infrastructure such as internal roads, amenity space and social infrastructure, and it is appropriate for density to reflect this.

The development can therefore be regarded as representing an optimal use of the site and, as such, is in accordance with Policy 3.4 of the London Plan.

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

Not applicable as the site is not within any designated areas.

7.04 Airport safeguarding

No safeguarding concerns have been raised by statutory consultee's. A condition has been requested for details of any cranes and other tall construction equipment to be provided prior to commencement of development. A condition securing this would be attached to any approval given.

7.05 Impact on the green belt

The site is not located within, or adjacent to, the green belt.

7.07 Impact on the character & appearance of the area

LONG LANE:

The existing industrial buildings occupying the site do not make any positive contribution towards the character and appearance of the surrounding area and appear incongruous in what is a predominantly residential and retail use setting. The structures are also in a deteriorating state of repair and are unoccupied, putting them at risk of attracting anti-social behaviour.

The proposed four-storey building would not have a street frontage owing to its positioning to the rear of parades of shops on Long Lane. As such, the building will be largely screened from view at lower level by surrounding buildings with the upper parts being more visible. Whilst there are no four-storey buildings within the immediate vicinity, three-storey

buildings are prevalent both to the rear of the site in the form of flats on Auriol Drive and on the parades of shops to the east at the corner of Long Lane and Granville Road where some buildings have had roof dormers added. Given the flat roof design, the fact that it would not be significantly taller than nearby pitched roof three-storey buildings, the recessed nature of the fourth storey of the proposed building and the set back of the building from the road, it is not considered that it would appear overbearing or overly dominant within the street scene.

The surrounding area is defined by buildings of a mixture of design and scales and there are other flat roof structures present at 388 - 404 Long Lane which are on the opposite side of the road, where Long Lane meets Freezeland Way. It is considered that the proposed building would assimilate into the general mixed nature of surrounding development.

Given the relatively high density of buildings within the surrounding area, and the fact that it would be positioned entirely to the rear of existing two-storey buildings, it is not considered that the proposed building would close off any important visual gaps nor would it disrupt the spatial character of development on Long Lane.

SURROUNDING RESIDENTIAL STREETS:

Although the upper parts of the building may be visible, the proposed building would not appear visually prominent within the street scene at Tudor Way, where it is set well back from the linear residential development along the road, ensuring that it does not amalgamate with it or disrupt the rhythm of the built environment on the street. It is not considered that the building would appear imposing due to its relatively modest height and the set back from the street frontage at Tudor Way, with the fourth-storey recessed further back from the southern elevation, which would face towards Tudor Way.

The visual presence of the building would be stronger on Auriol Drive and Magnolia Court. However, taller buildings are more prominent on Auriol Drive, where three-storey flats are positioned with a minimal set back from the road, and a buffer will be retained between the rear of the proposed building and Auriol Drive to help soften the impact. This would also involve the removal of unsightly industrial buildings which are currently visible within the street scene. The proposed building itself would be positioned to the rear of a row of garages which line the eastern side of Auriol Drive.

The proposed building would be stepped in from the northern site boundary, which abuts Magnolia Court, and this will soften its visual impact. It would also be positioned to the rear of existing buildings and it is noted that Magnolia Court is currently surrounded by existing development. This overall characteristic will not be significantly altered.

It is therefore considered that the proposed development would not result in unacceptable harm towards the visual and spatial characteristics of the surrounding area and, as such, is in accordance with Policies BE 13 and BE 19 and London Plan Policies 7.4 and 7.6.

7.08 Impact on neighbours

The proposed building is positioned away from site boundaries so as to minimise impact upon the amenities of neighbouring residents. With the exception of the ground and first floor flats at No. 6 & 7 Magnolia Court, the building is sited in excess of the 15 metre separation recommended within the Council's Residential Layouts SPD. The degree of separation between 6 & 7 Magnolia Court and the proposed building is approximately 13 metres. However, it should be noted that the existing warehouse buildings are sited within 2.5 metres of 7 & 8 Magnolia Court. Furthermore, the proposed building would be

positioned to the side of 7 & 8 Magnolia Court rather than directly to the front or rear and no windows will look directly towards it. The degree of separation is also consistent with the width of gaps maintained between neighbouring buildings on Magnolia Court, Auriol Drive and Pastures Mead to the west. The four-storey element of the proposed building is stepped further than 15 metres back due to its recessed nature.

It is considered that the stepping in of the proposed building from site boundaries and the recessed nature of the fourth-storey will prevent the building from appearing oppressive or overbearing towards neighbouring dwellings or from causing undue levels of overshadowing towards those properties.

Separation distances that exceed the 21 metre minimum requirement stipulated in the Residential Layouts SPD. Balconies have also been positioned to accord with this standard. A condition would be attached to any approval given to ensure effective screening is provided around all outdoor amenity areas so as to prevent views towards neighbouring properties. A condition would also be used to ensure that the areas of flat roof are not used as roof garden in order to prevent large gatherings of people that would have the potential to overlook neighbouring sites as well as cause noise disturbance.

Areas of the roof not used as a private terrace, most notably the entire section to the southern end of the building which faces towards properties on Tudor Way, will not be accessible to residents and a condition would be attached to any approval granted to prohibit any future use of these roof areas as a terrace or roof garden, in the interests of the amenities of neighbouring residents.

The residential use of the building would generate levels of noise and light that would be expected for a location such as this and would be compatible with surrounding uses. The amount of noise generated is likely to be lower than that produced by the previous industrial use.

The majority of car parking spaces would be set away from site boundaries close to neighbouring windows or gardens. Notwithstanding this, the car parking areas should be sympathetically screened with fencing and soft landscaping on order to screen parked cars and to prevent light spill from headlights towards neighbouring windows.

Details of all site boundary treatment would need to be provided in order to ensure boundaries that are shared with the outdoor amenity space of neighbouring properties are marked in an effective but visually sympathetic manner. This can be secured by way of an appropriately worded planning condition.

It is therefore considered that the proposed development accords with Policies BE 20, BE 21, BE 22, BE 23, BE 24 and OE 1 of the Local Plan.

7.09 Living conditions for future occupiers

The proposed development provides a mix of studio, one bedroom and two bedroom units. Policy 3.3 of the London Plan (2016) sets out minimum Gross Internal Area (GIA) standards for new dwellings. These figures are informed by DCLG's Technical housing standards - nationally described space standard (2015).

The minimum GIA for a studio flat is set at 37 m². The 3 studio flats each have a GIA of 47.5 m² and so are comfortably in excess of the minimum standard.

The minimum GIA for a one bedroom flat is 50 m². The smallest one bedroom flats have a

GIA of 50.5 m² and others have a larger floor area. As such, the one bedroom flats all accord with the relevant space standards.

The minimum GIA for a two bedroom flat is 61 m², assuming occupancy by 3 people or 70 m² if two double rooms are to be provided. All two bedroom flats with one single and one double room provide in excess of 61 m² GIA whilst all flats with two double bedrooms have a floor area in excess of 70 m². As such, minimum space standards are complied with.

Individual rooms are of acceptable size and shape and the internal layouts of all units are not overly complicated.

All windows serving habitable rooms would have clear glazed windows and an adequate degree of unobstructed outlook, allowing for the permeation of natural light into those rooms and ensuring internal spaces do not feel overly enclosed. No habitable room windows will be subject to unacceptable overlooking from windows on neighbouring properties or from other properties within the proposed building. Privacy screens are to be provided on balconies and roof terraces in order to safeguard the privacy of neighbouring occupants.

The proposed development would include approximately 611 m² of usable and accessible outdoor amenity space. This would equate to approximately 18.5 m² per unit. The Residential layouts SPD states outdoor amenity space should be provided at a rate of 20 m² per studio and one bedroom flat and 25 m² per two bedroom flat, which would require an overall provision of 725 m² in outdoor amenity space. As such, there is a shortfall in outdoor amenity space provision.

It should be noted that eight units, distributed over the first and second storeys, have private balconies of approximately 3.25 m² and all four of the third floor units has access to a private terrace, providing a combined area of 54 m². This significantly offsets the shortfall in communal amenity space provision and, given the site constraints, which prevent further balcony, terrace or roof garden space being provided in the interests of protecting residential amenities of neighbouring properties, the location of the site within a local centre with Hillingdon Court Park Recreation Ground nearby and the fact that smaller units, such as those proposed, do not typically generate a high demand for outdoor amenity space, as noted in para. 4.19 of the Residential Layouts SPD and para. 7.4.9 of the London Plan Housing SPG (2016).

It is therefore considered that the proposed level of outdoor amenity space is appropriate for this development.

It is therefore considered that the proposal complies with Policy BE 23 of the Local Plan and Policy 3.3 of the London Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal will utilise the existing site access from Long Lane, which would be modified to include kerbing and tactile paving on the footway, thereby improving pedestrian safety. The existing access benefits from a designated right hand turning lane which would reduce the potential for vehicles turning right in to the site obstructing the flow of traffic.

Tracking diagrams have been included within the submitted Transport Statement which show that the site would be accessible to emergency and servicing vehicles and that they would be able to turn within the site and, therefore, leave in forward gear.

The Council's Highway Engineers have assessed the submitted transport statement and are satisfied that access arrangements are acceptable. They have also confirmed that the level of traffic generated by the proposed development would not be significantly greater than the level generated by the previous use as far as impact upon the flow of traffic is concerned.

The proposed development provides 36 off street car parking spaces, including 4 disabled bays. The quantum of car parking spaces complies with the Council's adopted car parking standards. The disabled bays are located adjacent to the main ground floor entrance to the building. There is allocated space for the storage of 34 bicycles although the design and appearance of this facility has not been included within the application. As such, a condition would be attached to any approval to ensure that the facilities provided would provide secure and covered storage.

It is therefore considered that the proposal would comply with Local Plan Policies AM 7, AM 8 and AM 14 and London Plan Policies 6.9, 6.11 and 6.13.

7.11 Urban design, access and security

The proposed building would provide a secure setting as, although it would not have street frontage, the amount of residential units it would contain and the high degree of surveillance available to all parts of the site on account of the number of windows installed on the building, would ensure that conditions in which anti social behaviour may be encouraged are not provided.

A condition would also be attached to any approval to require the development to be built to secured by design standards and maintained as such.

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

7.12 Disabled access

The proposed development incorporates adequate levels of disabled parking, would include step free ground floor access and all upper floors would be accessible by two lifts. The development would incorporate 10% of dwellings built to Building Regulations M4(3) specifications (wheelchair user dwellings). The Council's Access Officer, who has reviewed the application and raised no objection, has asked that a condition is attached to any approval requiring the remaining dwellings to be built to M4(2) standards (accessible and adaptable dwellings).

7.13 Provision of affordable & special needs housing

London Plan Policy 3.13 requires all developments involving a net increase of 10 or more residential units. Policy H 2 of the Local Plan Part 1 requires these to be supplied at a ratio of 35% of the overall development.

Para. 4.16 of the Council's Affordable Housing SPD states that where less than 35% affordable housing is proposed or an alteration to the 70%/30% tenure split, a justification for the departure from Policy H2 will be required, together with a financial viability appraisal to demonstrate that the maximum affordable housing provision is being delivered on-site.

The proposal does not include the provision of affordable housing. The applicant has provided a Financial Viability Assessment and supporting evidence which suggests that the development would not be viable if affordable housing was to be included. The documentation supplied has been assessed and it is considered to be acceptable.

The applicant is able to provide a commuted sum of £100,000 towards off site affordable housing provision and this would be included within a Section 106 agreement, should the application be approved. The following statement, provided by the applicant, accurately reflects the constraints of the site and provides justification for the position taken on affordable housing:-

Since the initial quote for demolition works in December 2016, further detailed site investigative works have now been undertaken which has uncovered significant additional (abnormal) costs. Specifically following the soil investigation undertaken at the site, it was discovered that a 500mm reinforced concrete steel slab covers the entirety of the site. The works to remove this will be labour intensive and as a result add considerable expense. Further to this cost, the site contains an existing basement, which will require dismantling, removal and refilling again. Given the age of the premises much of the roof/ceiling structure to the buildings containing asbestos which similarly will require careful removal and validation, that it has been disposed of appropriately at additional cost.

The soil investigation has also uncovered that the ground conditions are exceptionally elastic due to its high plasticity, which subsequently will require the development to have piled foundations at additional cost. Further abnormal costs have arisen from remediation works associated with soil contaminates, primarily from hydrocarbon fuels leaking from fleet vehicles when being stored and serviced at the site. In addition, given the existing use as a distribution centre for 'Dairy Crest' there are vast refrigerated store rooms which will need to be sensitively disposed of at further expense, further acknowledging the unique circumstances of this site.

There is also extensive third party works required as there are a range of existing adjacent premises/structures on all sides that will require careful enhancement works such as adding structural support to retaining walls and provision of additional insulation.

The substation serving the site has now been tested and will require a substantial upgrade to provide the correct output for the new development.

Overall, the development has a range of abnormal costs associated with it that significantly affects the viability of the scheme. The scheme is at level that is unviable to provide any affordable housing, however, the applicant has offered to provide a financial contribution of £100,000 towards offsite provision of affordable housing.

7.14 Trees, landscaping and Ecology

The site is currently entirely covered by buildings or hard surfacing. There are, however, TPO trees are present adjacent to the site, to the rear of properties on Tudor Way. Some of these trees are positioned adjacent to the site boundary and, whilst the proposed building would be stepped away from this boundary, a condition would be added to any approval given to ensure that details of adequate measures to prevent damage to these trees and their root protection areas during, and after, construction are submitted prior to commencement of development, and adhered to.

The front of the building includes a significant area of hard standing in the form of car parking spaces. However, the proposed development would incorporate soft landscaping within this area in order to contribute to urban greening, soften the visual impact of the building, enhance site drainage and to provided shaded area. The areas to the side and rear of the building, in which outdoor amenity space would be provided, would feature more extensive landscaping including tree, hedge and grass planting that would provide a suitable, visually stimulating and pleasant environment for future occupiers. Full details of

site landscaping and a management plan would be required by way of condition prior to the commencement of development.

It is therefore considered that the proposal would comply with Local Plan Policy BE 38.

7.15 Sustainable waste management

Accompanying plans demonstrate that the site would be accessible to servicing vehicles and that they would be able to turn within the site and, as such, enter and leave in forward gear.

A bin storage area would be provided at the entrance to the development. Details of the design of this feature would need to be supplied and this can be secured through the use of a planning condition. The storage area must be enclosed and secure so as to not attract vermin or generate clutter.

7.16 Renewable energy / Sustainability

The Design & Access Statement indicate that solar panels would be installed to provide supplementary renewable energy to the development. Full details of the location and appearance of these panels have not been provided at present and, therefore, a planning condition would be attached to any approval given to require submission of such details.

Overall, the development incorporates carbon reduction measures that achieve a carbon emission saving of 37%, with net emissions reduced to 18,134 kg/year (18.1 tonnes).

In order to comply with London Plan Policy 5.2, which requires zero carbon residential development, a cash in lieu contribution can be made to the Council to be ring fenced to secure delivery of carbon dioxide savings elsewhere. This would be secured by way of a Section 106 Agreement.

The sum of the contribution is calculated below, in accordance with London Plan Energy Guidance which uses the following formula:-

Shortfall (tCO₂) x 30 (years) x 60 (cost per tCO₂) equating to 18.1 x 30 x 60 = £32, 580.

7.17 Flooding or Drainage Issues

The site falls within Flood Zone 1 and is not within a Critical Drainage Area or susceptible to surface water flooding. Drainage details have been received and assessed by Drainage Officers. Further details of a sustainable drainage system would be required prior to commencement of development in order to ensure that the site is adequately serviced.

7.18 Noise or Air Quality Issues

The site is located within an air quality management area and the application has been assessed by the Council's Air Quality Officer who has raised no objection, subject to a monetary Section 106 contribution to support the Council's Air Quality Local Action Plan or to implement specific measures on and/or along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels.

This is on account of an expected increase in the amount of vehicles on the local road network as a result of the development which, whilst not significant from a traffic generation point of view, would be likely to increase emissions within the area.

There are no other neighbouring industrial uses that would have the potential to cause disturbance to future occupants of the proposed development.

Balconies are modestly sized and would not allow large congregations of people to spend

a sustained time on them. As such, it is not considered that they would give rise to unacceptable noise disturbance towards neighbouring residents.

Areas of the roof not used as a private terrace, most notably the entire section to the southern end of the building which faces towards properties on Tudor Way, will not be accessible to residents and a condition would be attached to any approval granted to prohibit any future use of these roof areas as a terrace or roof garden, in the interests of the amenities of neighbouring residents.

It is therefore considered that the proposed development would accord with Local Plan Policy OE 1 and Policies 7.6 and 7.15 of the London Plan.

7.19 Comments on Public Consultations

Matters relating to visual impact, amenity impact and traffic impact and accessibility are assessed in detail within the report. Other matters raised are clarified below.

No new access point is being formed. There would also be no access from the site to the green buffer between the site and the rear of properties on Tudor Way.

The trees present in the green buffer between the site and the rear of properties on Tudor Way are covered by a Preservation Order and, as such, any works to them would require approval by the Council. If a tree had to be removed due to being diseased or dying it would need to be replaced tree of suitable species and maturity.

The method for removal of and disposal of asbestos and any other potentially harmful materials would need to be submitted to, and approved by, the Local Planning Authority prior to commencement of development. This would be secured through use of a planning condition.

7.20 Planning obligations

MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

The applicant will provide a contribution of £100,000 towards off site affordable housing provision; and
An affordable housing review mechanism.

(ii) AIR QUALITY & HIGHWAY WORKS:

The applicant will provide a contribution of £130,000 towards Air Quality and Highway Improvement works.

The development would increase vehicle emissions along the local road network at a location with high nitrogen dioxide levels, therefore a contribution is required to support the Air Quality Local Action Plan and/or provide appropriate mitigation measures.

The S278/S38 is required for all highways works at the site access, including, but not limited to:

- a) Access works to the site;
- b) Provision of new kerbing and tactile paving on the public footpath;

(iii) ENERGY

Contribution of £32, 580

NON-MONETARY CONTRIBUTIONS:

(iii) PARKING PERMITS:

The Section 106 agreement must include a legal agreement to prevent future occupants from applying for car parking permits.

CIL:

The development involves a net increase in residential floor space and, as such, is liable to mayoral and London Borough of Hillingdon CIL charges. If the application is approved, liability notices will be issued to secure the required payments.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further matters.

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

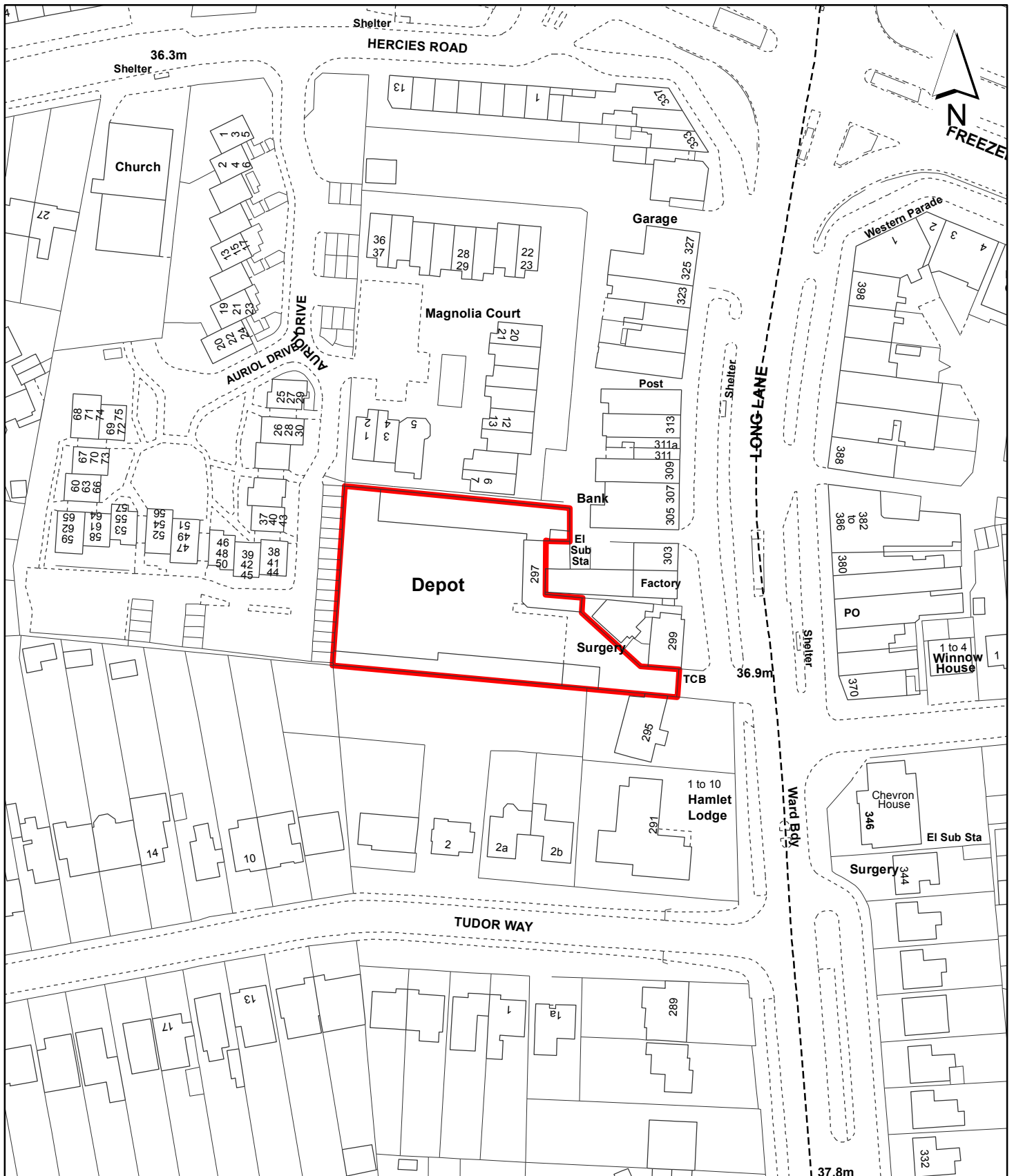
It is recommended that the application is approved, subject to the conditions included within this report and the signing of a Section 106 agreement to secure air quality contributions and highway works.

11. Reference Documents


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

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address	
297 Long Lane	
Planning Application Ref:	Scale
4860/APP/2017/2394	1:1,250
Planning Committee	Date
Major Application	January 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** RUISLIP BOWLS CLUB, MANOR FARM BURY STREET RUISLIP
- Development:** Single storey extension to eastern elevation of club pavilion. Removal of 2 existing sheds to the east of the pavilion and replacement with new shed adjacent to the west of the pavilion. Enlargement of existing upper terrace. Revisions to existing fenestrations and access arrangements (Application for Listed Building Consent).
- LBH Ref Nos:** 45220/APP/2017/3865
- Drawing Nos:** 2017/D/225/T/14 Rev A
Heritage Statement - 2017/D/225/P/10
Design & Access Statement - 2017/D/225/P/09
Location Plan - 2017/D/225/P/01
Proposed Site Plan - 2017/D/225/P/03
2017/D/225/P/04 Rev A
2017/D/225/P/05
2017/D/225/P/06 Rev A
2017/D/225/P/07
2017/D/225/P/08 Rev A
2017/D/225/P/11

Date Plans Received: 24/10/2017

Date(s) of Amendment(s):

Date Application Valid: 30/10/2017

1. CONSIDERATIONS

1.1 Site and Locality

The site is occupied by a single-storey detached pavilion which has stained waney edge timber cladding and a tiled, hipped roof. A single-storey extension with a low profile crown roof has been added to the rear and there is a collection of small timber sheds and storage containers positioned around the pavilion.

There is a pathway and terrace area to the immediate front of the building which faces on to a level bowling green which has been cut into sloping ground and is therefore at a lower ground level than the pavilion as well other surrounding land.

The site is enclosed by a mix of metal railing and timber fencing which is approximately 1.5 metres in height.

The site is within the Manor Farm Heritage Area which is Council owned land that incorporates the remaining earthworks of a Motte and Bailey castle and the buried remains of a Benedictine Priory, both of which are Scheduled Monuments and a number of Listed Buildings consisting of the former farmhouse as well as barns, one of which now houses Ruislip Library. These features all lie to the north of the site. To the rear is a pond which is surrounded by mature specimen trees.

The site falls within the wider Ruislip Village Conservation Area. The site is located within the core of the original village of Ruislip, an area that has retained the appearance of a semi-rural village owing to the clustered arrangement of historic buildings, including those accommodating public houses and shops, and the amount of mature landscaping which includes specimen trees, landscaped features such as ponds and large areas of green space.

1.2 Proposed Scheme

The proposal involves making a single-storey extension to the eastern (side) elevation of the existing bowls pavilion. The floor space offered by the proposed extension would measure approximately 11.6 metres in length by 6.4 metres in depth. The roof slope would continue to the front to provide a covered walkway beneath an overhang of approximately 1.65 metres in width, as is the case of the roof of the existing building. The ridge and eaves height would match those of the original building, as would the roof slope angles. The hipped end of the roof on the eastern elevation of the building would be replicated.

The paved terrace, which extends across the entire frontage of the existing building, would be extended to the full width of the extended building.

The enlarged floor area would provide an increase in storage space, allowing for the removal of some of the existing storage sheds that surround the building, as well as provide additional space for bowls club members, including allowing the building to be used for indoor bowls.

Alterations in fenestrations include repositioning of the main entrance so that it remains in the centre of the building frontage, provision of tri-fold double glazed oak doors on the frontage in place of existing windows and the removal of an external door on the western elevation and removal of ground floor windows within the eastern elevation.

1.3 Relevant Planning History

45220/APP/2016/3857 Ruislip Bowls Club, Manor Farm Bury Street Ruislip

Demolition of 2 no. sheds, single storey extension to existing pavilion, erection of detached building for storage/locker room use and associated external works.

Decision Date: 06-12-2016 **Approved** **Appeal:**

45220/APP/2017/3028 Ruislip Bowls Club, Manor Farm Bury Street Ruislip

Single storey extension to eastern elevation of club pavilion. Removal of 2 existing sheds to the east of the pavilion and replacement with new shed adjacent to the west of the pavilion. Enlargement of existing upper terrace. Revisions to existing fenestrations and access arrangements.

Decision Date: 30-10-2017 **Approved** **Appeal:**

Comment on Planning History

Planning permission for the proposed works has been granted under application 45220/APP/2017/3028.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 13th December 2017

2.2 Site Notice Expiry Date:- Not applicable

3. **Comments on Public Consultations**

No representations have been received from members of the public.

STATUTORY CONSULTEE'S:

HISTORIC ENGLAND:

I cannot see that the below application falls within our remit for consultation for Listed Building Consent.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS):

Please note, this is a comment submitted for the related planning application.

The proposed development lies adjacent to Ruislip motte castle scheduled monument and on the site of Manor Farm's rickyard. Archaeological remains of medieval and post-medieval date are therefore likely to survive under the bowls club but previous investigation indicates that minor works are unlikely to cause significant harm. However, groundworks for the proposed extension could reveal archaeological remains so they should be observed by an archaeologist to ensure that a record can be made of any discoveries.

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

INTERNAL CONSULTEE'S:

CONSERVATION OFFICER:

The site lies within the Ruislip Village Conservation Area and within the Manor Farm Complex, which includes a number of listed buildings and a Scheduled Ancient Monument. The site is therefore extremely sensitive in terms of its archaeology and the setting of the surrounding heritage assets.

The existing single storey club house building is a relatively modern structure, which is simply detailed and clad in timber. The adjacent small outbuildings to be removed are modern and of no historic interest. The proposed extension to the building has been developed with input from the Conservation and Design Team, and no objections are raised in principle to the scheme in terms of its design or impact on the setting of the surrounding heritage assets.

If supported, conditions will need to be included re the agreement of samples of materials and finishes for the external elevations/roof; clock design; design details of the windows,

doors and shutters. The design of the forecourt walls; details of hard and soft landscaping; lighting and other security measures; handrails and ramp. Plus also add conditions as required by GLAAS in their letter of 28th September

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE9	Listed building consent applications for alterations or extensions
BE10	Proposals detrimental to the setting of a listed building
LPP 7.8	(2016) Heritage assets and archaeology
NPPF	National Planning Policy Framework
NPPF12	NPPF - Conserving & enhancing the historic environment

5. MAIN PLANNING ISSUES

The existing pavilion is regarded as a curtilage Grade II Listed Building on account of its location within the former grounds of Ruislip Manor Farm.

The building itself is not considered to possess any significant architectural value although it is considered to be sympathetic to the setting of nearby Listed Buildings by virtue of its modest scale and timber cladding.

The proposed extensions increase the size of the building in terms of width but do not alter its depth or height. The enlarged footprint of the building would extend to the east of the site where there is a tree lined footpath and a car park. The building would not advance significantly closer to neighbouring Listed Buildings and the green buffer maintained between the pavilion and the Listed former farm buildings would not be eroded. The general form of the building would be maintained, with the height not increased and the roof remaining hipped. The external appearance would also be preserved through the use of timber cladding.

As a result, it is considered that the works would not remove or obscure any significant features of heritage value due to the extension being made to a relatively modern building and that they would also not harmfully impact upon the setting of the neighbouring Listed Buildings.

It is therefore recommended that the proposed development accords with Policies BE 9 and BE 10 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and, as such, Listed Building Consent for the proposed development should be granted.

6. 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 the land.

2 LB1 Time Limit (3 years) - Listd Building Consent

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

REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) 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/D/225/P/02;
2017/D/225/P/03;
2017/D/225/P/04 Rev A;
2017/D/225/P/05;
2017/D/225/P/06 Rev A;
2017/D/225/P/07;
2017/D/225/P/08 Rev A;
2017/D/225/T/14 Rev A

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

REASON

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

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:

Design & Access Statement;
Heritage 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 objectives of the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM7 Materials (Submission)

No development shall take place until details and samples of all materials and external surfaces, to include external elevations/roof; clock design and design details of the windows, doors and shutters, 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 9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 AR3 Sites of Archaeological Interest - scheme of investigation

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

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

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

The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE 3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

- 1** 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.
- 2** Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-
 - A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

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

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

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

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

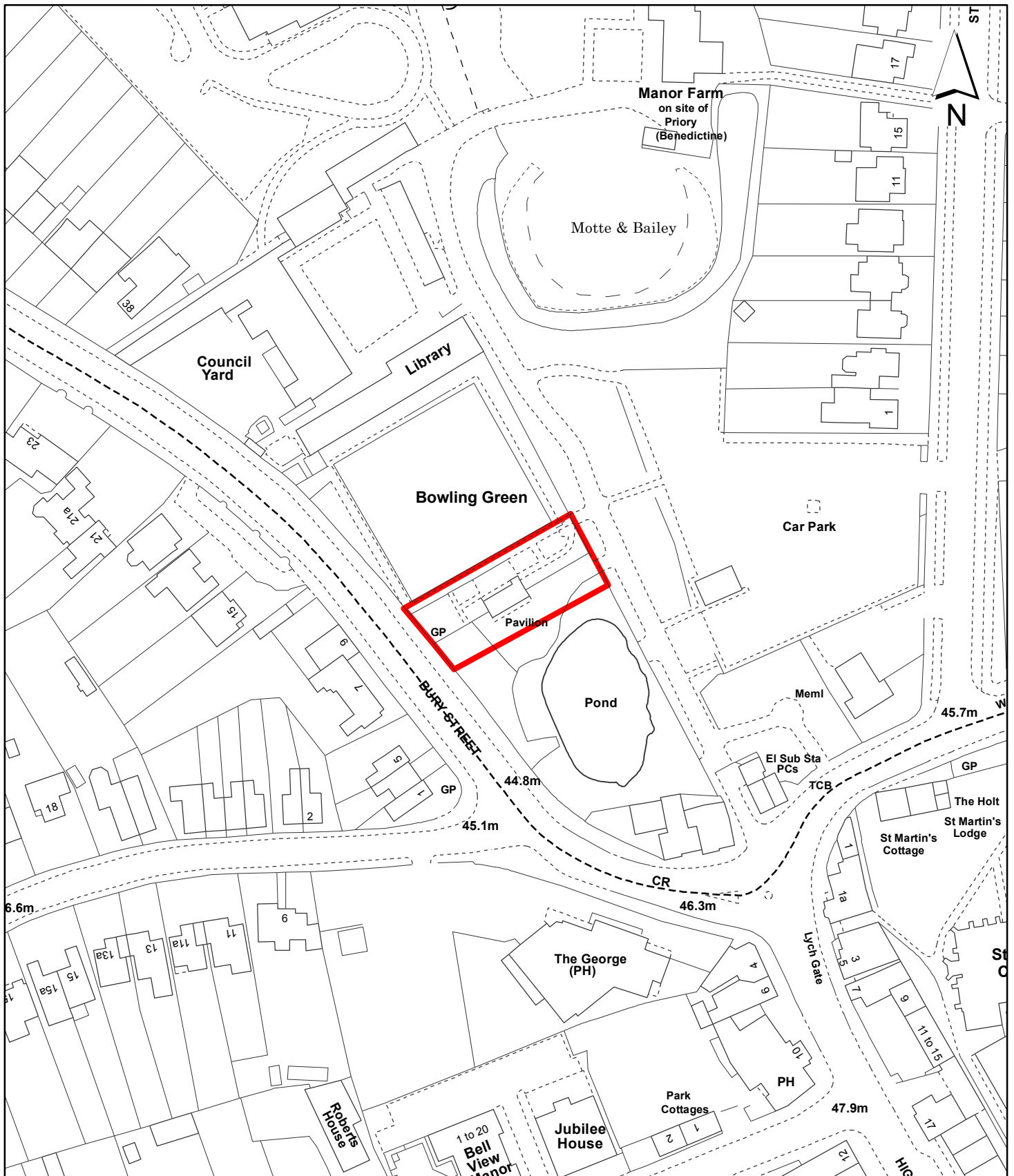
- 3 As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.
- 4 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).

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes

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Site Address	
Ruislip Bowles Club	
Planning Application Ref:	Scale
45220/APP/2017/3865	1:1,250
Planning Committee	Date
Major Application	January 2017

LONDON BOROUGH OF HILLINGDON

Residents Services

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



HILLINGDON

LONDON

Agenda Item 8

Report of the Head of Planning, Sport and Green Spaces

Address	LAND AT CESSNA ROAD HEATHROW AIRPORT HOUNSLOW		
Development:	Section 73 application to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport. Changes include alterations to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal re-arrangements.		
LBH Ref Nos:	62360/APP/2017/3000		
Drawing Nos:	083-L(PL)-402 Rev P3 - Section B 083-L(PL)-403 Rev P3 - Section C 083-L(PL)-404 Rev P3 - Section D 083-L(PL)-405 Rev P3 - Section E 083-L(PL)-406 Rev P3 - Section F 083-L(PL)-501 Rev P4 - Elevation 1 083-L(PL)-502 Rev P4 - Elevation 2 083-L(PL)-503 Rev P4 - Elevation 3 083-L(PL)-504 Rev P4 - Elevation 4 083-L(PL)-505 Rev P4 - Elevation 5 Addendum to Design and access statement 170815 083-L(PL)-204 P3 - Location Plan 083-L(PL)-300 P2 - Proposed floor plan level 0 083-L(PL)-301 P1 - Proposed floor plan level 1 083-L(PL)-302 P1 - Proposed floor plan level 2 083-L(PL)-900 P3 - Proposed Bridge Link Plans 083-L(PL)-901 P2 - Proposed Link Bridge Typical Bridge Sections Details 083-L(PL)-902 P3 - Proposed Link Bridge Elevations 083-L(PL)-903 P3 - Proposed Link Bridge Access Route 083-L(PL)-904 P1 - Proposed Link Bridge Access through car park 083-L(PL)-303 P2 - Proposed floor plan levels 3-13 083-L(PL)-314 P1 - Proposed floor plan level 14 083-L(PL)-401 P2 - Section A 083-L(PL)-407 P3 - Section G 083-L(PL)-408 P3 - Section H Covering Letter -T2 Hotel S73 083-L(PL)-509 Rev P4 - Elevation 9 083-L(PL)-506 Rev P4 - Elevation 6 083-L(PL)-507 Rev P4 - Elevation 7 083-L(PL)-508 Rev P4 - Elevation 8 A-1001 Red Line Plan		
Date Plans Received:	15/08/2017	Date(s) of Amendment(s):	15/08/2017
Date Application Valid:	17/08/2017		01/12/2016 07/09/2017

1. **SUMMARY**

The proposed increase in height and footprint of the building would be effectively absorbed into the overall building without significantly altering its general form, appearance or character. The repositioned elevated walkway would appear similar to the approved walkway, albeit at a marginally higher level.

The increased height of the building would not result in any aircraft safeguarding concerns.

The amount of parking provided would be sufficient to serve the increased number of rooms, given the nature of the site, expected clientele and the forms of transport they would be likely to use.

The remodelled service areas allow for more plant and equipment to be located within the building, thereby preventing external clutter.

2. **RECOMMENDATION**

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

a) That the Council enter into a deed of variation to the legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the legal obligations secured under the original consent (reference 62360/APP/2015/4277).

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

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

d) The varied Section 106 agreement must include measures to secure the continued provision of disabled parking within the multi storey car park to serve the hotel.

e) That if any of the heads of terms have not been agreed and the S106 legal agreement has not been finalised by the 10th April 2018, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

f) 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.

g) 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 COM1 Outline Time Limit

The development hereby permitted shall begin either before the expiration of three years from 1st December 2016, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

2 COM2 Outline Reserved Matters

Details of the landscaping (hereinafter called "the reserved matters") shall be submitted to the local planning authority before the expiry of three years from the date of outline permission 62360/APP/2015/4277 (dated the 1st of December 2016) and approved in writing before any development begins. The submitted details shall also include details of:

(i) Any phasing for the development.

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

REASON

To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

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:-

A-1001- Red Line Plan

083-L(PL)-204 P3 Location Plan;

083-L(PL)-300 P2 Proposed floor plan level 0;

083-L(PL)-301 P1 Proposed floor plan level 1;

083-L(PL)-302 P1 Proposed floor plan level 2;

083-L(PL)-303 P2 Proposed floor plan levels 3-13;

083-L(PL)-314 P1 Proposed floor plan level 14;

083-L(PL)-401 P2 Section A;

083-L(PL)-402 P3 Section B;

083-L(PL)-403 P3 Section C;

083-L(PL)-404 P3 Section D;

083-L(PL)-405 P3 Section E;

083-L(PL)-406 P3 Section F;

083-L(PL)-407 P3 Section G;

083-L(PL)-408 P3 Section H;

083-L(PL)-501 P4 Elevation 1;

083-L(PL)-502 P4 Elevation 2;

083-L(PL)-503 P4 Elevation 3;

083-L(PL)-504 P4 Elevation 4;

083-L(PL)-505 P4 Elevation 5;

083-L(PL)-506 P4 Elevation 6;

083-L(PL)-507 P4 Elevation 7;

083-L(PL)-508 P4 Elevation 8;

083-L(PL)-509 P4 Elevation 9;

083-L(PL)-900 P3 Proposed Bridge Link Plans;

083-L(PL)-901 P2 Proposed Link Bridge Typical Bridge Sections Details;

083-L(PL)-902 P3 Proposed Link Bridge Elevations;

083-L(PL)-903 P3 Proposed Link Bridge Access Route;
083-L(PL)-904 P1 Proposed Link Bridge Access through car park;

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

REASON

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

4 COM5 General compliance with supporting documentation

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

Reduction in energy use and renewable technology installation
Surface Water Drainage Strategy
Lifetime Homes Standards
Wheelchair Units
Cycle Parking and Cyclist Facilities
Refuse and Recycling Storage
Obscure Glazing
Noise Mitigation Measures
Design and Access Statement Addendum prepared by Unum Partnership
Planning Statement; Section 73 Application.

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 BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 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).

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 Covered and secure cycle storage for 22 bicycles
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 3 parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

5. Other

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE 13, BE 38 and AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

8 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 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.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE 11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 NONSC PV details

Prior to the commencement of development a scheme for the inclusion of Photovoltaic Panels shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include a final roof plan showing the inclusion of the PVs as set out in the Energy Strategy (January 2016), accompanied by the PV specifications and how the effectiveness of the panels will be monitored. The development must proceed in accordance with the approved plans.

REASON

To ensure a sustainable form of development is provided in accordance with the requirements of London Plan (2015) Policy 5.2.

10 NONSC Low emission strategy

No development shall commence until a low emission strategy has been submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall address the fleet composition serving the Hotel to be Euro 5 or above or have

implemented retrofitting devices that will enable compliance with such Euro standards.

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

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.

REASON

As the the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan (2015), and policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Thames Water 1

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community, in accordance with policy OE8 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

12 NONSC Thames Water 2

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

REASON

To comply with policy OE8 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12, and because the proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

13 NONSC Delivery and Servicing Plan

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

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods, with the aim of reducing the impact of residual freight activity;
- ii) ensure there is provision of adequate loading facilities;

- iii) ensure that the delivery space and time is actively controlled through a site booking plan;
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

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

REASON

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

14 NONSC Construction Logistics Plan

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

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours),
- ii) booking systems,
- iii) construction phasing,
- iv) vehicular routes,
- v) scope for load consolidation in order to reduce the number of road trips generated,
- vi) measures to improve safety to vulnerable road users'
- vii) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),

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

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

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (2015).

15 NONSC Signage

Prior to commencement of development details of signage, to improve wayfinding and direct guests to the hotel, particularly from the station area, shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be installed in accordance with the approved details and retained and maintained for the lifetime of the development.

REASON

To ensure easy wayfinding and encourage use of public transport in accordance with policy T1 of the Hillingdon Local Plan: Part 1 Strategic Policies (November 2012).

16 NONSC Taxi rank details

Prior to commencement of development full details of the proposed drop-off lay-by for taxis, cars and vans, to include details of layout and a management plan, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON

To ensure the development has no adverse impact on the local highway network in accordance with policies AM2 and AM7 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17 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 (2015) Policies 7.1 and 7.3.

18 NONSC Accessibility 1

Notwithstanding the approved plans, the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms shall be:

- 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).

REASON

To ensure a fully inclusive environment in accordance with Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) R16 and AM13 and Policy 7.2 of the London Plan (2015).

19 NONSC Accessibility 2

Prior to occupation of the development an Hotel Accessibility Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall provide details to demonstrate how the management and operation of the hotel will meet the needs of future users and include the measures to ensure the awareness and training of staff responsible for day-to-day contact with visitors using the building and facilities.

REASON

To ensure a fully inclusive environment in accordance with Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) R16 and AM13 and Policy 7.2 of the London Plan (2015).

20 NONSC Drainage

Prior to the commencement of development a scheme for the provision and management of surface water run-off through the use of sustainable drainage techniques shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall (a) clearly identify and detail the existing surface water management regime (up to and including the 1:100 year storm event) across the whole of the site within the red-line boundary and (b) shall include details of the techniques and technology to reduce the surface water run-off from the pre development levels identified in

(a) The methods to reduce and attenuate the runoff

(b) shall follow the drainage hierarchy set out in the London Plan and should target a greenfield run-off rate (in a 1:100 year storm event) with appropriate justification provided where this is not feasible. The scheme shall also

(c) demonstrate how the management and storage of surface water run-off contributes to an efficient use of water consumption within the proposed development through harvesting and re-use (such as WC flushing and grey water use). The development must proceed in accordance with the approved scheme.

REASON

To ensure the development delivers a sustainable use of water and the reduction in surface water run-off thereby reducing the risk of flooding in accordance with Policy EM6 of the Local Plan Part 1, Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.12 and 5.13 of the London Plan (2015).

21 NONSC Non Standard Condition

No construction work shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the London Borough of Hillingdon.

No construction work shall be carried out on site above 25m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

REASON

In the interests of the safe operation of Heathrow Airport and of NATS En-route PLC.

22 NONSC Non Standard Condition

No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Local Planning Authority in consultation with the "Radar Operator".

Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON

In the interests of the safe operation of Heathrow Airport and of NATS En-route PLC.

23 NONSC Non Standard Condition

No development shall take place until mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the H10 Radar at Heathrow Airport.

REASON

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

24 NONSC Non Standard Condition

No Development can take place until further assessment has confirmed that there is no impact or mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the Multilateration systems at Heathrow Airport.

REASON

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

25 NONSC Non Standard 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 following:

Details of cranes and other tall construction equipment (including crane locations, operating heights and details of obstacle lighting). Such schemes shall comply with Advice Note 4 'Cranes and Other Construction issues' (available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)). 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 breach the Obstacle Limitation Surface (OLS) at Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. and to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

26 NONSC Non Standard Condition

Before development commences details of the construction & permanent lighting scheme for the development shall be submitted to the Local Planning Authority for their written approval. No subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to control the construction & permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

27 NONSC Non Standard Condition

Any external cladding used on the building must comply with all applicable parts of Schedule 1 to the Building Regulations including Approved Document B guidance.

In particular;

- External surfaces should meet the performance set out in Diagram 40,
- Each element of the cladding system including any insulation product, filler material etc. should be of limited combustibility (as defined in table A7 - eg Class A2 to BS EN 13501-1).
- Cavity barriers should be provided to close the edges of cavities, around openings, and in line with every compartment floor and wall.

Or alternatively:

- Cladding systems (including any necessary compartmentation and cavity barriers) shown to meet the performance criteria in BR 135 using full scale test data from BS 8414 -1 or -2 as appropriate will be acceptable.

Fixings should take account of the condition of the building substrate and performance in a fire.

REASON:

To ensure and maintain a secure and safe environment in accordance with Policy 7.13 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 Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
A4	New development directly related to Heathrow Airport
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
	Accessibility for elderly people, people with disabilities, women and

R16	children
R17	Use of planning obligations to supplement the provision of recreational 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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 7.14	(2016) Improving air quality
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4 I1 Building to Approved Drawing

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

5 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.

7 114 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

8 115 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.

9 119 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).

10 I34 Building Regulations 'Access to and use of buildings'

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

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

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

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

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

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

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

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

11

With regard to condition 11 Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

12

With regard to condition 12 the applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

13

The Council's Waste Strategy Manager has provided the following advice:

The development could give rise to the need for a substantial number of standard sized 1,100 litre eurobins. Accordingly, use of 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 plan indicated a compactor system is included; this would be the logical option for the volume of waste.

b) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, and plastic bottles. Some of the waste containers should be allocated to collect recyclable items.

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

d) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) If gates / doors are added to the waste storage area these need to be made of either 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 sufficient clearance either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) If 1,100 litre bulk bins are used for the collection of certain waste streams these should not have to be moved more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

g) The gradient of any path that the bulk bins (1,100 litres) 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.

h) The access road to the waste storage area must be able to withstand the load of the collection vehicle. Allow up to 32 tonnes for front end loader or roll on roll off vehicles. It must also be 4 metres wide.

General Point

- The client for the building work should ensure that the contractor complies with the Duty

of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

14

You are advised that the principles of inclusive design in terms of communication, lighting, WC facilities, adjoining bedrooms and accessible ensuite facilities, signage and evacuation, should be in line with the relevant specifications of BS 8300:2010+ A1, and, BS 9999:2008

3. CONSIDERATIONS

3.1 Site and Locality

The site is located within the Central Terminal Area at Heathrow Airport. The adjacent roads are not adopted but are privately owned and controlled by the airport operator - Heathrow Airport Limited (HAL), as is most of the land and property in the surrounding area which is all used for airport purposes.

The site comprises 0.68ha of open area adjacent to the new Terminal 2 multi-storey car park . The car park is located to the east side of the site while to the west side are the major elevated road ramps (8 lanes) some of which lead to the Terminal's drop-off / pick-up area on the top level of the multi-storey car park. Beneath the vehicle ramps is an open area including motorcycle parking. The main part of the site comprises a largely grassed area with some new trees and a minor one-way access road (Cessna Road) which runs north to south plus small accesses off this.

To the north, the site adjoins the main one-way circulatory road system carrying all traffic around the Central Terminal Area, and has been reconfigured following construction of the new Terminal 2.

The site is designated on the Hillingdon Local Plan Proposals Map as part of Heathrow Airport.

3.2 Proposed Scheme

The originally approved application was for outline permission but with only landscaping matters reserved. The approval relates to a 13-storey hotel building which would provide a total of 298 bedrooms as well as space for a restaurant, reception, meeting rooms and plant. The approved building includes a elevated walkway linking it to the adjacent multi-storey car park at first floor level. The approved development is car free, with the exception of 9 disabled parking bays.

The proposal involves varying the approved plans for the development in order to allow for the following:-

Increase in height of the building to accommodate an additional floor, allowing for an additional 62 bedrooms to be provided (360 in total). An additional pebble shaped boardroom extension would also be mounted on the roof of the building, towards the northern end.

Adjustments to the floorplate resulting in an increase in the amount of floor space at ground floor level. This would be achieved by providing further floor space beneath the road ramps serving the drop off facilities for Terminal 2 that are raised over the western part of the site

(to the rear of the hotel) and also by infilling part of the undercroft areas to the northern and southern ends of the building.

The raised walkway linking the hotel building to the multi-storey car park would be relocated from first floor level to second floor level in order to allow for necessary clearance space for delivery vehicles.

Removal of the 9 x disabled parking bays provided on site, with 4 of those spaces relocated to level 1 of the adjacent multi-storey car park.

A lengthened drop-off lay-by to the front of the site. This would extend along the entire building frontage and would be positioned in the undercroft, overhung by the upper floors of the hotel building. Access to the lay-by would be taken from Cessna Road and vehicles exiting would rejoin the same road.

Adjustments to the loading bay arrangements to the rear of the building, beneath the road ramp.

3.3 Relevant Planning History

62360/APP/2015/4277 Land At Cessna Road Heathrow Airport Hounslow

Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport.

Decision: 26-07-2016 Approved

Comment on Relevant Planning History

Outline approval was granted for the proposed hotel under application 62360/APP/2015/4277, with a number of conditions attached. The only reserved matter related to the submission of details of any phasing of the development. No reserved matters application has been received to date but the deadline date for submission of such details is not reached until the 19th of November 2018.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.T1 (2012) Accessible Local Destinations
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management

PT1.EM6 (2012) Flood Risk Management

PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE36 Proposals for high buildings/structures in identified sensitive areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- A4 New development directly related to Heathrow Airport
- T2 Location of tourist accommodation and conference facilities
- T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
- 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
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- LPP 4.5 (2016) London's Visitor Infrastructure
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 7.14 (2016) Improving air quality
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character

- LPP 7.7 (2016) Location and design of tall and large buildings
LPP 8.2 (2016) Planning obligations
LPP 8.3 (2016) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 2nd October 2017

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GREATER LONDON AUTHORITY (GLA):

No strategic issues.

NATIONAL AIR TRAFFIC SERVICES (NATS) SAFEGUARDING:

NATS En Route LTD's position remains unchanged from that for the previous application, specifically that it supports a conditional consent subject to the imposition of planning conditions requiring a Radar Mitigation Scheme and a Crane Operation Plan.

NATS has been engaged with the Applicant in advance of the resubmission and is currently engaged around the agreement required in order to deliver the works to mitigate the radar impact. While an agreement is not currently in place, NATS is satisfied that an agreement will be forthcoming and that mitigation is tangible and can be delivered within the lifetime of the consent.

I note from the decision notice, that a single Radar Mitigation Scheme condition was requested for the previous consent; while this is acceptable to NATS, where timescales are very short these can delay the start of ground and associated low level works. As NATS does not anticipate an impact on its H10 radar until the proposed development exceeds the height of the Terminal 2 area, subject to the agreement of the Applicant and LPA, NATS would be happy for the condition to be split into 2 parts allowing work to commence in advance of the mitigation scheme being implemented.

It should be noted that the requirements for this condition relate to the infrastructure and operations of NATS En Route LTD and are separate from any restrictions Heathrow Airport LTD may have requested separately.

Should the London Borough of Hillingdon be minded to grant the application NATS respectfully requests that standard aviation conditions are imposed on any consent.

ENVIRONMENT AGENCY:

The application site is located approximately 100m from a 29m high gas boiler emissions stack (448) which is currently regulated by the Environment Agency under Permit Reference BQ3789IK. We have reviewed the "Air Quality Screening Assessment: Heathrow T2 Hotel report", submitted. It is not immediately clear to us that the developers have considered the proximity of the permitted site as an established local point source of emissions (NO_x and CO) and how the hotel may interact with/be impacted by the dispersion/plume, given the hotel's proposed 12 floors.

It would be appropriate for the risk assessment to consider the impacts of introducing the hotel in the

proposed location on public health etc. In the assessment it would be appropriate for Heathrow Airports Ltd (HAL) to indicate any constraints from their point of view on the hotel development with respect to the 448 stack emissions (e.g. is there a building height and proximity for the hotel which HAL would wish to limit the development to?)."

Internal Consultees

LANDSCAPES:

This is a S.73 application which is not thought to have any significant impact on the (limited) landscape potential of the site. Please refer to previous comments.

FLOODING & DRAINAGE:

There are no in principle issues with the proposals However no information has been provided on the changes to the drainage scheme needed to accommodate these changes. However it is noted that the extension of the floor area is underneath the ramp and therefore should not make any difference, as long as capacity for water storage is retained.

HIGHWAYS:

The roads within the airport boundary are not adopted by the Council and are under the jurisdiction of Heathrow Airport Ltd. In terms of vehicular trips there would not be any material difference arising from the changes being proposed. The relocation of disabled bays from the ground level to the MSCP close to where a new pedestrian link at the upper level is proposed is considered to be an improvement as it provides all weather parking and covered pedestrian link to the hotel reception. Access from the previous GL parking would have required disabled persons to cross a road to get to the reception. However the number of disabled spaces have been reduced from 9 to 4 and justification is required.

ACCESS:

It is unclear from the details whether this Section 73 application has fully considered the requirements of London Plan policy 4.5. The following comments should therefore be observed: 1. Details should be submitted to demonstrate that the bridge link, proposed between T2 and the second floor of the hotel, has been designed to accord with inclusive design principles. 2. In accordance with BS 8300:2009+A1:2010, a parking space should be provided for each additional accessible bedroom. Based on the provision of 62 additional bedrooms, a minimum of 6 accessible bays should be incorporated into the scheme. 3. The minimum provision of additional accessible bedrooms as a percentage of the total number of bedrooms should be: i. 5% without a fixed tracked-hoist system (see example in Figure 59); 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. 4. To ensure that disabled people and others who are less mobile can evacuate from the building independently, suitable provisions should be incorporated. It is strongly recommended that the proposed firefighting lift is specified and commissioned to allow its use as an evacuation lift. Advice from a suitably qualified Fire Safety Officer should be sought prior to construction. It is, however, not considered acceptable to provide only a refuge in development of this type and scale. Conclusion: further details should be submitted, or a suitable planning attached to any grant of planning permission.

(Officer Comments: Conditions are imposed where relevant, however some matters relating to fire safety will be dealt with under the Building Regulations Approved as necessary. Whilst only 4 car accessible spaces are being provided, below the requested 6 spaces, they are now located in a much more accessible location and an enhanced drop off point is provided to encourage people to take a taxi rather than drive and park at the airport.)

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development of the site for hotel use has already been established following the approval of the outline application. The general nature and use of the development remain unchanged as a result of the proposed amendments to the scheme, although it is noted that the additional storey proposed results in an increase in the amount of bedrooms accommodated within the building. The paragraphs below demonstrate that the principle of the development is acceptable under local and regional policies.

The site falls within the boundary of Heathrow Airport. Policy A 4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires development directly related to Heathrow Airport to be located within the airport boundary, and development not directly related to Heathrow Airport to be located outside of the the airport boundary.

Whilst not specifically listed in this policy as an acceptable use, the supporting text to this Policy, in paragraph 11.18, states that "hotels and conference facilities may be appropriate if suitable land is available inside the airport boundary." The site has most recently been used as an operational car park but is now surplus to the operational requirements of the airport. The site is too small for uses directly relating to the operation of the airport such as air cargo transit sheds, car hire facilities, flight catering, freight forwarding and airport industry and warehousing. As such the only alternative operational use practical for the site would appear to be airport related B1 office use.

Policy 4.5 of the London Plan (2016) states that the Mayor, Borough's and other stakeholders should 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. It goes on to target a net addition of 40,000 hotel bedrooms by 2036.

The proposed hotel is considered to provide an opportunity to improve the prestige and public realm/visual setting of Terminal 4. It is therefore considered that the benefits of the proposed development outweigh any harm it may cause to any of defined range of airport related uses, as set out in Policy A 4 of the Hillingdon Local Plan

It should be noted that the Mayor of London, in providing Stage 1 comments for the outline application, supported the principle of development on the grounds of alignment with the contents of Policy 4.5 of the London Plan 2016.

Accordingly the principle of the development is acceptable.

7.02 Density of the proposed development

Not relevant to an application of this nature.

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

Historic England were consulted on the original application and raised no objections, nor did they require any conditions to be attached to the development. The footprint of the building would be only marginally altered and it is not considered that this would give rise to any concerns over the potential to disturb archaeological remains, particularly given the intensely developed nature of the site and surrounding area.

7.04 Airport safeguarding

Neither NATS or Heathrow Airport raised any objections to the original scheme. The proposed scheme results in an increase in the height of the building. However, there remains no objections, subject to compliance with relevant conditions relating to a Radar Mitigation Scheme (RMS) and the operation of cranes on site.

NATS have also approved the modification of Condition 21 of the outline approval, which required a Radar Mitigation Scheme (RMS) to be submitted to, and approved, by the Council and implemented prior to commencement of construction. NATS have stated that Radar operations would not be impacted during construction of the lower floors of the building and that the scheme would only need to be implemented when works being carried out are at 25 metres or more above ground level.

7.05 Impact on the green belt

The site is not within, nor immediately adjacent to the green belt and it is not considered that the proposed development would appear disruptive within the green belt or obstruct views towards it.

7.06 Environmental Impact

Hotels fall within Schedule 2 development under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. However, these relate only to hotel complexes outside urban areas and associated developments. As such, there is no requirement for further assessment of the development under EIA legislation.

7.07 Impact on the character & appearance of the area

The proposed variation increases the size of the hotel building from 13 to 14 storeys, with the addition of the roof mounted boardroom. The hotel in its original form would have been the tallest conventional building within the airport perimeter, with the exception of the control tower. It is not considered that the proportionally modest increase in height resulting from the additional storey and the boardroom would significantly alter the dynamic relationship and balance between the hotel building and surrounding structures. Although tall, the building is slender and would not appear overly bulky, particularly in relation to the adjacent 6 level multi-storey car park and terminal buildings which are wide structures with a strong horizontal emphasis. It is considered that the vertical emphasis of the building, which was present within the original design and received merit for providing a welcome contrast to more commercial appearance of surrounding buildings, remains as a defining feature of the amended design as does the use of curved exterior elevations.

The boardroom mounted on the roof top would be stepped in from the edges of the roof and would occupy only a portion of the roof towards the northern end of the building. It would be clad in vertically aligned glazing that would compliment the vertical strips of glazing that are a strong characteristic of the design of the overall building.

The raising of the elevated walkway by one storey would not alter the general appearance of the building nor would it unbalance it as the walkway would still be attached to the bottom quarter of the building. The design reflects that seen on other raised walkways throughout the airport and is therefore considered to be in keeping with the surrounding environment.

The proposed design amendments are therefore not considered to have compromised the general form and mass of the building as they have been assimilated well within the structure so as not to appear contrived or awkward.

The remodelled service areas allow for more plant and equipment to be located within the building, thereby preventing external clutter.

In view of these considerations, it is considered to comply with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) as well as Policies 7.5 and 7.6 of the London Plan.

7.08 Impact on neighbours

The site is located well within the Central terminal Area of Heathrow Airport. There are no

residential properties within the Heathrow Airport boundary.

7.09 Living conditions for future occupiers

The proposed building would house a hotel and, as such, there are no planning policy based amenity and floor area standards to which it must comply. Nevertheless, the building has been designed to ensure all hotel rooms are served by windows and have access to natural light. Issues related to disabled access requirements are discussed in section 7.12 of this report.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The approved outline hotel development was to be car free, save for the provision of 9 disabled parking bays. The amended scheme has reduced the amount of disabled parking bays provided to 4 and these have also been relocated to the multi-storey car park which is adjacent to the site. The relocated spaces, whilst not on the site itself, have the advantage of being covered and level access to the hotel building would be provided by the elevated walkway which would link to the second floor, where the main reception would be located.

Cycle parking for 22 staff bicycles is proposed. Visitors would be allowed shared use of these spaces should the need arise. This amount of cycle parking is considered sufficient, particularly as cycle access to the terminals is not allowed. Given the location of the proposed hotel adjacent to Terminal 2, it is considered highly likely that future patrons would be entirely made up of air travellers who will have travelled to the airport by taxi, public transport or have arrived by aeroplane.

TfL have been consulted and have raised no concerns relating to the amount of parking spaces provided being insufficient as a result in the proposed uplift of 62 bedrooms which would be provided within the amended building design.

7.11 Urban design, access and security

The proposed building maintains the overall form and characteristics that were valuable features of the approved building. The overall design is considered to be high quality and would represent an enhancement within the surrounding area.

The site itself is considered to be secure given its location within the airport perimeter. The proposed modifications are not considered to introduce any features that would result in the overall building being less secure or more attractive to crime.

7.12 Disabled access

Room sizes and layout would remain similar to the approved scheme. The condition attached to the outline approval which required a proportion of the bedrooms provided to either have a fixed track hoist or to be adaptable to future accessibility standards would be carried over to any approval given.

The proposed development would result in the relocation of disabled parking spaces from an outdoor compound adjacent to the proposed hotel to the adjacent multi-storey car park. The number of disabled car parking spaces would also be reduced from 9 to 4.

In this instance, it is considered that the reduction in disabled car parking provision is acceptable as the amended plans mitigate against this by providing an enhanced drop off area plan for disabled hotel guests and the parking spaces will now be in a covered area. Level access to the hotel would be derived from the elevated walkway which leads directly to a reception area.

The use of the building as a hotel, specifically its use as a hotel to serve airport customers, is also considered relevant as it is likely that the majority of customers would not be

travelling in a private vehicle.

It should also be noted that HAL have prevented 10% wheelchair accessible parking rather than the applicant as the land has now been allocated for the parking of high sided vehicles which cannot access the multi storey car park.

7.13 Provision of affordable & special needs housing

Not relevant due to the nature of the application.

7.14 Trees, Landscaping and Ecology

Details of landscaping are reserved for future consideration. Notwithstanding this, no landscape features of merit would be lost as part of the development and it is considered that there is scope for a high quality landscape scheme to be delivered. Notably, subject to suitable conditions, no objections have been raised by the Council's Trees/Landscape Officer.

7.15 Sustainable waste management

The application plans show details of a dedicated space within the ground floor of the building allocated to storage of bins for recyclable and non-recyclable waste generated by the hotel as well as areas for deliveries and waste collections - which would be undertaken by commercial contractors. Tracking plans within the Transport Assessment provide details of on-site HGV manoeuvring areas. All is in accordance with London Plan policies 5.16 and 5.17 that require adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

7.16 Renewable energy / Sustainability

This was considered when determining the outline application and the condition relating to the use of renewable energy and carbon reduction requirements attached to that approval would transfer effectively to the revised scheme.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone or a critical drainage area. The outline approval included provision of a cellular storage tank to attenuate runoff for storms up to and including the 1:100 year + 30% climate change event, restricting post development flows to 5.0l/s maximum. This can be achieved within a cellular storage attenuation tank some 12.0m by 7.0m by 1.2m deep with a void ratio of 95%.

The increase in the footprint of the building has been achieved through the infilling of undercroft areas and the area beneath the ramp roads. As such, it is not considered that there would be a material increase in surface water run off and, therefore, the approved tank facility would be adequate.

The submitted Surface Water Drainage Strategy confirms that the site is not at risk of flooding and that an area of below ground storage (beneath the elevated roadway) would provide compensatory storage capacity to attenuate any future increase in run-off rates that could contribute to flooding elsewhere.

A detailed drainage strategy is required pre-commencement as per the condition attached to the outline approval.

7.18 Noise or Air Quality Issues

Noise impact on hotel occupants would not normally be of concern with regard to hotel uses in respect of the development plan. However, given the very close proximity of this site to airport activity, a condition was attached to the outline approval to ensure the hotel incorporates sound insulation to reduce aircraft noise within the interior.

7.19 Comments on Public Consultations

No comments have been received from members of the public.

7.20 Planning Obligations

The outline application included a Section 106 agreement and a Deed of Variation will need to be signed in order to ensure that the agreement relates to the current application, if approved. The agreement would also need to be modified to include an obligation to provide the 4 off site disabled parking bays within the adjacent multi-storey car park.

A CIL notice was served for the outline approval of the application. The current proposal includes an increase in the floor space of the hotel and, as such, a revised CIL notice will be issued to ensure that the correct contribution is provided.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

FIRE SAFETY:

By marginally increasing the building footprint, the proposed building would benefit from 2 fire-fighting cores, with one of these cores incorporating a fire fighting lift.

A condition would be attached to any approval which would require any cladding used to comply with all applicable parts of Schedule 1 to the Building Regulations including Approved Document B guidance.

In particular;

- External surfaces should meet the performance set out in Diagram 40,
- Each element of the cladding system including any insulation product, filler material etc. should be of limited combustibility (as defined in table A7 - eg Class A2 to BS EN 13501-1)
- Cavity barriers should be provided to close the edges of cavities, around openings, and in line with every compartment floor and wall.

Or alternatively:

- Cladding systems (including any necessary compartmentation and cavity barriers) shown to meet the performance criteria in BR 135 using full scale test data from BS 8414 -1 or -2 as appropriate will be acceptable.

Fixings should take account of the condition of the building substrate and performance in a fire.

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 all conditions attached to the original outline approval and additional conditions relating to the provision of off site parking facilities and the use of appropriate external cladding materials.

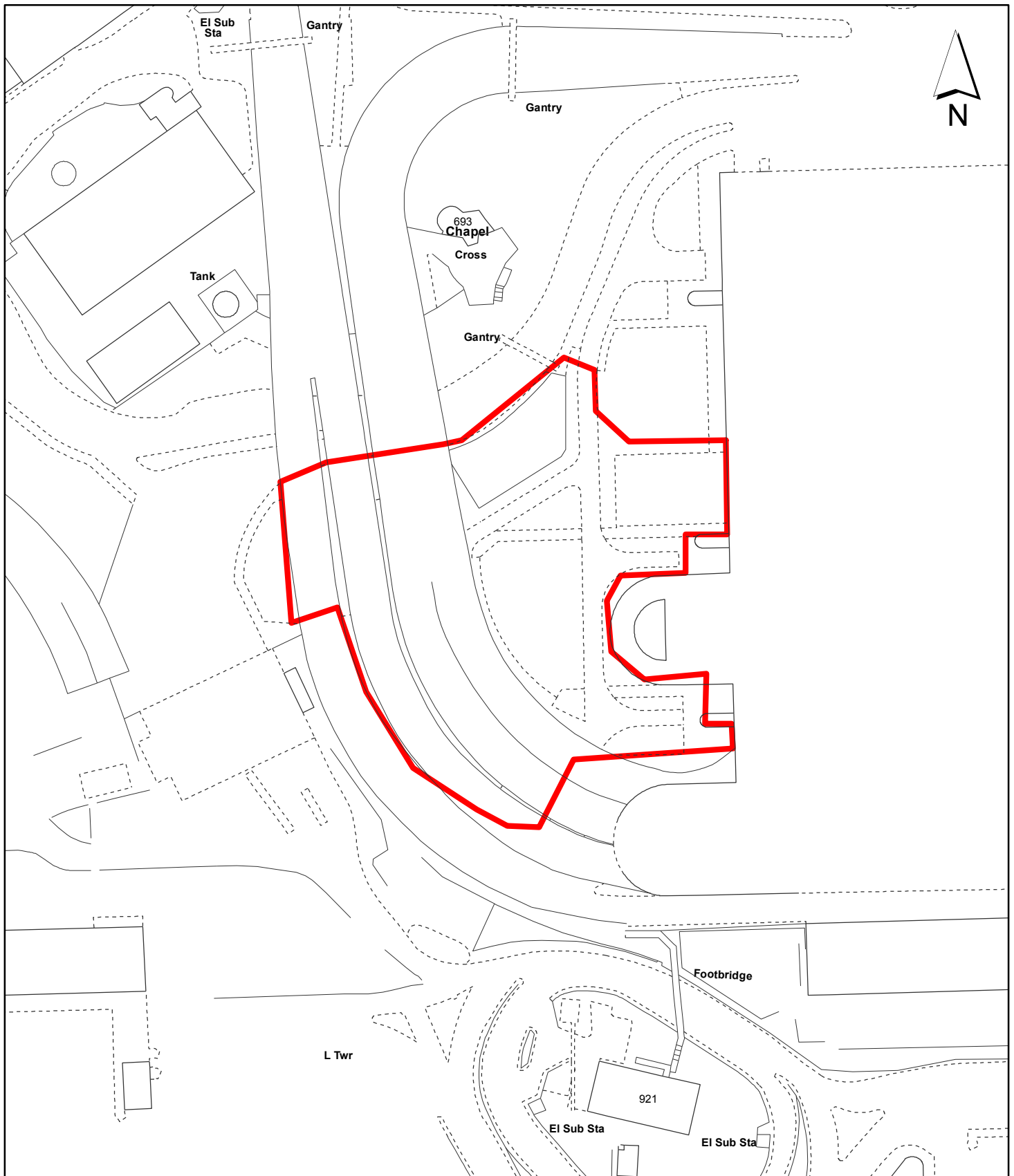
11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)
London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
London Borough of Hillingdon's Planning Obligations Supplementary Planning Document (July 2014)
London Plan (March 2016)
National Planning Policy Framework (March 2012)

Contact Officer: James McLean Smith

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>Land at Cessna Road Heathrow Airport</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>62360/APP/2017/3000</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>January 2018</p>	

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Report of the Head of Planning, Sport and Green Spaces

Address FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD
HEATHROW AIRPORT

Development: Variation of Condition 3 (Approved Plans) of outline planning permission ref. 67622/APP/2015/1851 (660 bedroom hotel development) to allow for internal reconfiguration to accommodate an additional 87 bedrooms and for an increase in the height of the atrium roof.

LBH Ref Nos: 67622/APP/2017/4325

Drawing Nos: A033001 Rev 13 - Co-ordinating - Sections A,E
P005007 Rev 3 - Area Plan - Level 0£
P005008 Rev 3 - Area Plan - Level 0€
P005009 Rev 3 - Area Plan - Level 0̄

Date Plans Received: 29/11/2017

Date(s) of Amendment(s):

Date Application Valid: 29/11/2017

1. SUMMARY

The proposed increase in atrium roof height does not materially alter the overall scale, character and appearance of the approved hotel building.

The increase in the amount of rooms provided within the hotel building can be accommodated without causing undue pressure on the surrounding highway network and car parking provision and will not intensify the use to a disruptive or unsustainable level.

2. RECOMMENDATION

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

a) That the Council enter into a deed of variation to the legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the legal obligations secured under the original consent (reference 67622/APP/2013/2532).

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

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

d) That if any of the heads of terms have not been agreed and the S106 legal agreement has not been finalised by the 10th of April 2018, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

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

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

1 COM1 Outline Time Limit

The development hereby permitted shall be begun either before the 30th July 2019, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later, unless consent to any variation is first obtained in writing from the Planning Authority.

REASON

To comply with Sections 73 and 92 of the Town and Country Planning Act 1990 (as amended) and the terms and conditions of planning application 2385/APP/2013/2532.

2 COM2 Outline Reserved Matters

Unless otherwise agreed in writing by the Local Planning Authority, applications for approval of the following reserved matters shall be made to the Local Planning Authority before the 30th of July 2019:

- a) Appearance
- b) Landscaping
- c) Layout
- d) Scale
- e) Access

REASON

To comply with Sections 73 and 92 of the Town and Country Planning Act 1990 (As Amended) and the terms and conditions of planning application 2385/APP/2013/2532.

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

P005000;
P005001;
P005002;
P005003;
P005004;
P005005;
P005006;
P005007;
P005007 Rev 3;
P005008 Rev 3;
P005009 Rev 3;
P010001;
P010002 Rev 1;
A033001 Rev 13;
A031000 Rev 1;
A031001 Rev 1;

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

REASON

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

4 NONSC Screen Structure

Prior to the commencement of the development, details of the materials to be used in the external surfaces of the building, shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include:

- a) Full detailed elevations and/or sections (including samples where relevant) indicating the types of materials, finishes and colours for the building;
- b) Full details of the external lighting scheme.

Thereafter the development shall be constructed in accordance with these approved details and retained as such for as long as the development remains in existence.

REASON

To ensure the building complies with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.16 of the London Plan (March 2016).

5 NONSC Lighting Near Aerodromes

Prior to the commencement of the development, an overall lighting scheme shall be submitted to and approved in writing by the local planning authority. The lighting scheme shall confirm compliant with the Civil Aviation Authority Advice Note 2 'Lighting Near Aerodromes'. The details shall be implemented in full prior to the occupation of the development and retained in full thereafter.

REASON

To ensure the development does not prejudice airport operational safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Archaeological Investigation

A) Unless otherwise agreed in writing by the Local Planning Authority in written agreement with English Heritage's London archaeological unit (GLAAS), no development shall commence until the applicant has completed a field evaluation to assess the archaeological significance of the site.

B) Should the field study reveal under Part (A) archaeological findings of such significance as to merit preservation in-situ then measures to protect the physical remains will be incorporated in the design

C) Should the field study reveal under Part (A) archaeological findings of sufficient significance to merit further investigation then prior to commencement of any development on site or clearance of the site a Written Scheme of Investigation shall be submitted by the applicant and approved by the local planning authority.

D) Should the scheme trigger a Written Scheme of Investigation under Part (C) the development shall not be occupied until the site investigation and post investigation

assessment for that phase has been completed in accordance with the Written Scheme of Investigation approved under Part (C), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest may exist on this site. The planning authority wishes to secure appropriate protection or archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance contained within the National Planning Policy Framework and in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy PT1.HE1 of the Local Plan Part 1 (November 2012).

7 NONSC Land contamination

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

8 COM15 Sustainable Water Management

No part of the outline development shall commence 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2016).

9 NONSC Details of design and design parameters

The relevant reserved matters applications shall provide the following details prior to their approval:

a) The reserved matter known as scale shall provide details of the maximum building height that will be no more than 47.6 metre above ordnance datum (AOD) (excluding plant, lift overruns etc) and the minimum height shall be no less than 44.6 metres AOD.

b) The plant and lift runs shall raise the maximum height of the building as set out in section (a) above by no greater than 2 metres.

c) The reserved matter known as appearance shall provide full details of the glazing at ground level including the transparent and opaque sections as well as further plans and details (including materials, colours and specifications) of all elevations (including 'back of house' spaces).

(d) Above ground floor the floor area shall be confined to use as hotel guests rooms and associated circulation space and not for ancillary uses (e.g. meeting rooms, cafes, bars, restaurants, conference faculties) with exception of up to a maximum 564sq.m of floor area on the top floor for use as an ancillary bar/lounge and 97sqm of floor area on the top (6th) floor for use as a small club lounge.

REASON

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

10 COM27 Traffic Arrangements - submission of details

No individual phase of the outline development shall commence until details of all traffic arrangements (including directional signage as well as 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) have been submitted to and approved in writing by the Local Planning Authority.

Details shall also include:

- (i) Plans of the basement car parking layout including the gradient of the car parking that shall be no greater than 1:20 and with minimum 2.6m height vehicle clearance within the basement and ramp.
- (ii) A scheme for blue and brown badge parking, to comply with the London Plan and Council policies. These should show the bays being a minimum of 4.8m long by 3.6m wide, or 3m wide where two adjacent bays may share an unloading area.
- (iii) Details of at minimum 2 drop off bays to serve coaches/hopper buses and 2 separate drop off/pick up points for taxis/cars (unless agreed otherwise in writing by the Council's Highway Engineers Team).
- (iv) 20% of the parking bays served by electrical charging points (10% active and 10% passive)
- (v) 2 fast electrical charging points located to serve electric powered taxis.
- (vi) Details of the shared surface treatment for the Swindon Road service road/pedestrian link to the Terminal 4 building;
- (vii) Secure cycle storage provided at 1 space per 10 (FTE) members of staff.

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

11 RES17 Sound Insulation from aircraft noise

No individual phase of the outline development shall commence until a scheme for protecting the proposed development from air traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

12 NONSC Living Walls

No individual phase of the outline development shall commence until a scheme for the inclusion of living walls, roofs and screens has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

REASON:

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and policies EM1 and EM8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Materials

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

Details should include information relating to make, product/type, colour and photographs/images and physical samples where appropriate

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)

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

No individual phase of the outline development shall commence 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 Details of the replacement provision of motor cycle parking spaces within the vicinity of Terminal 4 if as a result of the development any motorcycle spaces are displaced

2.d Hard Surfacing Materials

2.e External Lighting

2.f Street furniture

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the 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 and 5.17 of the London Plan (March 2016).

15 NONSC Air Pollution

No individual phase of the outline development shall commence until a scheme for protecting the proposed accommodation from external air pollution has been submitted to and approved by the LPA. 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).

Note: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents/users of the site from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

16 NONSC Ecological Enhancement

No individual phase of the outline development shall commence until an ecological enhancement scheme has been 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 building. 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.28 of the London Plan (March 2016).

17 NONSC Energy Assessment

No individual phase of the outline development shall commence until a detailed energy assessment has been submitted to and approved in writing by the Local Planning Authority, showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) The baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses.
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions:
- 3) The inclusion of CHP and the specification of the technology to be used, the inputs and outputs of the CHP unit and the impacts on the baseline emissions
- 4) How renewable energy will be incorporated into the development, including plans and

drawings showing the use of technology (e.g. roof plans and elevations showing PVs) and how the chosen technology impacts on the baseline emissions.

5) How the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2016).

18 NONSC Details of any plant, machinery or fuel burnt

No individual phase of the outline development shall commence until details of any plant, machinery or fuel burnt, as part of the energy provision for the development have been 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, 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 UDP Policies (November 2012).

19 NONSC Inclusive Design

No individual phase of the outline development shall commence until a detailed access strategy has been submitted to and approved in writing by the local planning authority. The details shall include:

a) Details of a suitable access route between the building and the car parking area. Paths forming access routes to be 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 will also include suitably dropped kerbs at key crossing points.

b) Plans submitted showing the provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) will be at minimum:

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 60 required accessible rooms to have level access shower.

c) Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided including the type of system(s) that shall be suitable for different areas of the hotel

d) Details of two in number fire rated lifts to both hotel buildings, with details provided to demonstrate that the lifts shall be designed and integrated to support Horizontal

Evacuation.

e) Details of the fire evacuation refuge areas that are sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Fire refuge areas shall be adequately signed and accessible communication points shall be provided in the refuge area.

f) Details of fire exits that shall incorporate a suitably level threshold and should open onto a suitably level area.

g) Floor plans provided of the hotel rooms including to the en suite bathrooms to demonstrate that bath and shower rooms will accord with the design guidance in BS8300:2009.

h) Details demonstrating the internal doors, across circulation routes, shall be held open using fire alarm activated magnetic closers.

i) Details that the alarm system shall 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.)

Thereafter, the development shall be implemented in accordance with the approved details and the accessible measures retained and adequately maintained for the life of the development.

REASON

To ensure that people with disabilities have adequate access to the development and the development is built in accordance with the best practice principles of inclusive design and to comply with policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's design guidance as laid out in 'Accessible Hillingdon Supplementary Planning Document' (May 2013) and policies 7.1 and 7.2 London Plan (March 2015).

20 NONSC BREEAM

Prior to:

(i) Commencement of development on site, a statement demonstrating that development will achieve at minimum a BREEAM 'very good' rating shall be submitted for approval in writing by the Local Planning Authority unless otherwise agreed in writing by the local planning authority.

(ii) Occupation and completion of development, a report demonstrating the scheme has achieved a BREEAM 'very good' rating shall be submitted for approval in writing by the Local Planning Authority unless otherwise agreed in writing by the local planning authority.

Thereafter the relevant approved details shall be maintained for the life of the development.

REASON

To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.7 of the London Plan (2016).

21 COM31 Secured by Design

The Development hereby approved shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The development shall not be occupied until accreditation has been achieved.

REASON

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

22 NONSC Gates

Prior to the commencement of the development, details of the operation of the any vehicular access way gates proposed within the development 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).

23 A20 Clean Soils

All site derived soils and imported soils shall be 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 in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Car Parking for guest and staff only

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to 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 Hillingdon Unitary Development Plan Saved Policies September 2007. 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 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) 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 (July 2011) and national guidance.

A4	New development directly related to Heathrow Airport
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
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities

T2 Location of tourist accommodation and conference facilities

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 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.

5 I23A Re-instatement of a Vehicle Access.

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

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 I47 Damage to Verge

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).

8 I60 Cranes

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

9

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

10

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.

11

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

12

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The main area of the site is located less than 180 metres from the main terminal building at Terminal 4 Heathrow and less than 90 metres to the south west of the multi-storey public car park serving the Terminal. The site is known as the S4 car park and it utilised by airline staff that are located at Terminal 4.

The site is bounded to the north by Swindon Road and to the east by the Southern Perimeter Road. The site is bounded to the south by a roundabout and to the west by Stratford Road, with the latter serving as the vehicle exit route from Terminal 4 and links via

the roundabout onto the South Perimeter Road and to the A30 (known as the Great West Road), that is located further to the west of the site.

The Hilton Hotel lies to the west of the site immediately beyond the Southern Perimeter Road and before (i.e. to the east) of the Great West Road.

Swindon Road exists only as an airport operational staff service road for the southern runway and is controlled by a barrier along its length and experiences very low traffic volumes (estimated at peak of less than 3 movement per individual hour). In contrast the Southern Perimeter Road is a route for airport traffic, linking the facilities of Hatton Cross to the east with the World Cargo Centre to the west, via Terminal 4 in between.

The surrounding area is dominated by airport related buildings and engineering structures including a high perimeter wall to the runway (to the north), the architecturally unedifying Terminal 4 multi-storey car park (to the west), and an enclosed aerial walkway (to the north of the site) linking the Hilton Hotel to Terminal 4. The south west and western boundary of the site is a landscaped embankment primarily grassed and topped by several small trees. The link from the existing Swindon Road temporary car park to the Terminal 4 building is via a hostile in quality environment that suffers from level changes, general street furniture clutter, and a general lack of any intuitive way finding.

3.2 Proposed Scheme

The proposal involves internal reconfiguration of the building to provide additional bedrooms. This would be largely achieved through reducing the size of bedrooms within the hotel. The Design & Access Statement informs that this amendment is being sought as customer profiles suggest larger rooms would not be subject to the same level of demand as smaller rooms used by airport passengers. The result of this reconfiguration would be an increase in the amount of bedrooms provided from 660 to 747 (13%).

The increase in height of the atrium roof would bring it level with the height of the main roof at 22.63 metres (46.15 metres AOD). The roof would not project above the maximum height parameter established within the outline approval for the development which is set at 47.6 metres AOD, as per condition 9 of the original approval (67622/APP/2013/2532). It should be noted that this condition allows plant and lift overruns to project a further 2 metres above this height.

The application documents state that the remodelling of the roof line of the building is being sought in order to simplify construction as well as to provide improved outlook from atrium windows serving bedrooms on the 5th and 6th floors of the building. None of the additional bedrooms proposed would be incorporated beneath the atrium roof, which will serve only to enclose plant serving the hotel.

3.3 Relevant Planning History

67622/APP/2013/2532 Former Contractor'S Compound, South Of Swindon Road Heathrow /
Part outline, part full planning application for a proposed hotel development of up to 660 bedroom (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail).

Decision: 06-12-2013 Approved

67622/APP/2015/1851 Former Contractor'S Compound, South Of Swindon Road Heathrow /

Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

Decision: 05-02-2016 Approved

67622/APP/2016/3198 Former Contractor'S Compound, South Of Swindon Road Heathrow /

Reserved Matters (Appearance, Landscaping, Layout, Scale, and Access) in compliance with condition 2 of application 67622/APP/2015/1851 (Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for 'Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000 sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail'. Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors).

Decision: 06-12-2016 Approved

67622/APP/2017/1289 Former Contractor'S Compound, South Of Swindon Road Heathrow /

Application for Non-Material Amendments to Approval of Reserved Matters ref. 67622/APP/2016/3198 dated 08-12-2016 for a new hotel consisting of internal alterations to room sizes on levels 5 and 6 to allow for 87 additional bedrooms and to raise height of atrium roof to main roof level.

Decision: 15-09-2017 Refused

Comment on Relevant Planning History

Outline application was originally approved under application 67622/APP/2013/2532 and we subsequently varied under application 67622/APP/2015/1851. Reserved matters have been submitted and approved under application 67622/APP/2016/3198 but a fresh submission would be required for the proposed scheme if approved.

An application to approve the proposed alterations as a non-material amendment to the scheme was refused under application 67622/APP/2017/1289 as it was considered that the proposed alterations would materially alter the development.

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.E3	(2012) Strategy for Heathrow Opportunity Area
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations
PT1.T4	(2012) Heathrow Airport

Part 2 Policies:

A4	New development directly related to Heathrow Airport
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
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th January 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GREATER LONDON AUTHORITY (GLA) (Summary):

Given the scale and nature of the proposals, the amendments do not give rise to any new strategic planning issues.

Therefore, the Mayor of London does not need to be consulted any further on this application.

TRANSPORT FOR LONDON (TfL):

TfL considers that the proposed increase in quantum to the hotel (additional 87 rooms) would not result in an unacceptable impact to the TLRN in the vicinity. It is also welcomed that no additional car parking is proposed as a result.

HEATHROW AIRPORT LTD:

I can confirm that from a Heathrow Airport Ltd point of view we have no objections to these amendments and that the condition can be discharged. However, we would assume that all previous Informatives and/or Conditions relating to this site would remain from a Heathrow perspective.

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

HIGHWAYS:

The applicant's covering letter provides information on traffic impact. As a result of the proposals the hotel's parking provision will drop from the reserved matters approval of 1 space per 4.9 bedrooms to 1 space per 5.5 bedrooms as no additional parking from the previous application is provided on site. I am aware that TfL are keen to reduce car parking levels at hotels at and close to Heathrow Airport. The applicant's covering letter explains that the hotel is within the CTA and that there will be little additional traffic as a result of passengers, servicing or staff. They also cite the trend towards reduced levels of car parking and better management of taxis, coaches and pedestrian links to terminals at both Terminal 2 and Terminal 5. I am willing to accept the explanation of the proposed traffic changes.

WASTE DEVELOPMENT MANAGER:

An area is designated for waste storage which is good practice. Recommendations on best practice were included in the comments received, these have been included as an informative within the recommendation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has already been established following approval of outline planning permission under 67622/APP/2013/2532.

7.02 Density of the proposed development

As this is a hotel development, residential density considerations are not applicable.

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

The proposed amendments do not result in any alterations in the building footprint of the building. The site is located within Heathrow Archaeological Priority Zone and the outline approval included a condition (No. 6) requiring any archaeological findings made during construction to be appropriately recorded and safeguarded.

7.04 Airport safeguarding

The increased height of the atrium roof does not bring it above the maximum height parameter of 47.6 metres AOD which was set in the outline permission. This height restriction was imposed in order to avoid interference in the operation of the airport radar.

NATS and Heathrow Airport Ltd have both confirmed that they do not object to the proposed amendments.

7.05 Impact on the green belt

The site is positioned away from green belt land, amongst an established group of large airport buildings. It is therefore not considered there would be any adverse impact on the green belt.

7.06 Environmental Impact

Not applicable given the nature of the proposed amendments.

7.07 Impact on the character & appearance of the area

The design, scale and appearance of the building has been established as acceptable following the approval of reserved matters under 67622/APP/2016/3198.

The external appearance of the building, when viewed from street level, would not be materially altered as a result of the proposal as the increase in height relates only to the atrium roof, which is screened from view by the surrounding building facade. The reconfigured internal layout would not necessitate any removal or repositioning of fenestrations.

For clarity, it should be noted that the original requirement for 50% glazing to the building facades of the hotel buildings above ground level as specified by condition 9 (c) of the outline approval 67622/APP/2013/2532 was subsequently removed following approval of a variation to conditions under 67622/APP/2015/1851.

The increase in the amount of bedrooms provided would intensify the use of the building but, given its location adjacent to a busy airport use, it is not considered that the 13% increase in the amount of rooms available would result in a perceptible increase in intensity that would appear out of keeping and disruptive.

It is therefore considered that the proposed amendments would satisfy Policies BE 13 and T 2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Given the site's location set over 250 metres away from the nearest residential property and separated from these residential properties by 3 roads including 1 dual carriageway there are no overlooking/privacy or other residential amenity issues arising from the proposed hotel development.

7.09 Living conditions for future occupiers

Hotel development is not subject to the same policy concerns as residential development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposed amendments include an increase in the amount of bedrooms that would be provided within the hotel whilst the amount of car parking spaces available would not increase concurrently.

The application has been assessed by Transport for London (TfL) and the Council's Highway Engineers, neither of which have raised any objections owing to the customer demographic and the presence of strong alternative transport links.

it is therefore considered that the proposed amendments would comply with Policies AM 7 and AM 14 of the Local Plan.

7.11 Urban design, access and security

No comments to add.

7.12 Disabled access

The original scheme included provision of accessible bedrooms. The applicant has confirmed that the amount of accessible bedrooms will be increased proportionally with the overall increase in bedrooms to be provided as a result of the proposed amendment.

The provision of accessible bedrooms is, in any case, secured by condition 19 of the existing outline approval which would be carried over to the current application, if approved

The provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) will be at minimum:

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 rooms to have level access shower.

The approved details and the accessible measures would thereafter be retained and adequately maintained for the life of the development.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for residential development.

7.14 Trees, Landscaping and Ecology

The proposed works would not compromise any areas of the site that would be required to accommodate landscaping as the footprint of the building would not be altered. A detailed

landscaping scheme will need to be presented to the Council, and thereafter implemented and maintained, and this is secured by planning conditions that will be carried over from the original outline approval.

7.15 Sustainable waste management

The proposed development incorporates a designated waste storage area. The Council's Waste Development Manager has provided best practice guidance for waste management. These comments will be attached as an informative to any approval granted

7.16 Renewable energy / Sustainability

An energy strategy was included with the most recent application to vary conditions (67622/APP/2015/1851) which incorporated the required CO2 savings as specified within Policy 5.2 of the London Plan (2016).

Further sustainability and renewable energy details and infrastructure are secured by conditions 17 and 20 of the outline permission which provide thresholds for carbon emissions and set out mitigation practices to be followed.

7.17 Flooding or Drainage Issues

The site lies within Flood Zone 1 and, as such, is not at significant risk of tidal or fluvial flooding. Condition 8 of the outline permission secures a sustainable water management scheme that would include attenuation tanks and systems to allow for reuse and recycling of grey water.

7.18 Noise or Air Quality Issues

Condition 11 of the outline permission secures sound proofing and mitigation works to serve all bedrooms in relation to air traffic noise from the nearby airport. This condition would apply to the reconfigured internal layout

The site is located within an Air Quality Management Area (AQMA). The proposed increase in bedrooms would not be accompanied by an increase in car parking and it is not considered that there would be a significant increase in traffic that would give rise to air pollution concerns. Conditions 15 and 18 also ensure that measures will be taken to prevent the accommodation provided from being exposed to external air pollution and to ensure appropriate plant and machinery serving the hotel will use appropriate fuels and pollution mitigation measures.

The Section 106 agreement attached to the original outline approval, which will be subject to a Deed of Variation to ensure that it relates to the current application, includes a commitment to make contributions towards air quality management.

7.19 Comments on Public Consultations

No comments received from members of the public.

7.20 Planning Obligations

The outline application was granted subject to a signed Section 106 agreement which included the following heads of terms:-

i) Transport:

i.i) Highways As required by the Council's Highway Engineer to be implemented with the cost met by the applicant.

i.ii) Travel Plan to cover hotel staff and hotel guests and provision of a Travel Pack

i.iii) Service and Delivery Plan

i.iv) Off site coach waiting area and coach call forwarding

ii). Construction Training: (£2,500 for every £1million build cost) +- (sq metre of floor space proposed/7500sq.m x £71,675= total contribution and Coordinator Costs" based on size of development as a % of work placement coordinator threshold size x total cost of work place coordinator. One full time post, estimated at £71,675 per annum

iii) Hospitality Training: An Employment Strategy including for end user stage.

iv). Employment Strategy for build phase and end user phase and details of measures taken to procure services from local businesses

v). Air Quality: A contribution to sum of £25,000 for air quality monitoring.

vi). Project Management and Monitoring Fee: in line with the SPD a financial contribution equal to 5% of the total cash contributions is to be secured to enable the management and monitoring of the resulting agreement.

vii) Phasing: An agreement for Heathrow Airport Limited to bring forward, fund and complete a fully costed programme of works to improve the public realm/access arrangements, including all necessary highways alterations, between the hotel buildings and the Terminal 4 buildings prior to the occupation of the hotel development

viii). Ecological enhancement scheme to provide off site wildlife opportunities to address the resulting loss/deficit on site and to address air quality issues.

Notwithstanding the uplift in rooms, the building footprint remains the same. Officers do not consider there to be any persuasive arguments to alter any of the previously agreed heads of terms although a deed of variation (DOV) will be required.

The proposed development is liable to Mayoral and LBH CIL charges and, as such, a CIL Liability Notice will be issued in order to secure the relevant contributions.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further 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.

10. CONCLUSION

It is recommended that the application is approved and the relevant condition is varied in order to include the submitted plans as part of the approved outline permission for the development.

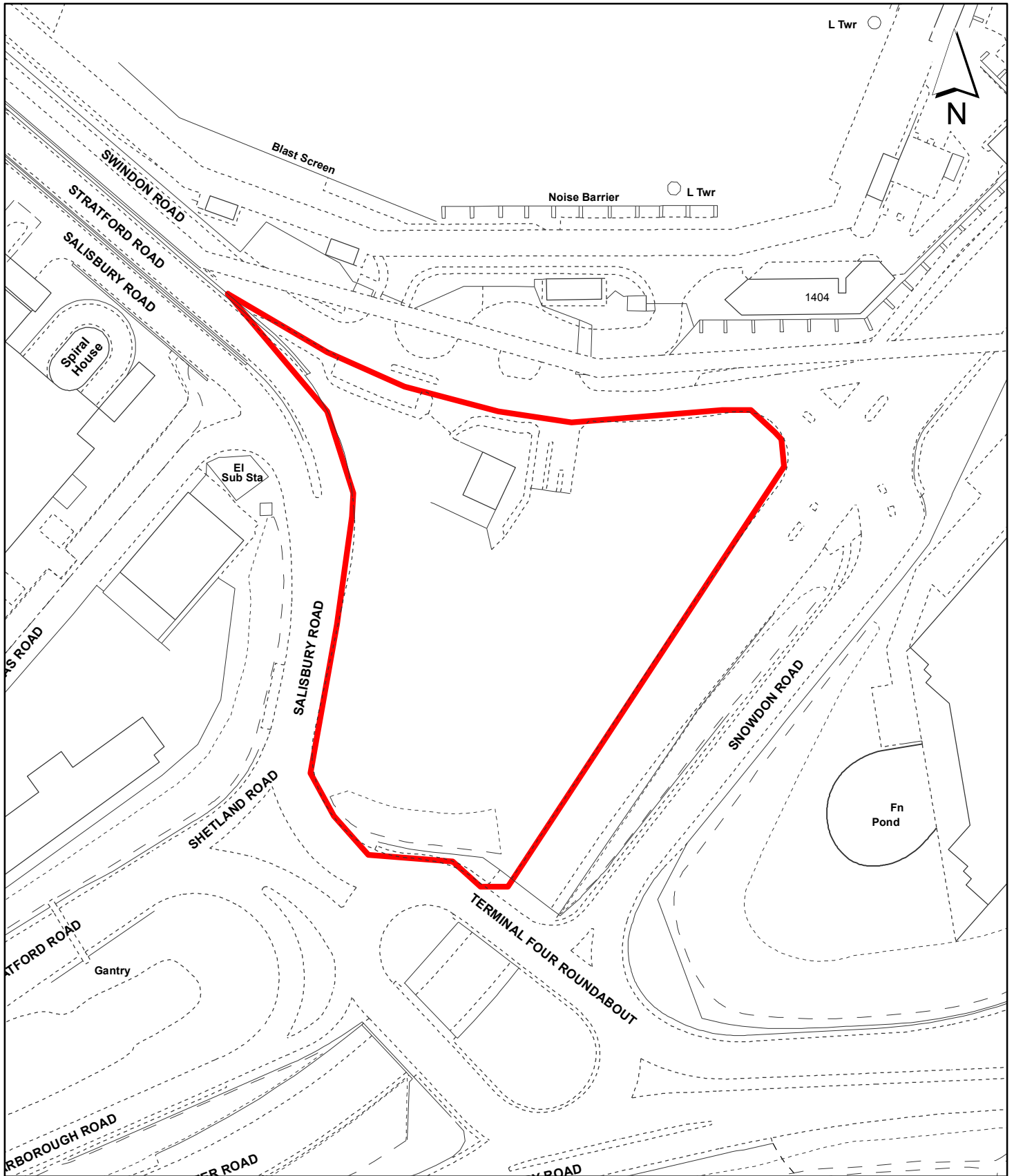
11. Reference Documents

Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)
Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
London Plan (2016)
National Planning Policy Framework (March 2012)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**Swindon Road
 Heathrow**

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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

Planning Application Ref:

67622/APP/2017/4325

Scale

1:1,250

Planning Committee

Major Application

Date

January 2017



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address GLAZE HOUSE BEACONSFIELD ROAD HAYES

Development: Change of use from Class B8 storage and distribution warehouse to flexible Class B1c, B2, B8 use.

LBH Ref Nos: 21940/APP/2017/3965

Drawing Nos: Design and Access Statement
Warehouse Plan as Existing
Warehouse Plan as Proposed
LBC:EXISTING Rev 2
LBC:PROPOSED Rev 2
Site Location Plan
Covering Letter

Date Plans Received: 01/11/2017 **Date(s) of Amendment(s):**

Date Application Valid: 06/11/2017

1. SUMMARY

The proposed change of use would secure an industrial use for the building, supporting the ongoing viability of the wider industrial estate, which is included within an Industrial and Business Area. It would also provide additional employment within the area.

There are no residential properties within the immediate vicinity and, as such, the proposal would not result in any adverse impact upon residential amenities.

The change of use would not result in any new buildings being erected and the overall character and appearance of the site would not be substantially changed.

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:-

Warehouse Plan as Proposed;
LBC:PROPOSED Rev 2;
Design & Access Statement MW 547;

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 MCD8 Height of External Storage

Materials shall not be stacked or deposited to a height exceeding 3 metres above existing ground level.

REASON

In order to safeguard the visual amenities of the area in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policy (2016) 7.1

4 H10 Parking/Turning/Loading Arrangements - Commercial Devs.

The entrance and exit points, turning space, circulation space and parking areas (including the marking out of parking spaces) shown on the approved plans shall be provided prior to occupation of the development and thereafter permanently retained and used for no other purpose.

REASON

To ensure that the access and egress, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM 3 and AM 14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

5 RES22 Parking Allocation

The parking spaces shown on the approved plans shall be for use by the private vehicles of staff and visitors only and not by commercial vehicles at any time.

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).

6 OM11 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 policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.1

7 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be

implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The approved measures shall be implemented before the development is occupied and thereafter retained.

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

8 SUS6 Green Travel Plan

Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements [insert desired for target(s)];
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan

REASON

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

9 H16 Cycle Storage - details to be submitted

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 20 bicycles have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

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 AM 9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 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 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.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.12	(2016) Flood risk management
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.3	(2016) Designing out crime
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments

3

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.

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by a detached, pitched roof metal clad detached warehouse building (4167 m² of floor space). A single-storey extension containing ancillary offices has been made to the front whilst there is a detached office building positioned towards the front of the site which has brick elevation walls and a tiled, hipped roof. To the front of the site is a hard surfaced parking and yard area. The site boundary is marked by metal palisade

fencing and there are separate dropped kerb access and exit points serving the facility.

A brick built electricity substation and associated equipment housing has been installed in an annexed area in the south-eastern corner of the site.

The site is located within an established Industrial and Business Area (IBA) which is characterised, predominantly, by purpose built industrial buildings ranging from blocks of small units to large structures and associated yard and parking areas. Units are served by Beaconsfield Road, Springfield Road and Bullbrook Road.

Other than industrial use, there is a school and football ground to the south of the site, on the opposite side of the road. Minet Country Park forms an L-shaped green buffer flanking the western and southern edges of the industrial estate. The entire country park is designated as green belt land.

The nearest residential dwellings are approximately 350 metres to the east, approximately 425 metres to the north in Yeading and approximately 580 metres to west in Hayes.

3.2 Proposed Scheme

The proposal involves the change of use of the site, which is currently in B8 use given that the building was erected for use as a storage and distribution facility for a removals firm and there have been no approvals granted for a change of use in the intervening period.

The proposal involves employing the main building in B2 use to allow for the fabrication of steel reinforcement products on site. The building and yard area would also house ancillary B1c (light industry) and B8 (storage and distribution) space that would be associated with the overall use.

There are no proposals to extend or significantly alter the existing main building. The detached two-storey brick building which provides ancillary office space, is to be demolished in order to provide increased yard space and allow for the easier movement of vehicles on the site.

3.3 Relevant Planning History

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.E1 (2012) Managing the Supply of Employment Land

Part 2 Policies:

AM14 New development and car parking standards.

AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.12	(2016) Flood risk management
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.3	(2016) Designing out crime
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th December 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site notices were displayed adjacent to the site on Beaconsfield Road, Springfield Road and Bullsbrook Road. Letters were also sent to the occupants and owners of surrounding buildings to inform them of the proposal and to invite comments.

No representations received from members of the public.

Internal Consultees

LANDSCAPE OFFICER:

The application seeks to change the use of the site. No alteration is indicated to the site frontage and car park. If there is a oversupply of parking consideration should be given to introducing a landscaped / planted buffer along the site frontage which would improve the visual amenity of the site and provide other environmental enhancements (including air quality), in accordance with saved policy BE 38.

ACCESS OFFICER:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission:

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.

HIGHWAYS:

Beaconsfield Road is a local road on the Council road network. The site on the Springfield Industrial Estate has two access points that operate as a one way in and one way out arrangement. Most units on the estate have onsite car parking which restricts parking stress on Beaconsfield Road.

The site has a PTAL value of 0 (very poor) so there is a strong reliance on private car trips by employees and visitors to and from the site.

The DAS suggests that any overnight HGV parking will be within the building.

The application form suggests there will be 55 employees on site which indicates a Travel Plan should be provided (condition).

There should be secure cycle parking provided on site (initially 10 spaces conditioned) and the Travel Plan will indicate whether further spaces will be needed.

From the information provided it is unlikely that traffic generation to the site will change significantly from the existing.

On the basis of the above comments I do not have significant highway concerns over the proposed change of use.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed B2 use is regarded as development which is compatible with the Industrial and Business Area (IBA) designation which is attached to the wider industrial estate, as confirmed by Policy LE 2 of the Local Plan. The principle of the change of use is therefore considered to be acceptable, subject to compliance with other relevant planning policies.

The applicant states that the proposed use would employ 55 full time staff, working across two shifts. This would represent a significant contribution towards the Council's target to accommodate new jobs within the Borough, as set out in Policy E 2 of the Hillingdon Local Plan: Part One: Strategic Policies (November 2012).

7.02 Density of the proposed development

Not applicable as this is not an application for residential development.

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

Not applicable for this site.

7.04 Airport safeguarding

Not applicable due to the nature of the application.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

The proposal does not involve any significant alterations or additions to the existing main building.

The car parking arrangement to the front of the site will be maintained. It is considered to be responsible to attach a condition to any approval given to restrict the height at which materials could be stacked within the yard area to the front of the site, in the interests of safety and amenity,

Given the industrial location, it is not considered it would be necessary to restrict the use of external lighting, although details of the luminance levels, siting and angling of any external lighting to be used should be supplied in order to provide assurance that it would not cause a distraction to motorists or cause unacceptable light spillage into the green belt area to the south and west. These details can be secured by way of a planning condition.

It is therefore considered that the proposal would accord with Local Plan Policies BE 13 and BE 25.

7.08 Impact on neighbours

The site is located within an established industrial area where extensive hours of operation is commonplace in neighbouring units. This is reflected in recently granted planning approvals such as at Unit 3 (Media House) approved under planning reference 44110/APP/2015/2570 dated the 7th of October 2015, at Unit 2 as approved under planning reference 65890/APP/2009/559 dated the 6th of October 2009 and at Connect West, Springfield Road as approved under planning reference 2613/APP/2011/2490 dated the 28th of March 2012.

There are no residential properties within the immediate vicinity, as confirmed in the the paragraph on Site and Surrounds found at the beginning of this letter.

It is considered that the proposed use would not generate significant levels of noise. The impact of any noise generated would be minimised by the distance maintained between the site and sensitive receptors. The majority of operations would also take place within the building, thereby restricting the level of noise emitted into the surrounding area.

Furthermore, the site is within an established industrial area, where there a number of similar uses operating up to 24 hours a day and, given the objective of IBA's to provide optimum conditions for industrial use, the presence of other businesses operating for extended periods, and the lack of sensitive receptors nearby, it is considered that the operation of 2 shifts per day at the site would not result in any adverse amenity impact.

Given the location of the site within an established and important industrial estate, with no residential properties within close proximity, it is considered that amenity impact would be minimal and acceptable and, as such, the proposal is considered to accord with Local Plan Policy OE 1.

7.09 Living conditions for future occupiers

Not applicable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

A condition would be attached to prohibit the storage of goods within areas designated for vehicle parking, turning and circulation in order to maintain the safe movement of pedestrians and vehicles on site and ensure that parking related to the use does not begin to impact on surrounding roads.

The proposed use would retain the 31 car parking spaces currently provided within the hard surfaced area to the front of the site. It is not anticipated that there would be any requirement for Heavy Goods Vehicles to be parked on site for a significant duration. The Design & Access Statement informs that, should any HGV be required to park overnight, it would be stored within the main building and would not occupy any of the spaces allocated for car parking.

The proposed use would also maintain the existing access arrangements. Separate points for access and egress are currently provided and are linked by a clear throughway within the yard area. This will allow for vehicles to enter and leave the site without conflict and would also ensure that all vehicles are able to enter and leave the site in forward gear.

7.11 Urban design, access and security

The proposed use would ensure that the building and site is in use for the majority of the day and night on working days. It is considered that the sustained presence on the site would help improve overall security within the surrounding area.

The site should be adequately secured and, as such, a condition would be attached to any approval given to ensure that the site achieves secured by design standards.

7.12 Disabled access

The access officer has not raised any concerns in relation to this application.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

The proposal does not involve increasing the building footprint hard surfacing provision on site.

7.15 Sustainable waste management

Not applicable.

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

The proposed development does not involve any increase in building footprint or areas of hard surfacing.

The site is not located within Flood Zone 2 or 3 and the proposed use is not classed as more vulnerable to flooding than the current use.

7.18 Noise or Air Quality Issues

The industrial use of the building would generate noise over a sustained period of time. However, the site is located within an established industrial estate where similar uses operate over similar, in many cases unrestricted, periods of time.

There are no residential properties within close proximity of the site and it is not considered that there would be any adverse impacts upon residential amenity.

It is not considered that the proposed use would generate any material increase in traffic over what would be expected as a result of the current use. It should be noted that the

Council's car parking standards do not differentiate between B2 (proposed) and B8 (existing) use in terms of car parking provision. As such, it is not considered that there would be a material increase in vehicle emissions.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning obligations

It is not considered that the proposed development would generate any requirement for improvements, contributions or agreements that would need to be secured by way of a Section 106 agreement.

The proposal is for a change of use only and does not involve any net increase in floor area of the existing building. As such, the change of use would not be liable for a CIL charge.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further matters.

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 the conditions set out within the report.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)

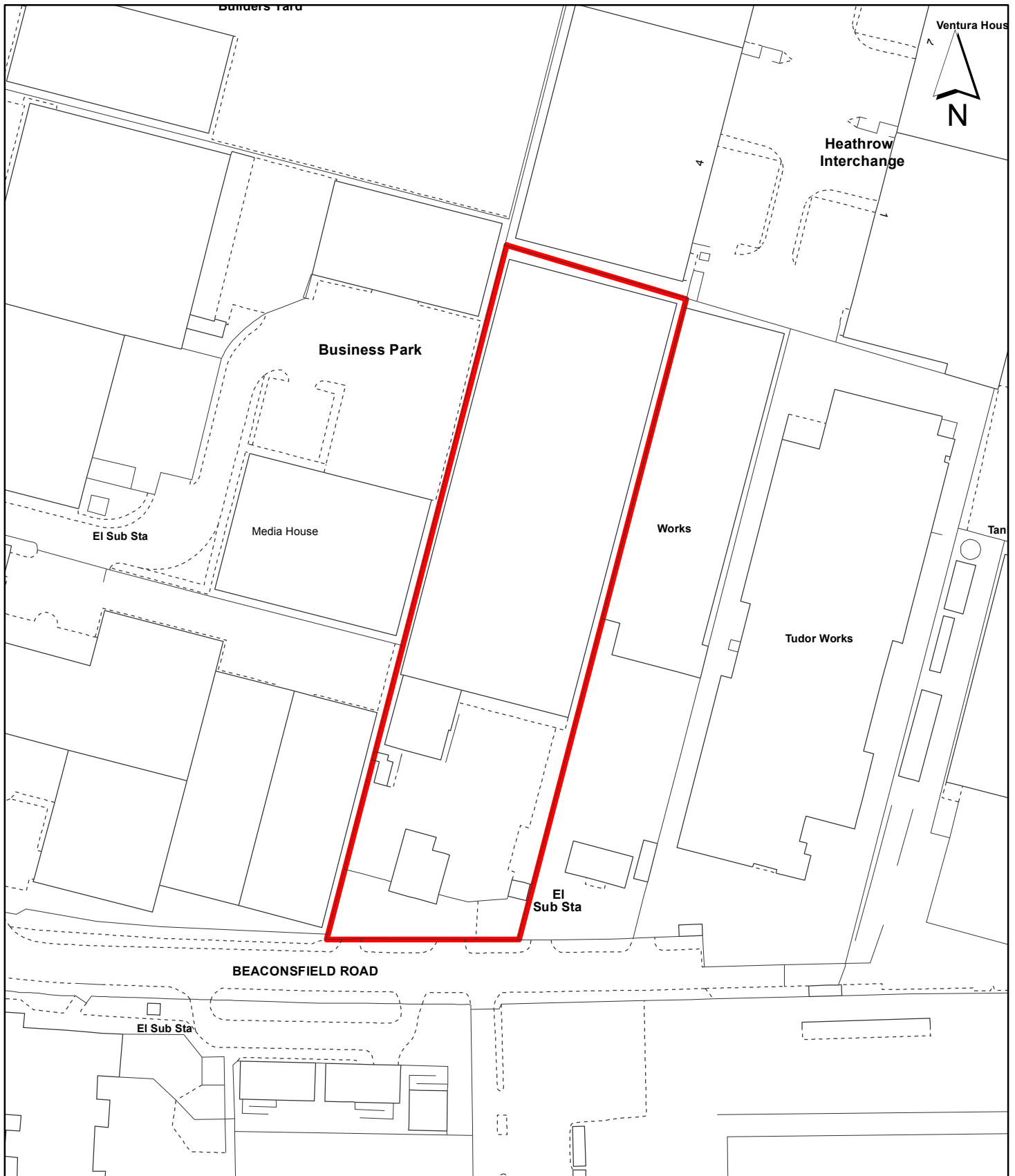
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

London Plan (March 2016)

National Planning Policy Framework (March 2012)

Contact Officer: James McLean Smith

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 align="center">Glaze House Beaconsfield Road</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 align="center">21940/APP/2017/3965</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">Major Application</p>	<p>Date</p> <p align="center">January 2017</p>	

Report of the Head of Planning, Sport and Green Spaces

- Address** ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE
- Development:** Reserved matters (layout, scale, appearance and landscaping) for the erection of 101 dwellings together with associated parking and landscaping within the Town Centre Extension (East/Dice) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015.
- LBH Ref Nos:** 585/APP/2016/4442
- Drawing Nos:**
- RM Dice Covering Letter(1)
 - AA6352-2022 - Proposed Level 0 Variation ;
 - AA6352-2019 - Proposed Roof Plan - Block 1
 - AA6352-2018 - Proposed Level 1 & 2 - Block 1
 - AA6352-2023 - Proposed Level 1 & 2
 - AA6352-2026 - Proposed Roof Level
 - AA6352-2024 - Proposed Level 3
 - AA6352-2020 - Proposed Level 0 Variation ;
 - AA6352-2027 - Proposed Basement - Block 7
 - AA6352-2051 - Park & Street Elevations
 - AA6352-2061 - Sections Block 3 & Block 4
 - AA6352-2060 - Sections Block 1 & Block 2
 - AA6352-2062 - Sections Block 5 & Block 6
 - AA6352-2063 - Sections Block 7 & Basement 2
 - AA6352-2001 - Site Location Plan
 - Tree Protection Plan 2682-TS-01
 - Planting Plan 2682-PP-02
 - Landscape Management Specification 2683-MP-01
 - General Arrangements Plan 2862-LA-01
 - General Arrangements Plan 2862-LA-02
 - STMQ3005 - Dice_Planning Statement FINAL
 - 5105977_ATK_UXB_TCE_DR_0110_P3 Underground Car Park
 - AA6352-2002 - Existing Site Layout - North
 - AA6352-2003 - Existing Site Layout - South
 - AA6352-2005 - Topographical Survey - South
 - AA6352-2004 - Topographical Survey - North
 - AA6352-2009 - Basement Level
 - AA6352-2007 - Proposed Site Layout - North
 - AA6352-2008 - Proposed Site Layout - South
 - AA6352-2006 - Proposed Site Layout - Master
 - AA6352-2011 - Proposed Ground Floor Plan
 - AA6352-2025 - Proposed Roof Level
 - AA6352-2021 - Proposed Level 0 Variation ;
 - AA6352-2017 - Proposed Level 0 - Block 1
 - AA6352-2040 Elevations Block 1
 - AA6352-2041 Elevations Block 2
 - AA6352-2042 Elevations Block 3
 - AA6352-2043 Elevations Block 4
 - AA6352-2044 Elevations Block 5
 - AA6352-2045 Elevations Block 6
 - AA6352-2046 Elevations Block 7

Date Plans Received: 09/12/2016

Date(s) of Amendment(s):

Date Application Valid: 09/12/2016

1. **SUMMARY**

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for 'The Dice' phase of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. This reserved matters application is submitted pursuant to S73 planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752. The Reserved Matters application relates to 'The Dice', an area of land located to the west of the new District Park within the site.

The proposed scheme would provide 101 residential units, providing a mix of 2, 3 and 4 bedroom dwellings and there would be 109 parking spaces for residents and visitors, the majority of which would be located in a basement. In addition 166 cycle spaces are proposed.

The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM4 **Accordance with Approved Plans**

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

AA6352-2001

AA6352-2002

AA6352-2003

AA6352-2004

AA6352-2005

AA6352-2006

AA6352-2007

AA6352-2008

AA6352-2009

AA6352-2010

AA6352-2011
AA6352-2017
AA6352-2018
AA6352-2019
AA6352-2020
AA6352-2021
AA6352-2022
AA6352-2023
AA6352-2024
AA6352-2025
AA6352-2026
AA6352-2027
AA6352-2040
AA6352-2041
AA6352-2042
AA6352-2043
AA6352-2045
AA6352-2046
AA6352-2051
AA6352-2060
AA6352-2061
AA6352-2062
AA6352-2063
2682-TS-01-P1
2682-PP-01-P2
2682-PP-02-P2
2682-LA-02-P1
2682-LA-03-P1
2862-DT-03
5105977-ATK-UXB-TCE-DR-0110-P02
2016-259-101 P2

APA/UX-SMDN/TCR/01; 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).

2 COM5 General compliance with supporting documentation

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

Planning Statement December 2016
Design and Access Statement December 2016
Transport Statement December 2016
Landscape Specification 2682-SP-01
Landscape Management Specification 2682-MP-01
Drainage Strategy December 2016
Specification of replacement Hornbeams 2682-SP-02

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

REASON

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

3 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of brickwork, masonry, windows, doors, roof materials 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).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.

BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4

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

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 (and amended under S73 application reference 585/APP/2015/848) for a residential led, mixed-use development.

The Reserved Matters application relates to a strip of land, located in the eastern area of the Town Centre Extension Phase of the St Andrews Park Site. To the west of the application site is the 'Residential Triangle' of the Town Centre Extension Phase. To the north of the application site is part of the new District Park and St Andrew's Road. To the east is the northern part of the District Park, which is located within the green belt. To the south are further residential phases of the St Andrew's Park development.

The site is situated within a Developed Area, but on the border with the Greenbelt, as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for a strip of land between an earlier Phase to the west called the 'Residential Triangle' and the new District Park to the east. The site has already been approved for residential use under the outline consent for the wider site. The proposal is for the erection of 101 dwellings provided within seven separate buildings. The concept for the proposal is based upon the idea of a series of pavilion blocks located on the edge of the park that exploit the view of the park and that are positioned in a random way to mimic the roll of some dice, hence the phase being named the 'Dice' phase. An 8th block was proposed further within the district park at outline stage, however this block has been removed on design and amenity grounds. The seven proposed blocks provide mixture of 1, 2 and 3 bedroom dwellings as set out below:

Block 1
2 bed (4 people) x 5

Block 2
1 bed (2 people) x 6
2 bed (4 people) x 5
3 bed (5 people) x 3

Block 3
1 bed (2 people) x 6
2 bed (4 people) x 10
3 bed (5 people) x 2

Block 4
1 bed (2 people) x 6
2 bed (4 people) x 6
3 bed (5 people) x 2

Block 5
1 bed (2 people) x 6
2 bed (4 people) x 9
3 bed (5 people) x 3

Block 6
1 bed (2 people) x 6
2 bed (4 people) x 6
3 bed (5 people) x 2

Block 7
1 bed (2 people) x 6
2 bed (4 people) x 9
3 bed (5 people) x 3

This equates to the following totals:

1 bed (2 people) x 36
2 bed (4 people) x 50
3 bed (5 people) x 15

In accordance with the outline planning permission, 10 wheelchair accessible units are provided.

Basement parking is the primary provision of car parking. A basement is provided under blocks 3, 4 & 5. A semi basement is incorporated under blocks 6 & 7. Both of these are accessed via a ramp that is located between blocks 5 & 6. There will be 88 spaces provided between the basements and semi basements of blocks 3 -7. All of the basement parking spaces will be allocated. In total there will be 109 parking spaces, of which 108 are allocated and one visitor space is provided. Of the 23 surface spaces, 10 will be wheelchair accessible. Nine wheelchair spaces will be provided at ground level along Gray's Road, the tenth wheelchair space is located between Block 1 and Block 2. An integrated cycle store is located in each block and is accessible through the secure main entrance of each block on the eastern elevation. Additional cycle parking is located within the basement and is accessed via a ramp. In total 166 cycle spaces are proposed, with 140 on the ground floors of the blocks and 26 in the underground parking.

Every unit would include a private balcony and there are 3 courtyards proposed between blocks 3 and 4, 4 and 5 and 6 and 7. In total the scheme will provide 3946 sqm of amenity space.

Affordable housing across the development must be provided at 15%. The adjacent Triangle Phase and Town Centre West Phase beyond will provide an increased level of affordable housing so that across the three phases 15% is achieved. There will therefore be no affordable housing within this particular phase. In accordance with the requirements of the outline planning permission, the development will achieve Code for Sustainable Homes Level 4, Lifetime Homes, and will include security measures to achieve the 'Secured by Design' accreditation.

A 'Green Link' is proposed between Blocks 2 and 3 which will provide a pedestrian link between the Town Centre and the District Park. There is a significant level change of around 6m between Grays Road to the west of the site and the District Park. In order to make the route accessible a winding or zig-zagging path is required. The design for the Green Link proposes a sinuous path connecting two large paved areas at the top and bottom of the Link with soft banks and tree planting. A new path is proposed to connect from the lower seating area to the approved path north of the Phase 4 residential area.

Four of the blocks are 3 storey in height and three of the blocks have an additional set back storey to form a 4 storey block. The architectural design of the blocks is contemporary in nature with facades that are broken up into grid arrangements that match the square 'dice' form of the blocks.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
 - a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
 - b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
 - c. Creation of a three-form entry primary school of 2 storeys;
 - d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
 - e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element

associated with the theatre of up to 30m;

f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;

b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;

c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);

d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;

e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;

f. Change of use of the Grade II listed former cinema building to provide 600sqm Class D1/2 use (no building works proposed);

g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

An application for a non-material amendment to vary the Phasing Plan was approved in January 2015 (Application Ref. 585/APP/2014/4023). An application to amend the approved parameter plans for the outline consent was approved under planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752.

Various applications for Reserved Matters relating to Phases 1, 2, 3 and 4 have since been submitted and development has commenced on site.

Application reference 585/APP/2015/2657 (Erection of 249 dwellings comprising 3no studio apartments, 92no. 1bed apartments, 130no. 2 bed apartments, 24no. 3 bed apartments together with associated parking and landscaping, and all details required by Conditions 2 and 3 relating to the reserved matters of layout, scale, appearance and landscaping) granted planning consent for the 'Residential Triangle' Phase adjacent to the application site.

Non-material amendment application reference 585/APP/2016/4052 was submitted to amend three of the approved parameter plans. This application was approved on 04.01.17. The amended parameter plans allowed a slight increase in basement depths.

4. Planning Policies and Standards

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

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

London Plan (March 2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts

Hillingdon Supplementary Planning Document - Residential Extensions

Hillingdon Supplementary Planning Document - Accessible Hillingdon

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment

LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th January 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 41 local owner/occupiers and the Vine Lane and North Uxbridge Residents' Associations. Site notices were also posted. No letters of objection or support have been received.

METROPOLITAN POLICE

Having had numerous meetings and I clearly understand that this development has a site wide SBD condition, I have reviewed the documentation and have no objections to this application.

HISTORIC ENGLAND

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

ENVIRONMENT AGENCY

Thank you for consulting us on the above application. This portion of the site lies outside of any constraints within our remit and we have no comments to make on the reserved matters.

THAMES WATER

The reserved matters application does not affect Thames Water and as such we have no observations to make.

NATIONAL AIR TRAFFIC SERVICES (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

HIGHWAYS

Highways It would help if they could provide a figure for the parking spaces already provided or

approved for the various sites on the overall site in comparison with the total approved at outline stage.

Case Officer's comments:

This information was requested from the applicant and they subsequently provided the figures for the Council's Highways Engineer to review.

HIGHWAYS 2nd comments:

Matters relating to trip generation and traffic impact on the highway network were established as part of the outline consent with off site highway mitigation works some of which have been implemented. 101 apartments are currently proposed comprising 36 one bed, 50 two bed and 15 three bed with 109 car parking spaces. 86 car parking spaces are located in the basement/undercroft with the remaining 23 at street level including 10 disabled spaces.

A parking allocation Condition is required to ensure that 23 spaces are reserved for the 3 bed units and 1 each for the remaining units in order to comply with the Council's parking standards. The TA advises that 166 cycle parking spaces are to be provided which comply with Council standards. Unless shown on plans 20% active and 20% passive electric charging points should be Conditioned. Subject to the above no objections are raised on highway grounds.

Case Officer's comments:

Condition 9 (Traffic and Parking Arrangements) of the amended outline consent (application reference 585/APP/2015/848) already requires the submission of these details for approval by the Council. These details would therefore be submitted for discharge following any approval of the current Reserved Matters Application.

FLOOD AND WATER MANAGEMENT

Any proposals must be compatible with the drainage proposals. It is not clear that the surfacing proposed is permeable and which will need to be clearly shown in any drainage plans for the area.

Case Officer's comments:

The Council's Flood and Water Management Officer's comments were passed to the applicant and an amended Drainage Layout Plan has been provided that shows permeable areas (plan ref. 2016-259 101 P2). In addition Conditions 68 (Drainage) and 69 (Foul and Surface Water) of the amended outline consent (application reference 585/APP/2015/848) requires the submission of these details for approval by the Council.

LANDSCAPE ARCHITECT

This site is located on a relatively flat (falling to the east) plateau to the east of the Town Centre Extension, overlooking the District Park West. The most dominant landscape feature is the line of closely spaced fastigiate hornbeam, mature *Carpinus betulus* 'Fastigiata' which define the west boundary of the site.

Comment

The residential scheme featuring a series of blocks of flats with generous spaces in between them has been the subject of pre-application discussions with the architect, PRP. The layout features underground parking for many of the cars which benefits the landscape setting of the site. Landscape proposals submitted by Allen Pyke include: a Tree Protection plan (ref. 2862-TS-01), General Arrangement Plans, 2 of 2 (ref. 2862-LA-02 Rev P1 and 03 Rev P1), Detailed Planting Plans (ref. 2862-PP-01 Rev P2 and 02 Rev P2).

The plans are supported by two documents: Soft Landscape Specification ref. 2682-SP-01 and a Landscape Management Plan ref. 2682-MP-01. In addition to the retained/protected trees, the scheme will provide approximately 40 new specimen trees, hedges, native woodland planting,

ornamental shrubs and herbaceous species.

Outstanding Landscape Issues

In pre-application discussions Hillingdon agreed to the removal of alternate specimens within the line of roadside hornbeams tree ref. 1725 - 1756. This was on the understanding that the remaining trees would have space to grow and would not be compromised by the encroachment of built development within the RPA's. According to the layout arrangement, each gap will be filled with car parking and/or pedestrian access, which will render the trees vulnerable to root damage/compaction below ground and damage by plant above ground. A detailed method statement is required to show how the trees will be protected. A specification of replacement planting using large semi mature trees should be provided in case replacement of existing trees is required within five years from the completion of the work.

In the course of the pre-application discussions it was agreed that cross-sections through the site (east to west) would be required to show the relationship of the development with the surrounding parkland (to the east) and road (to the west). In particular they are required to show how the proposed level changes and planting will be used to complement the local topography and screen the underground car park.

Levels / gradients of all external access routes are required to ensure that they comply with current access standards.

Recommendations

Further details are required to satisfy the above landscape issues including details of trees to be retained, tree protection measures and finished ground levels.

Case Officer's comments:

Conditions 24 (Landscaping Scheme), 28 (Levels), 29 (Access), 61 (Trees to be retained) and 62 (Protection of Trees) of the amended outline consent (application reference 585/APP/2015/848) already requires the submission of these details for approval by the Council.

ENVIRONMENTAL PROTECTION UNIT

No adverse comments.

HOUSING OFFICER

This planning application for the dice phase does not include any affordable housing but this reduced provision is acceptable as the S106 obligations will be on other phases of the development.

The Town Centre West phase (submitted concurrently with this application) delivers an over provision of 19% affordable housing to ensure the scheme in its entirety accords with the 15% provision required by the S106.

ACCESS OFFICER

Whilst the plans submitted indicate that 10% of the residential units may comply with the requisite standards for an M4(3), it is unclear whether these units meet the specifications. Particular attention should be paid to the level access arrangements to and into the principal entrance, the entrance lobby arrangement within the flats, in addition to spatial requirements within the bedrooms, bathrooms and kitchen areas. The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition). The same areas within all remaining dwellings should be designed to accord with the technical specifications of M4(2) for an Accessible and Adaptable dwelling.

Additional plans should be requested to confirm level access and compliance with the requisite standards for the required wheelchair accessible, and, accessible and adaptable dwellings. Any

approval of this application should apply the following condition:

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

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

Case Officer's comment:

The Design and Access Statement submitted with the application states that 'All the homes within the proposal are designed to Lifetime Homes Standards and meet the requirements of Approved Document M'. Condition 29 (Access) of the amended outline consent (application reference 585/APP/2015/848) also requires details of accessibility, including level access, to be submitted and approved by the Council.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed residential use on the site was considered and approved as part of the original outline consent (reference: 585/APP/2009/2752, dated 18th January 2012). The principle of the development is therefore deemed acceptable and in accordance with the outline consent.

7.02 Density of the proposed development

The Reserved Matters Application proposes the creation of 101 residential units within this section of the St Andrew's Park development. This is an increase in the number of residential units within this phase from the 78 units agreed as part of the s73 consent. However, there has been a shortfall in the delivery of residential units within phases 1 to 3, and therefore, the overall number of dwellings (1,340) permitted by the outline planning permission will not be exceeded.

The increase in units is not considered significant against the unit density which has already been approved for the development through the outline and S73 consent. As such the proposed density is considered to be acceptable.

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

A condition was attached to the outline consent (reference 585/APP/2009/2752, dated 18th January 2012) requesting an appropriate archaeological survey to be undertaken. A Written Scheme of Investigation for the Archaeological Evaluation was submitted and reviewed by the Conservation and Urban Design Officer and English Heritage who were satisfied the proposal would meet the required programme of archaeological work. The condition was therefore discharged under application reference: 585/APP/2012/2163 (dated 25/09/15).

The Council's Conservation Officer has been involved in the pre-application discussions for the proposals and they have raised no objections to the submitted details.

7.04 Airport safeguarding

The proposed use and general scale of development were considered and approved under the original outline application. The National Air Traffic Services (NATS) and Heathrow Airport Ltd have been consulted on the current proposals and have raised no objections.

7.05 Impact on the green belt

The proposed use, building heights and scale of development were considered and approved under the original outline application and the Section 73 application to alter the layout of the Town Centre Extension phase of the wider St Andrews Park development site.

The proposed development is within the parameters approved under these consents.

The development is considered to be appropriately designed to ensure no significant harm would occur to its setting adjacent to the green belt. The buildings have been designed so as to present their main facade onto the green belt whilst basement parking has been utilised to minimise the visual impact of parked cars. Landscaping has also been carefully designed to integrate the proposals and prevent a hard transition between the developed area and the new district park. The 'green link' has also been subject to significant pre-application discussions to ensure an appropriately designed link has been incorporated. The Council's Landscape Architect has raised no objections to the proposal and the additional details requested are covered by conditions attached to the amended outline consent. As such the application is considered to comply with Policy OL5 of the Hillingdon Local Plan.

7.07 Impact on the character & appearance of the area

The Council's Conservation and Design Officer has been involved throughout the pre-application process and raises no objections to the design of the proposals. Residential buildings were approved in this location as part of the section 73 consent for the development and the buildings have been designed to a high standard with architectural interest and respond appropriately to adjacent district park.

The design of the proposals are therefore considered to be acceptable.

7.08 Impact on neighbours

The principle of residential buildings has already been approved in this location as part of the section 73 consent for the development. The closest existing residential properties are to the north with the only properties within 50m of the site being derelict. Given the distance of separation and the existing principle of the proposals being consented the impact on neighbouring occupiers is deemed acceptable.

7.09 Living conditions for future occupiers

The proposed development maintains an appropriate 21m separation distance between the proposed buildings and the new Triangle Phase that is being constructed to the west of the application site. The separation distances between the blocks themselves is between 15m and 19m, with no direct overlooking between habitable rooms. This is achieved by ensuring there are only opaque windows within the northern elevations of the blocks, allowing windows on southern elevations to benefit from sunlight and solar gain. All of the proposed balconies have been positioned so as to benefit from views across the new district park.

INTERNAL FLOOR AREA

The proposed development is for the creation of 101 units within the site. Each of the proposed dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2016) and will benefit from appropriate levels of daylight. Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms being proposed.

EXTERNAL AMENITY

Every unit would include a private balcony and there are 3 courtyards proposed between blocks 3 and 4, 4 and 5 and 6 and 7. All private balconies have been designed to face east and thus benefit from views of the new district park. The majority are located on the eastern facades to maximise park views.

The amenity space requirements for the proposal are as follows:

1 bed (2 people) x 36 x 20 sqm = 720 sqm
2 bed (4 people) x 50 x 25 sqm = 1250 sqm
3 bed (5 people) x 15 x 30 sqm = 450 sqm
Total = 2420 sqm

The proposed development exceeds the Council's amenity space requirements, as set out by HDAS: Residential Layouts, which requires 2420 sqm. The proposed development will provide a total of 3946 sqm of amenity space and future residents will also benefit from close proximity to the new district park.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The periphery of the site has a PTAL of 4 which is 'good'. The proposal is for 101 dwellings comprising 36 one bedroom, 50 two bedroom and 15 three bedroom units. The total parking provision including some on the street is 109 including 10 disabled bays.

Bicycle access is via Gray's Road. An integrated cycle store is located in each block and is accessible through the secure main entrance of each block on the eastern elevation. Additional cycle parking is located within the basement and is accessed via a ramp. In total 166 cycle spaces are proposed, with 140 on the ground floors of the blocks and 26 in the underground parking.

The Council's Highways Officer has reviewed the details submitted with the application and raised no objection to the proposals subject to the attachment of conditions requiring details of parking allocation and electric vehicle charging points. Condition 9 of the amended outline consent (application reference 585/APP/2015/848) already requires these details to be submitted and approved by the Council and therefore the proposal is considered acceptable.

7.11 Urban design, access and security

SECURITY

The proposed development was reviewed by the Metropolitan Police Secure by Design Officer at outline stage and at the current reserved matters stage and the development is considered to adhere to the principals of Secure by Design and no objections have been raised.

In addition Condition 31 of the outline planning permission requires full details of security measures to achieve the Secured by Design accreditation to be submitted prior to commencement of the phase.

7.12 Disabled access

The Council's Access Officer has reviewed the submission and requested a condition to ensure the proposals meet M4(2) and M4(3) standards as set out in the Approved Document M to the Building Regulations.

However the the Design and Access Statement submitted with the application states that 'All the homes within the proposal are designed to Lifetime Homes Standards and meet the requirements of Approved Document M. In addition, ten homes or 10% of the overall homes are designed to be easily adaptable for wheelchair users as described in Supplementary Planning Document - Accessible Hillingdon. All of these homes are located on the ground floors'.

In addition Condition 29 of the amended outline consent (application reference 585/APP/2015/848) also requires details of accessibility to be submitted and approved by the Council. The condition requested by the Access Officer is therefore not required as the

phase will be conditioned to accord with the submitted Design and Access Statement and accessibility arrangements are still required to be submitted and approved.

The application is therefore deemed acceptable in terms of accessibility.

7.13 Provision of affordable & special needs housing

The S106 agreement attached to the outline consent requires that affordable housing across the whole development site must be provided at 15%. The adjacent Triangle Phase and Town Centre West Phase beyond will provide an increased level of affordable housing so that across the three phases 15% is achieved. There will therefore be no affordable housing within this particular phase.

The Council's Housing Officer has reviewed the submitted details and confirmed that they raise no objections to the application. Reserved Matters Consent has already been approved for the adjacent Triangle site and increased affordable housing provision was secured. It will be a requirement of the Town Centre West Phase that increased affordable housing is also provided at the appropriate level and standard to secure 15% across the three phases.

7.14 Trees, landscaping and Ecology

The Council's Landscape Architect has reviewed the submitted details and confirmed that the approach adopted is in accordance with pre-application discussions and they have raised no objections to the proposed landscaping. The application is considered to be well designed and to integrate successfully with the adjacent district park. Careful design work has also gone into the 'green link' for pedestrians between the Town Centre Extension and the new district park. The Council's Landscape Architect has requested further details to be submitted, including details of trees to be retained, tree protection measures and finished ground levels. However Conditions 24 (Landscaping Scheme), 28 (Levels), 29 (Access), 61 (Trees to be retained) and 62 (Protection of Trees) of the amended outline consent (application reference 585/APP/2015/848) already requires the submission of these details for approval by the Council.

As such the proposed landscaping details as submitted are deemed acceptable and will be supplemented by additional details for review by the Council in due course.

7.15 Sustainable waste management

Each block has integrated refuse stores located on the ground floor. The bins within Blocks 1 and 2 can be directly accessed. The bins from Blocks 3,4,5,6 and 7 will be moved by management personnel to designated locations allowing the refuse vehicle to easily collect the refuse.

The Council's Waste Management Officer was consulted on the proposals and has raised no objections to the application. Condition 31 (Waste) of the amended outline consent (application reference 585/APP/2015/848) requires the submission of waste storage and collection details for approval by the Council.

7.16 Renewable energy / Sustainability

The submitted Design and Access Statement states 'The scheme has been designed to accord with the site wide energy strategy. The energy strategy sets out how the development will reduce emissions in accordance with the London Plan energy hierarchy. It is proposed that the Dice phase will be connected to the proposed local heating network.... MVHRs are provided for each apartment within the development to minimise the heat losses through ventilation. In addition, the indicative location of PV panels on the roof of the blocks is shown on the roof plans as a potential method to achieve a 15% reduction in emissions from a renewable energy source.'

The Council's Sustainability Officer was consulted on the application and has provided no objections. Condition 10 (Energy) of the amended outline consent (application reference 585/APP/2015/848) also requires that the proposals accord with the approved site wide energy strategy.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the proposal and requested further details regarding the permeability of proposed surface treatments. The applicant has provided an amended Drainage Layout Plan which shows permeable areas (plan ref. 2016-259 101 P2). In addition Conditions 68 (Drainage) and 69 (Foul and Surface Water) of the amended outline consent (application reference 585/APP/2015/848) requires the submission of these details for approval by the Council.

As such the application is deemed acceptable from a flooding perspective and the requested details will be provided in due course to discharge the relevant conditions for this phase.

7.18 Noise or Air Quality Issues

NOISE

The noise assessment provided as part of the outline consent raised no issues with regard to noise and EPU have raised no objections to the proposals

AIR QUALITY

The air quality report provided as part of the outline consent raised no issues with regard to Air Quality and EPU have raised no objections to the proposals.

7.19 Comments on Public Consultations

No responses were received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the outline planning permission (ref: 585/APP/2009/2752).

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for 'The Dice' phase of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. This reserved matters application is submitted pursuant to S73 planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752. The Reserved Matters application relates to 'The Dice', an area of land located to the west of the new District Park within the site.

The proposed scheme would provide 101 residential units, providing a mix of 2, 3 and 4 bedroom dwellings and there would be 109 parking spaces for residents and visitors, the majority of which would be located in a basement.

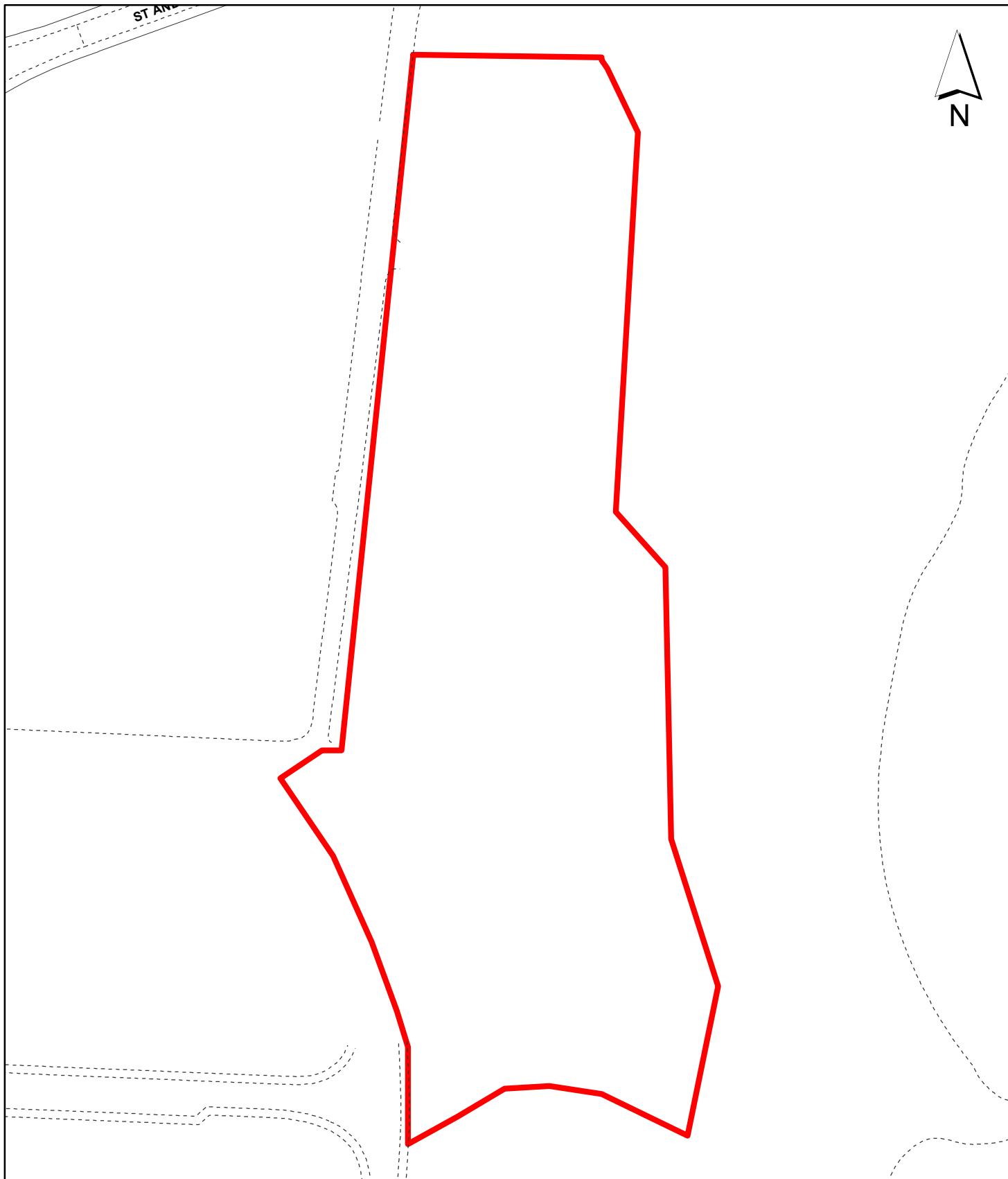
The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



<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;">Dice St, Andrews Park</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;">585/APP/2016/4442</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;">January 2018</p>	

Report of the Head of Planning, Sport and Green Spaces

- Address** 205 & 207 HAREFIELD ROAD UXBRIDGE
- Development:** Extensions to both existing properties to create a single block of 20 flats comprising 5 x studio flats, 9 x 1-bed flats and 6 x 2-bed flats with on-site parking and amenity space, new access point, landscaping and ancillary development.
- LBH Ref Nos:** 73106/APP/2017/2980
- Drawing Nos:** 205UXB/PL04A (Proposed Information)
205/207UXB/PL12 (Proposed Information)
205/207UXB/PL14 (Proposed Information)
Design & Access Statement dated July 2017
205207UXB/PL01 (Information as Existing)
Economic Viability Appraisal Report, prepared by U.L.L. Property dated Jul 2017
Daylight & Sunlight Report, prepared by Waterslade dated August 2017
Design & Access Statement
205/207UXB/PL10F (Proposed Information)
205/207/UXB/PL03D (Existing Elevations Information)
205/207/UXB/PL04B (Existing Plans)
205/207/UXB/PL05 (Existing Elevations (B & D))
205/207UXB/PL11A (Proposed Information)
205/207UXB/PL13A (Proposed Information)
205/207/UXB/PL15 (Proposed Elevations (B & D))
Unnumbered Plan - Example 1
Transport Assessment, prepared by The Cunningham Consultancy Limited, amended October 2017
Arboricultural Impact Assessment, prepared by AGB Environmental dated 03/11/17
Energy Statement, prepared by Energy Report dated 17/07/17 (received 23/11/17)
205/207/UXB/PL22 (In Relation the Abrook Arms)
205/207/UXB/PL23 (In Relation the Abrook Arms)
205/207/UXB/PL24 (In Relation the Abrook Arms)
205/207/UXB/PL25 (In Relation the Abrook Arms)

Date Plans Received:	14/08/2017	Date(s) of Amendment(s):	06/10/2017
Date Application Valid:	14/08/2017		03/10/2017
			14/08/2017
			06/12/2017

1. SUMMARY

This application seeks full planning permission for the provision of extensions to nos. 205 and 207 Harefield Road, to merge the properties to provide a single block of 20 flats with associated car parking and amenity space.

A number of objections have been received to the scheme and, despite submission of amended plans, significant concerns remains over the appropriateness of the development is this location.

Whilst the intensification of residential use of the site is acceptable in principle, concern is raised over the housing mix proposed and it is considered that the layout, size, scale, bulk, mass and design of the scheme would detract from the visual amenities of the area and could not be supported in this instance.

Insufficient parking provision has been provided and the application has failed to demonstrate that the development would not have an unacceptable impact on the residential amenity of adjoining occupants through loss of outlook, noise and disturbance.

The development would have an urbanising impact on the site and locality and result in the unacceptable loss of trees and vegetation. Furthermore, the applicant has failed to demonstrate that the development would not result in an increased risk of flooding.

The scheme fails to comply with current Local Plan, London Plan and NPPF planning policies and, accordingly, refusal is recommended.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Design

The development, by virtue of the amalgamation of the two sites, its considerable bulk and scale, its use for small flats in an area of family housing, its use of the back garden for parking (and the necessary levelled hardstandings required for this on this steeply sloping site), and the loss of a significant number trees and shrubs in the front and rear gardens, which provide the characteristic backdrop to this side of the road, would be entirely out of keeping in this location. Furthermore, the incorporation of large crown roofs, small half hips, sash windows, gables with balconies and stone window surrounds and detailing, in contrast to the much more traditional, and less formal, character of the road, combined with the sheer size and bulk of the building would exacerbate the design deficiencies and render it very prominent in the streetscene. Accordingly, the development would be contrary policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2 NON2 Impact on neighbours

The proposed development, by virtue of its layout, size, scale, bulk, mass and design, would be detrimental to the amenities of the adjoining occupier at 209 Harefield Road by reason of overdominance, overshadowing, visual intrusion and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 Impact on future occupants

The proposed development, by reason of its substandard room and unit sizes would fail to provide a satisfactory standard of accommodation to the detriment of the amenities of future occupants, contrary to policy 3.5 of the London Plan (2016) and the DCLG Technical housing standards - nationally described space standard (March 2015).

4 NON2 Housing mix

The proposed development fails to provide a satisfactory mix of housing units of different sizes, especially in terms of dwellings suitable for families, contrary to the aims of policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies, policies H4 and H5 of the

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), policy 3.8 of the London Plan (2016) and Hillingdon's published Housing Market Assessment.

5 NON2 Loss of trees

The development, by reason of its unacceptable tree loss and the urbanising effect of the scheme, which necessitates the sacrifice of back garden space to provide additional car parking, would be contrary to policies BE23 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6 NON2 Flood risk

The proposal involves an extension to the basement and a significant increase in hardstanding. No drainage strategy or assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability has been provided to demonstrate that the development will not cause harm to the built and natural environment and local amenity and will not result in flooding or ground instability. The development fails to demonstrate that the scheme will:

- a) Maintain the structural stability of the building and neighbouring properties;
- b) Avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- c) Avoid cumulative impacts upon structural stability or the water environment in the local area.

Accordingly, the development is contrary to policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), policy OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), policy 5.12 of the London Plan (March 2016), and the National Planning Policy Framework (March 2012).

7 NON2 Noise/disturbance/contamination

The application fails to demonstrate that the development will not have an unacceptable impact on future and neighbouring occupants by way of traffic noise, disturbance or contamination, contrary to policies OE1, OE3, OE5 and OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and policies 7.15 and 5.21 of the London Plan (2016).

8 NON2 Parking

The development fails to provide sufficient parking to cater for the number of units proposed contrary to policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted car parking standards.

9 NON2 Non Standard reason for refusal

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Affordable Housing, Construction Training and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of the London Borough of Hillingdon Local Plan part 2 (November 2012) and the Council's Planning Obligations SPD July 2014.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 2,900m² broadly rectangular shaped plot

located on the north west site of Harefield Road in Uxbridge. It is currently occupied by nos. 205 and 207 Harefield Road, both mid-twentieth century detached residential properties, with associated frontage parking and rear gardens.

No.205 occupies the southern half of the site and comprises a two-storey four-bedroom detached residential property with an attached garage. It has a single access from Harefield Road and driveway parking is provided to the front of the property, its boundary with Harefield Road defined by hedge planting. To the rear it has a sizeable garden which is predominantly laid to lawn. There is a significant level change across the site which slopes away from the road to the west for the length of the plot.

No.207 occupies the northern half of the site and comprises a two-storey five-bedroom detached property with small basement and roof accommodation and a detached single garage to its northern side. It has two accesses from Harefield Road which serve the front garden and driveway. The property frontage is defined by tree and hedge planting. To the rear it has a sizeable semi-wild garden, laid to lawn with significant hedge and tree planting around its boundaries and towards the rear of the site. As with no.205, there are significant level changes across the site, which slopes steeply away from the road to the west for the length of the plot. Although both plots slope steeply these are more extreme towards the north of the application site.

The application site falls within a predominately residential area and this part of Harefield Road is characterised by detached residential properties located on spacious plots with leafy frontages and rear gardens. The site is bounded to the north and south by detached residential properties. Residential properties are also located on the opposite side of Harefield Road. To the west the site is bounded by a field, beyond which is the Fray's River.

The entire application site falls within the developed area as designated in the Hillingdon Local Plan. Land adjoining to the west falls within the Green Belt and is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance. Harefield Road is designated as a Local Distributor Road.

3.2 Proposed Scheme

This application seeks full planning permission to extend and merge 205 and 207 Harefield Road to create a single residential block comprising 20 flatted units.

The development would accommodate 5 x studio flats, 9 x 1 bed flats and 6 x 2 bed flats over 3/4 storeys, including basement and roof accommodation. The sloping nature of the site is such that the building would have the appearance of a three-storey block (including roof accommodation) as viewed from Harefield Road, but a four-storey block (including roof accommodation) as viewed from the rear.

Whilst the new block would not project forward of the existing building line, a new frontage would be provided to the existing properties to ensure a seamless merge between the existing development and proposed extensions. As viewed from Harefield Road, the block would be characterised by two gable end projections and a large crown roof with dormer windows.

Externally, parking would be provided to the front and rear of the block, to provide 23 parking spaces, including two disability standard spaces. A single access would be provided from Harefield Road with access to the rear car park gained via a driveway

alongside the northern boundary of the site. Refuse and cycle stores would be provided towards the front of the property.

A number of existing mature trees would be removed to accommodate the rear parking area. Amenity space would be provided beyond the car park to the rear of the site.

3.3 Relevant Planning History

Comment on Relevant Planning History

The planning history is summarised above. Most notably, in parallel with this current application the applicant also submitted individual applications to extend both of the properties. These have both recently been refused planning permission and are discussed in more detail below.

205 Harefield Road

12886/APP/2017/1478 - Two storey side/rear extension - refused 31/10/17 for the following reasons:

1. The proposed extensions, by reason of their overall size, scale, bulk, siting in close proximity to the side boundary and design, including a crown roof, introducing a roof form substantially different to that of the original and adjoining properties, would result in a disproportionate and incongruous addition that would fail to harmonise with the architectural composition of the original dwelling and would be detrimental to the character, appearance and visual amenities of the street scene contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2. The proposed extensions, by virtue of their overall size, scale, bulk and proximity, would be detrimental to the amenities of the adjoining occupier at 207 Harefield Road by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

3. The submitted Tree Survey and Arboricultural Implication Assessment has failed to demonstrate that the development will safeguard existing trees on the site and further fails to demonstrate protection for and long-term retention of the trees. The proposal is therefore contrary to Policies BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

207 Harefield Road

4268/APP/2017/1480 - Installation of basement level, two storey rear extension and alterations to roof - refused 31/10/17 for the following reasons:

1. The proposed two storey rear extension, by virtue of its size, scale, bulk, design and staggered siting, would be detrimental to the amenities of the adjoining occupier at 209 Harefield Road by reason of overdominance, overshadowing, visual intrusion and loss of

outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

2. The proposed two storey rear extension, by reason of its overall size, scale, bulk and crown roof design, introducing a roof form substantially different to that of the original house, would result in a disproportionate and incongruous addition that would fail to appear subordinate to the appearance of the original house. It would be detrimental to the appearance of the original house and would detract from the character and appearance of the street scene and the area in general, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the adopted Hillingdon Local Plan - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

3. The proposed development, by reason of the close proximity of the proposed driveway to the rear parking and turning area would be detrimental to the residential amenity of the occupants of 209 Harefield Road by reason of the noise and disturbance resulting from the use of this driveway. As such the proposal would be contrary to policies BE19, BE21 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

4. The proposal would result in the loss of/damage to existing trees on and adjoining the site resulting in an urbanising impact. The proposal is therefore detrimental to the visual amenity of the street scene and the wider area contrary to Policies BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

4. Planning Policies and Standards

National Planning Policy Framework
London Plan (2015)

Hillingdon Local plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

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 Guidance - Contamination

Hillingdon Supplementary Planning Document - Air Quality

Hillingdon Supplementary Planning Document - Planning Obligations

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM11 (2012) Sustainable Waste Management

PT1.EM6 (2012) Flood Risk Management

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

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.H1 (2012) Housing Growth

Part 2 Policies:

- 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.
- 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.
- OL5 Development proposals adjacent to the Green Belt
- 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
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- H3 Loss and replacement of residential accommodation
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- 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
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2016) Quality and design of housing developments
- LPP 3.8 (2016) Housing Choice
- LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed-

	use schemes
LPP 3.13	(2016) Affordable housing thresholds
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 5.21	(2016) Contaminated land
LPP 6.1	(2016) Strategic Approach
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
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th September 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 12 local owner/occupiers and the North Uxbridge Residents' Association. Site and press notices were also posted. Seven letters of objection have been received, which raise the following concerns:

- i) Its size, scale, height, bulk and position too close to the road would be extremely imposing. It is overbearing, out of scale and the size is not in keeping with the neighbouring family homes.
- ii) The development would be out of keeping with the character and appearance of the surrounding area and be detrimental to the street, which borders an area of special interest.
- iii) The supporting documents are not factually true - the care home is not opposite, does not have roof accommodation, is set back from the road and well screened by vegetation and the only flats along Harefield Road are not close to the application site.
- iv) Loss of trees will dramatically change the landscape and reduce visual and noise screening of the A40.
- v) Overdevelopment of the site.

- vi) Impact on the sewer and water system.
- vii) It's not clear why there are two concurrent applications for very similar development, why the applicant's address is different and whether the surveys are consistent.
- viii) This will set a precedent for similar developments along Harefield Road.
- ix) Its location on a bend with the entrance in the middle will make this an accident hot spot.
- x) Increased strain on local amenities such as schools and doctors, which are oversubscribed.
- xi) Impact on the social and economic area as a whole by changing the demographics of an area - Uxbridge needs to protect its identity.
- xii) There is regular congestion every evening with queuing traffic heading towards the Park Road/A40. This will significantly add to an already over congested road.
- xiii) Highway and pedestrian safety - the site is on a bend and crossing is already dangerous.
- xiv) Additional cars, boilers, drainage pipes, waste, surface water, etc, will have a negative impact on the local environment and will add significantly to pollution levels - there are no provisions to offset these impacts.
- xv) Overlooking, especially from balconies and the car park encroachment to the rear.
- xvi) The description of the development states balconies will be added at the rear but the picture shows balconies at the front too very close to the road.
- xvii) With St Andrew's development still taking shape, there are plenty of flats already available in the Uxbridge area.
- xviii) Increased noise from extra people and cars.
- xix) Inadequate access for emergency vehicles.
- xx) Insufficient parking.
- xxi) Disruption on the road and the inevitable noise and pollution during construction will be excessive, making life most unpleasant for local residents and the Nursing Home.
- xxii) Overshadowing of adjacent properties.
- xxiii) Loss of outlook.
- xxiv) Due to the change in levels it would be like a four-storey building when viewed from the rear.
- xxv) Visual impact resulting from significant loss of garden and creation of car park.
- xxvi) Loss of the garage to 207 and creation of an access road will add significant noise and disturbance to the neighbouring property.
- xxvii) Potential structural impacts to neighbouring properties, especially due to change in levels.
- xxviii) The properties are located on a blind bend and exiting their driveways is hazardous.
- xxix) The TA is misleading as it was carried out during the summer and the photos are deceptive.
- xxx) Additional traffic from the redevelopment of the Abrook Arms needs to be considered.

The local Ward Councillor has requested Committee determination.

Internal Consultees

URBAN DESIGN OFFICER

The site comprises two detached houses of mid 20th century date, secluded amongst tall hedges and trees and set at an angle to the road. Harefield Road was formerly an old country lane known as Pages Lane, and it still retains its historic characteristics of modest width, tall hedges to either side, many mature trees to side boundaries and front and rear gardens, and large detached family houses. The north side of the road, wherein lies the application site, falls sharply away to the north, down through the Green Belt to the Frays River. The only obvious exception to the detached houses in this area, and further up on the other side of the road, is Clare House, the BUPA care home, which was, from 1914 to 1978, the home of the Uxbridge and District Cottage Hospital.

This proposal would involve the joining of the two existing properties and their extension, re-fronting and conversion to form a block of 20 flats, mainly 1 bed, with 2 bed and studios, with parking in the front and back gardens and the construction of a brick wall with railings along the double front boundary.

This proposal would be entirely out of keeping in this location, by virtue of the amalgamation of the

two sites, its considerable bulk and scale, its use for small flats in an area of family housing, its use of the back garden for parking (and the necessary levelled hardstandings required for this on this steeply sloping site), the loss of the green frontage and the loss of a significant number of the trees and shrubs in the front and rear gardens, which provide the characteristic backdrop to this side of the road. The proposed front boundary of a long, brick wall with railings and tall brick piers with stone ball finials would appear very urban and detract significantly from the character of the area, while the sparse planting proposed would in no way compensate for the loss of the tall hedges.

Although the inner footings of the current buildings would survive within the new build, the houses would be extended and re-fronted with new fenestration. The design would incorporate large crown roofs, small half hips, sash windows, gables with balconies and stone window surrounds and detailing, in contrast to the much more traditional, and less formal, character of the road. The sheer size and bulk of the building and lack of screening would exacerbate the design deficiencies and render it very prominent in the streetscene.

Recommendation: Unacceptable in principle

Officer comment: It should be noted that amended plans were provided which show increased landscaping to the front boundary. The Council's Conservation and Urban Design Officer has confirmed that these are insufficient to address the fundamental concerns raised.

TREES/LANDSCAPE OFFICER

This site is occupied by two neighbouring two-storey detached houses on the north-west side of Harefield Road. Both plots slope down away from the road and have steep stepped access to the spacious rear gardens which extend down the valley to the edge of the River Frays and the Frays Nature Reserve. Both houses are set back from the road and are well screened by a mix of established trees, shrubs and hedges. While the existing vegetation contributes to the character and appearance of this residential street, there are no TPO's or Conservation Area designations affecting the site.

A Tree report has been prepared by AGB which assesses the condition and value of 13No. individual trees and five groups. According to this assessment there are no grade 'A' trees, 11No. 'B1' and 7No 'C1.'

The proposed development will necessitate the removal of five individual 'B1' trees (T1 Japanese Maple, T2 Lime, T4 Yew, T7 Yew and T8 Weeping Willow) and two groups of 'B1' trees (G1 and G2). The report concludes that the amount of proposed tree removal is significant but will have minimal visual impact with only limited public visibility - and the opportunity to accommodate new planting.

While there is no objection to the survey assessment, the collective value of these trees is higher than the individual values imply. -

- Furthermore the loss of tree cover, particularly in the front gardens, will be highly conspicuous from the public realm and will be detrimental to the character of the area. The visual impact of the vegetation clearance will be exacerbated by the increased parking requirements to both the front and rear of the building.

Recommendation: This application is unacceptable due to the loss of trees and urbanising effect of the scheme caused by the scale and scope of the development, the effects of which are contrary to saved policy BE38.

Officer comment:

Following receipt of amended plans and an amended Arboricultural Report the Trees/Landscape Officer has reiterated the original concerns, commenting as follows:

The revised tree report seeks to address some of the concerns raised about tree loss from the front garden.

To this end the report now proposes the retention of four grade 'B' trees and groups: T1 the Japanese maple, T4 the yew and groups G1 and G2.

The report (summary) notes that reduced dig methodology will be required to safeguard these trees. Concern remains that working space is required around the building (typically < 3 metres). Furthermore the existing sloping front garden/drive space will be required to accommodate construction traffic including plant, deliveries and storage of materials. These details have not been fully factored in to a construction method statement.

The current proposed tree loss includes includes three 'B' grade trees: T2 a lime, T7 a yew and T8 a willow together with four C grade trees.

RECOMMENDATION

The application remains unacceptable due to the detrimental impact of the development on the character and appearance of the area.

This is due in part to tree loss and in part to the urbanising effect of the development which necessitates the sacrifice of back garden space to provide additional car parking and is contrary to saved policies BE23 and BE38.

FLOOD & WATER MANAGEMENT OFFICER

Recommendation: Objection

The proposal involves an extension to the basement therefore a site groundwater investigation is required. If groundwater is detected on site suitable mitigation is required. As one has not been submitted the application should be refused.

The management of surface water is a material planning consideration for all major development. Therefore an assessment or drainage statement is required with all major applications. As one has not been submitted, the application should therefore be refused.

Comments on the Planning Application:

Groundwater

When determining proposals for basement and other underground development, the Council will require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate. The Council will

only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. We will require developers to demonstrate by methodologies appropriate to the site that their proposals:

- a) Maintain the structural stability of the building and neighbouring properties;
- b) Avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- c) Avoid cumulative impacts upon structural stability or the water environment in the local area;

Reason:

The proposal could increase flood risk and is therefore not in accordance with;

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012)
- Policy DMHD 3: Basement Development in emerging Hillingdon Local Plan Part 2 Development Management Policies,
- Policy 5.12 Flood Risk Management of the London Plan (March 2016), and
- Planning Practice Guidance (March 2014).

A site investigation must be undertaken to inform the proposal, and where groundwater is found suitable mitigation provided. For information a proposal where a basement extends the full width of a plot will not be looked on favourably.

Surface Water

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

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

a) Suds features:

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

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use .

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

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

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- 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, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

e) From commencement on site

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

commencement on site including any clearance or demolition works.

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 DMEI 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,
- Policy 5.12 Flood Risk Management of the London Plan (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

Officer comments:

Whilst the Flood Water Management Officer's comments are noted and supported it must be noted that the Hillingdon Local Plan: Part 2 - Development Management Policies is an emerging plan, which is not yet adopted and so is of very limited weight at this stage.

HIGHWAY ENGINEER

This application is for the extensions to existing detached properties to create a block of flats in Harefield Road Uxbridge.

Harefield Road is a classified road (B467) and there are current waiting restrictions in place to deter traffic parking on the road that would inhibit the free flow of traffic.

The existing dwellings have three vehicular crossovers to provide access to adequate driveway parking.

The site has a PTAL value of 1b (very poor) which suggests there will be a very strong reliance on private car trips to and from the site.

The applicant has supplied a Transport Assessment by Cunningham Consultancy (July 2017) in support of the application.

There has been no pre-app discussions on the proposals which is surprising given the scale of the proposals.

The proposal consists of amalgamating the existing two detached dwellings to create 5xstudio,9x1b and 6x2b flats.

According to the application form there are 22 car parking spaces provided which equates to an average of 1.1 spaces per flat.

The proposal includes a new single access point off Harefield Road to replace the existing three access points. The design of that access in terms of visibility and sight distances would have to be conditioned along with the re-instatement of the existing access points.

In an area of such poor PTAL score I would be expecting at least 1 car parking space per studio and 1 bed flat and 1.5 spaces per 2 bed flat. This is seen as a minimum given the poor accessibility and given that visitor parking on Harefield Road is not an option given its width and classified road status

If the applicant could provide another on-site car parking space then I would have thought that 23 spaces would have been acceptable. If a pre-app had been carried out these issues would have been discussed earlier.

The proposed development will produce additional trips but that should not be significant when the traffic flows along Harefield Road are concerned.

The TA suggests 20 cycle parking spaces will be provided and secure covered cycle parking spaces should be conditioned.

There is a refuse area shown on the plans close to Harefield Road.

On the basis of the above comments highway concerns are raised over the level of on-site car parking provision. Should this be overcome other issues could be conditioned.

Officer comment: Following receipt of amended plans the Highway Engineer has provided further comments as follows:

Further to my earlier comments I note there has been revisions to the previous plans but there was no increase in on-site car parking as I suggested. On that basis I suggest you refuse the application. If you are of a mind to recommend approving this scheme I suggest you condition the following:

1. EVCP at the rate of 20% active and 20% passive for all car parking spaces on site.
2. At least 20 secure covered cycle parking spaces.
- 3 Refuse/recycling bins suitable for the number of flats in a storage area no more than 10m from the public highway.
4. Visibility splays provided at the entrance/exit that accords with the guidance in Manual for Streets
5. The future residents of the site will not be eligible for residents parking permits and this agreement will be secured by a S106 agreement.

ACCESS OFFICER

As this proposal would essentially result in an extension to the existing buildings, I have concluded that the prescribed standards for accessible housing, as set out in Approved Document M to the Building Regulations, should not be applied to this development.

Conclusion: acceptable from an accessibility standpoint.

ENVIRONMENTAL PROTECTION UNIT

Reports on noise and land contamination should be provided. Once provided and if satisfactory relevant conditions would be required.

ENVIRONMENTAL OFFICER

I object to the proposed development as it does not comply with London Plan Policy 5.2 relating to energy.

The proposed development presents a broadly appropriate strategy to demonstrate compliance with policy 5.2 however the technological reliance on reducing CO2 comes from the use of PVs.

The energy strategy states:

Details of the PV installation and roof area measurements can be found in Appendix C.

There is no appendix referenced in the contents page. There is no appendix c in the document.

In addition, the roof plan submitted with the application shows no PVs. The roof is a mix of pitched (with dormers) and flat (with roof lights) thus reducing the available space for PVs of which there is a large amount required. The problems are increased further due to the orientation of the roof which is on an east/west access (length ways); this reduces the optimal arrangement for the location of PVs.

The applicant will need to:

- 1 - Demonstrate that the required amount of PVs can be located on the roof given the other roof mounted design features
- 2 - Demonstrate that the pvs that can be located on the roof have an optimum efficiency - this will require an update to the sun path analysis
- 3 - provide elevations and roof plans showing the inclusion of PVs
- 4 - provide an updated energy strategy that includes an assessment of the efficiency of the PVs based on the design of the property.

Officer comment:

The applicant has provided a revised Energy Statement. The Environmental Officer has advised that whilst the report is acceptable, there is a disconnect with the submitted roof plans and elevations, which need to be updated and presented to show the energy strategy can be incorporated within the development.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site falls within the developed area as shown in the Hillingdon Local Plan. It does not fall within the Green Belt, a Conservation Area or any other designation which could preclude residential development.

Policy H1 of the Local Plan: Part 1 - Strategic Policies gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

London Plan (2016) policy 3.3 similarly seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it must be noted that the SPG is clear that in achieving housing targets, full account must be given to other policy objectives and that to address London's strategic housing requirement and reconcile any local disparities between housing need and supply, boroughs should identify and proactively seek to enable extra housing capacity through the preparation of their Local Plans.

At a national level, Chapter 6 of the National Planning Policy Framework (NPPF), similarly seeks to increase housing supply, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met. Particular emphasis is given to housing delivery over the next five years, but authorities are also required to consider growth beyond this.

Notwithstanding this general policy support for new residential developments, it is clear that careful consideration must be given to the ability of development proposals to also meet

other planning policies and also the ability of authorities to meet their housing needs.

With regard to compliance with other planning policies, significant concerns are raised on a number of key planning matters, including design, impact on trees and landscaping, sustainability, drainage, and residential amenity. These matters are discussed in more detail throughout this report.

With regard to the borough's ability to meet its housing need, the designation of the Hayes Housing Zone in the south of the borough together with other pipeline residential schemes is such that this Council is anticipated to exceed its requirements for housing delivery for the foreseeable future. With this in mind, it is difficult to justify the development on need alone.

Important consideration must also be given to the mix of units proposed.

Local Plan: Part 1 policy H2 identifies a need for more larger affordable units. Local Plan: Part 2 policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. The Mayor of London's Housing Supplementary Planning Guidance (March 2016) generally supports larger units where there is demand.

The Council's Emerging Development Management (Local Plan Part 2) Policy DMH2 'Housing Mix' requires a more balanced housing mix reflecting its latest information on housing mix, which shows a high need for more family sized accommodation, particularly 3 and 4 bed units. Hillingdon's published Housing Market Assessment confirms this need. Whilst the emerging Local Plan Part 2 is subject to an Examination In Public and has limited weight at present, it does emphasise the growing need for family housing (i.e. 3 and 4 bedroom units).

The proposed housing mix of only studio, one and two bed units would be contrary to policy H5 of the Local Plan: Part 2 and policy 3.8 of the London Plan (2016) and, without further justification for the lack of family sized units, it is not considered that it could be supported in this location, particularly given the total overall number of units proposed.

In attempts to justify the proposal the applicant has notably drawn the Council's attention to two other developments in the borough, one at 103 Ducks Hill Road in Northwood and one at the former Abrook Arms PH, also along Harefield Road. Planning permission (ref: 64345/APP/2011/1945) was granted for the redevelopment of the former in October 2012 and sought the redevelopment of that site to provide a residential development of 13 units comprising 12 x 2 bedroom and 1 x 3 bedroom apartments. That development is complete. With regard to the latter, planning permission is sought for the redevelopment of that site to provide 18 residential units comprising 3 x 1 bedroom, 12 x 2 bedroom and 3 x 3 bedroom units. The Council's Majors Applications Planning Committee resolved to grant planning permission for the scheme on 15th November 2017, subject to finalisation of the S106 agreement. This has yet to be finalised and so to date no planning permission has been granted for that site. Whilst every application must be assessed on its own merits, and with regard to the Ducks Hill Road scheme policy changes since 2011 must be considered, it is notable that in contrast to the application now under consideration, both those examples provided by the applicant provide at least one family sized unit.

In conclusion, whilst there is no objection in principle to the intensification of residential development in this location, the proposal nevertheless fails to provide a satisfactory form of development which would comply with all other relevant planning policies. Accordingly, overall the principle of the development cannot be supported in this instance.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) advises that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with local context and the site's public transport accessibility. The London Plan provides a density matrix to establish a strategic framework for appropriate densities at different locations.

The site has a PTAL of 1b and is located within a suburban setting. The London Plan 2016 range for residential sites with a PTAL of 0-1, which fall within a suburban area is 150-200 habitable rooms per hectare (hrph) and, based on an average of 3.1 habitable rooms per unit (noting rooms over 20m² are counted as 2 in compliance with the Council's SPD on Residential Layouts), 40-65 units per hectare (uph).

Based on a site area of approximately 2,900m², the proposed scheme would have a density of 69 uph and 210 hrph. This marginally exceeds London Plan density guidelines and is indicative of overdevelopment of the site, which could lead to difficulty in meeting residential amenity, parking and other relevant standards as discussed later in this report.

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

Not applicable. The site does not fall within a archaeological priority area, conservation area or area of special local character and there are no listed buildings within the vicinity. Notably, whilst residents suggest the site bounds an "area of special interest" Harefield Road and properties either side of it at this point fall within the developed area as designated in the local plan and have no other designation. The North Uxbridge Area of Special Local Character is located beyond residential properties to the south and the proposal would not be easily visible from any part of that area.

7.04 Airport safeguarding

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

7.05 Impact on the green belt

The site is bounded by land falling within the green belt to the west. Local Plan: Part 2 policy OL5 seeks to ensure that new development proposals adjacent to or conspicuous from the green belt do not harm its visual amenities.

Notwithstanding the proposed substantial increase in the scale of the development, given the length of the rear gardens and existing tree screening it is not considered that the proposal would have such a significant detrimental impact on the visual amenities of the green belt that refusal could be justified on these grounds.

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 application site is characterised by two detached properties, located on spacious plots, set back from the road and largely screened by existing trees and vegetation. Indeed, such features are key characteristics of both sides of this stretch of Harefield Road, the only exception being Clare House, a BUPA care home located further

north on the opposite of the road. The houses have a wide variety of designs, but are predominantly all two-storey, many with hipped roofs and gable ends. Although there are some examples present, roof accommodation is not a particular characteristic of the area, especially in the front elevation of properties and to the scale of that now proposed.

The proposal seeks to extend and merge the existing two properties to provide a single block comprising 20 flats with car parking to the front and rear. The Council's Conservation and Urban Design Officer has raised strong objections to the visual impact this would have on the street scene and surrounding area, commenting as follows:

"This proposal would be entirely out of keeping in this location, by virtue of the amalgamation of the two sites, its considerable bulk and scale, its use for small flats in an area of family housing, its use of the back garden for parking (and the necessary levelled hardstandings required for this on this steeply sloping site), the loss of the green frontage and the loss of a significant number of the trees and shrubs in the front and rear gardens, which provide the characteristic backdrop to this side of the road. The proposed front boundary of a long, brick wall with railings and tall brick piers with stone ball finials would appear very urban and detract significantly from the character of the area, while the sparse planting proposed would in no way compensate for the loss of the tall hedges.

Although the inner footings of the current buildings would survive within the new build, the houses would be extended and re-fronted with new fenestration. The design would incorporate large crown roofs, small half hips, sash windows, gables with balconies and stone window surrounds and detailing, in contrast to the much more traditional, and less formal, character of the road. The sheer size and bulk of the building and lack of screening would exacerbate the design deficiencies and render it very prominent in the streetscene."

Whilst amended plans have been provided which now show the omission of the originally proposed wall and railings to the frontage and the retention of more trees and vegetation, these do little to address the fundamental concerns raised. Despite the provision of a greener frontage than was originally proposed officers fully concur with the Conservation and Urban Design Officer's view that the development would be totally out of keeping with the character and appearance of the surrounding area and detrimental to the visual amenities of the street scene in this location. The merging of the two properties would close important visual gaps currently available between the properties and have an overall urbanising impact on the site and its surrounds, which would be totally unacceptable in this location.

It is notable that in parallel with this application the applicant also submitted individual applications for extensions to both properties. Despite being smaller in scale than the development now proposed, those applications were nevertheless refused due, in part, to concerns over visual amenity. The amalgamation of the properties through their significant alteration and extension and the creation of a significant area of hardstanding, particularly to the rear of the site, fails to overcome those concerns.

In an attempt to justify the development in this location the applicant has submitted plans drawing comparisons between this scheme and others approved in this borough. The first example relates to a development at 103, 105 and 107 Ducks Hill Road in Northwood (now known as Woodlands, 103 Ducks Hill Road). Outline planning permission (ref: 64345/APP/2011/1945) was granted on 11/01/12 for the redevelopment of that site to provide a pair of linked part 2, part 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of the

existing properties.

The second example provided relates to the redevelopment of the Abrook Arms PH, which is located just under 200m away to the south west of the application site on the same side of Harefield Road. Planning permission (ref: 18505/APP/2016/3534) is sought for the demolition of the existing public house and erection of a new building comprising 18 residential units and a basement car park. The Council's Majors Planning Committee determined at its meeting of 15th November 2017 to approve planning permission for that scheme subject to completion of the S106 agreement. That agreement is in the process of being completed prior to the issuing of the decision.

These examples are acknowledged. However, they do not provide justification and nor do they set precedent for the development the subject of this current application. Indeed there are also numerous examples of where such developments have been refused, including along Harefield Road (for example a scheme for the demolition of no.188 Harefield Road and the redevelopment of that site to provide a two storey building with rooms in the roof to provide four x 1 bedroom flats and three x 2 bedrooms flats was dismissed at appeal earlier this year (ref: APP/R5510/W/17/3172991). The Inspector notably raised concerns over the failure of that development to retain a visual gap between properties, determining that the loss of such a gap would be out of character with the area).

Every application must be assessed on its own merits, taking into account the characteristics and constraints unique to each individual site. Indeed, the character of Ducks Hill Road surrounding no.103, which is characterised by large mansion blocks and flatted developments in spacious plots, is quite different to that of Harefield Road. Furthermore, the site of the Abrook Arms and the character of Harefield Road in the immediate vicinity of that site is quite different to that of the application site. Therefore, officers disagree with the applicant's assertion that those scheme in any way set a precedent to allow the development proposed.

The proposed development, including the large area of hardstanding to the rear, by reason of its layout, scale, bulk, mass, height and design would be totally out of keeping with the character and appearance of the surrounding area, detrimental to the visual amenities of this part of Harefield Road and contrary to the aims of policies BE13 and BE19 of the Local Plan: Part Two.

7.08 Impact on neighbours

Policies BE19, BE20, BE21, BE23, BE24 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to safeguard the residential amenity of future and neighbouring occupants. The Council's Supplementary Planning Document (SPD) on Residential Layouts sets out more detailed guidance aimed at avoiding developments which are overdominant or which cause unacceptable levels of overlooking or overshadowing.

The SPD 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 distance of 21m should be retained in order to ensure there is no unacceptable overlooking. The guidance confirms that a 45 degree angle principle will be applied, taken from windows about ground floor level, when determining overlooking distances and when considering daylight and sunlight issues.

The proposed development would not extend closer to the northern or southern boundaries

than the existing houses. However, it would project significantly further back into the site than the existing. In considering a recent application (ref: 4268/APP/2017/1480) for the installation of basement level, two storey rear extension and alterations to the roof of no.207 the case officer's report states:

"Due to the staggered siting of the application property with a adjacent property at Number 209, the proposed extension would result in a significant increase in rearwards bulk when viewed from the the rear facing windows and gardens at 209 Harefield Road. The proposed extension would result in an unacceptably dominant form of development which would lead to a loss of outlook to the occupants of 209 Harefield Road. The applicant has submitted a daylighting and sunlighting report to confirm that the proposal would not result in an unacceptable loss of light to this property. However concerns remain in terms of the loss of outlook that would occur. Concerns are also raised with regard to the movement of traffic towards the rear garden to enable parking of cars in the basement level. Traffic would access the rear garden of the application property to gain access to the garaging, introducing a feature which is unfamiliar in this quiet and verdant garden and would result in an unacceptable level of noise and disturbance to the occupants of Number 209. The proposed development, by reason of the close proximity of the proposed driveway to the rear parking and turning area would be detrimental to the residential amenity of the occupants of 209 Harefield Road by reason of the noise and disturbance resulting from the use of this driveway. As such the proposal would fail to comply with Policies, BE19, BE21 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the adopted Supplementary Planning Document HDAS: Residential Extensions."

The current proposal fails to address the above mentioned concerns. Furthermore, it exacerbates them by extending even more deeply into the plot and increasing the quantity of car parking and hard standing to the rear.

The plans now submitted also indicate that the development would encroach on the 45 degree line taken from first floor habitable room windows in the adjoining property at no.209. Despite this, windows proposed in the side elevation of the proposed development would be secondary windows serving living areas and so would be obscure glazed, avoiding any unacceptable loss of privacy. Furthermore, a Daylight & Sunlight Report has been provided which confirms that the development would not result in an unacceptable loss of light to neighbouring dwellings. This is likely to be largely due to the staggered orientation of the properties.

Planning permission (ref: 12886/APP/2017/1478) has also recently been refused for the erection of two-storey side and rear extensions to no.205. In considering that application the case officer's report noted:

"Concerns have been raised by the occupants of adjacent property at 203a Harefield Road that the proposed extensions would result in a loss of privacy to their kitchen and patio area due to the orientation of the application property and its elevated position. Number 203a Harefield Road is set back from the application property enjoying a staggered relationship. There are no clear glazed windows at first floor in the side elevation of Number 203. The proposed extension to the rear of the property would not project beyond the rear elevation of Number 203a and are not considered to result in an unacceptable loss of light, outlook or privacy to the occupants of this property."

The proposed development would project significantly further back than the extension proposed under the previous scheme. Nevertheless, it still would not project beyond the

rear elevation of no.203a and so the previous comments still apply.

In conclusion, whilst it is not considered that the development would result in such an unacceptable degree of overlooking or overshadowing that refusal could be justified on these grounds, it would result in an unacceptably dominant form of development which would lead to a loss of outlook to the occupants of neighbouring properties. Furthermore, the creation of the car park to the rear of the site and provision of an access road adjacent to the boundary with no.209 would result in an increase in noise and disturbance which would be detrimental to residential amenity. Accordingly, the proposal is not considered to comply with the objectives of Local Plan: Part Two policies BE19, BE21 and OE1.

7.09 Living conditions for future occupiers

Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to safeguard the residential amenity of future and neighbouring occupants. The Council's Supplementary Planning Document (SPD) on Residential Layouts sets out more detailed guidance aimed at avoiding developments which would be detrimental to residential amenity.

Matters relating to the relationship between the proposed development and existing properties, in terms of outlook, daylight and privacy, have been addressed in part 7.08 of this report.

In terms of the internal floorspace, the DCLG Technical Housing Standards - Nationally Described Space Standard (March 2015) sets out minimum internal space standards which must be achieved, relating to room sizes, ceiling height and internal floor space requirements. These requirements are reiterated in London Plan 2016 policy 3.5.

In total, the development proposes 5 x 2 person studio flats, 9 x 2 person 1 bed flats and 6 x 3 person 2 bed flats.

The above mentioned standards confirm that a minimum of 50m² internal floorspace must be provided for one-bedroom, two-person flats (notably the standards do not differentiate between studio flats and one-bedroom flats and so the same criteria would apply to both) and 61m² for two-bedroom, three person flats. The standards also set out minimum acceptable room sizes for single and double or twin bedrooms, confirming that at least 7.5m² should be provided for the former and 11.5m² should be provided for the latter.

The applicant has not provided a schedule of accommodation. However unit sizes are clearly shown on the plans in addition to individual room sizes and bedrooms are illustrated to show either a single or double bed providing a clear indication of how many persons the each unit would be designed to cater for.

Based on the drawings provided, several of the units fail to comply with the minimum standards as set out in the DCLG Technical Housing Standards and the London Plan, either due to insufficient room size for the number of occupants shown, or due to insufficient overall unit size. For example, all studio flats are shown to serve two occupants, but the smallest of these is only 38m², falling significantly short of the 50m² required (and also short of the 39m² required for a one person unit). There are also several examples of undersized bedrooms within the 1 and 2 bedroom units.

The proposal therefore fails to comply with minimum standards and would provide unsatisfactory living accommodation for future occupants contrary to London Plan policy.

With regard to amenity space the Council's SPD on Residential Layouts confirms that "developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and the character of the area." It states that a minimum of 20m² usable external amenity space should be provided for studio and one-bedroom flats and that 25m² should be provided for two-bedroom flats. Accordingly, in total a minimum of 430m² of usable amenity space should be provided.

Over 1,200m² of communal amenity space would be provided by way of a rear garden area in excess of minimum guidelines. Whilst defensible space is shown to some but not all ground floor/basement units facing communal areas it is considered that this could easily be provided through minor alterations to the layout and accordingly, refusal could not be justified on these grounds.

Whilst the scheme meets Council guidelines relating to external amenity space it fails to meet current standards relating to internal floor space. Accordingly, it is not considered that the proposal would adequately serve the needs of future occupiers, contrary to the above mentioned policies and guidance relating to residential amenity.

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.

The applicant has submitted a Transport Assessment in support of the planning application.

In terms of traffic generation, whilst given the increase in the number of units proposed this would increase, it must be acknowledged that given the proposed residential use of the site that trips would be spread across the whole day. Notwithstanding the concerns raised by neighbours about additional traffic exacerbating existing queues along Harefield Road, it is not considered that the development would lead to such a significant increase at any one time that refusal could be justified and, notably, the Council's Highway Engineer has raised no objections on these grounds.

Residents have also raised concerns about highway and pedestrian safety due to the location of the application site on a bend in the road. Given the presence of existing established access points from here, and the ability to secure improved visibility splays through careful management of the frontage boundaries, which could be secured by way of condition, it is not considered refusal could be justified on these grounds in this instance.

In terms of car parking, 22 spaces were originally proposed. The Council's Highway Engineer advised that, given the site's very low PTAL rating, increased provision should be provided to allow for a minimum of 1 car parking space per studio and 1-bed flat and 2 car parking spaces for each 2-bed unit (total 26 spaces). Amended plans were provided which showed one additional space. Subsequent to this further amended plans and a revised Transport Assessment were provided which made additional alterations to the proposed car parking provision to provide only 21 spaces. The Transport Assessment argues that overspill parking could not occur due to the existence of controlled parking schemes and that this complies with London Plan and Local Plan standards. The Local Plan requires a maximum parking provision of 1.5 spaces per unit (ie, 30 spaces). Given the small unit sizes proposed the Council's Highway Engineer has agreed to a slightly lower provision

than this. However, despite this the amended plans fail to address the original concerns raised and the Highway Engineer has, accordingly, maintained an objection based on insufficient parking.

In terms of cycle parking the Transport Assessment confirms that 20 secure cycle parking spaces would be provided. These are not indicated on plan. However, there is sufficient space to provide them on site and, accordingly, they could be secured by way of condition. Similarly, despite appearing on earlier iterations, the latest set of plans fail to show refuse provision (this was previously shown at the front of the site within the car park). The plans indicate that sufficient space remains however such that it would remain possible to provide refuse provision in a suitable location. Accordingly, this could also be secured by condition and refusal could not be justified on these grounds.

Whilst no objections are raised on trip generation grounds and other issues relating to visibility splays, cycle parking and refuse storage could satisfactorily be addressed by way of condition, the scheme nevertheless provides insufficient parking contrary to policy AM14 of the Local Plan: Part 2 and a reason for refusal is recommended on this basis.

7.11 Urban design, access and security

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires all new development to improve and maintain the quality of the built environment. Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that the layout and appearance of new buildings harmonises with the existing street scene and the character and appearance of the surrounding area. In order to safeguard visual and residential amenity, Local Plan: Part 2 policy BE22 confirms that buildings of two-or more storeys in height should be set back from the side boundary of the property for the full height of the building.

Matters relating to urban design have been addressed in part 7.07 of this report. The proposed building, by reason of its layout, size, scale, bulk and mass, would be totally out of keeping with the character and appearance of the surrounding area and detrimental to the visual amenities of the locality. The Council's Conservation and Urban Design Officer has raised strong objections on these grounds and a reason for refusal is recommended on this basis.

With regard to security, no details are provided and no mention is made of this in the submitted Design and Access Statement. Nevertheless, details could be secured by way of condition and if approval was recommended a condition requiring the applicant to achieve secure by design accreditation would be attached.

7.12 Disabled access

The applicant's Design and Access Statement confirms that level access would be provided through provision of ramps and the plans show that a lift would be provided within the building. The Council's Access Officer has advised that despite the limited information provided relating to accessibility that because the application is effectively for the extension (rather than the demolition and rebuild) of two existing houses, that the information provided is sufficient and no objections are raised from an accessibility perspective.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10 -3.13 require that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential schemes, having regard to their affordable housing targets. Policy H2 of the Local Plan: Part 1 proposes that schemes will aim to include 35% of on-site affordable housing on developments of 10 or

more units. The scheme exceeds the threshold of 10 units and above, therefore, affordable housing provision by way of a S106 Legal Agreement would be required.

In this instance no affordable housing is proposed. A financial viability appraisal has been provided to justify this. This has been referred to the Council's specialist Consultant for comment. The Consultant has concluded that the scheme should either make an in lieu financial contribution of £525,809 or provide five affordable housing units (3 x affordable rent & 2 x shared ownership) on site. As the applicant has not confirmed agreement to the above requirements and because no legal agreement has been signed, a further reason for refusal is required.

The applicant is currently considering these options and an update will be provided to Committee. Should the applicant fail to reach agreement with the Council on the affordable housing provision required, an additional reason for refusal would be added on these grounds.

7.14 Trees, landscaping and Ecology

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

The site is characterised by its green frontages and extensive tree and shrub planting to its front and rear. Although not falling within a Conservation Area or protected by way of Tree Preservation Order, the existing trees are of high amenity value and make a significant and positive contribution to the Harefield Road street scene, the Green Belt to the rear of the site and the surrounding area is general.

The merging of the two properties would close important visual gaps currently available between the properties, result in a significant increase in hardstanding to the front and rear of the site, result in tree loss and have an overall urbanising impact on the site and its surrounds.

Although, following objections from both the Council's Trees/Landscaping and Conservation/Urban Design Officers amended plans have been submitted which show greater retention of trees and vegetation concerns nevertheless remain over the feasibility of the tree retention shown and also over the tree loss still proposed. Furthermore, despite the now proposed retention of trees and a boundary hedge to the frontage, it will nevertheless still be necessary to clear a significant amount of vegetation to meet the increased parking requirements to both the front and rear of the building.

At least seven trees would be lost from the rear of the property to allow for the proposed development. These include three grade B trees and four grade C trees. These are all well established trees which collectively have a very high amenity value, adding to the verdant nature of the surrounding area, visible beyond the existing dwellings from Harefield Road and clearly visible to neighbouring properties. Their loss, to accommodate a large area of

hardstanding to the rear of the site would be totally out of keeping with the character and appearance of the surrounding area and could not be supported in this location.

It should be noted that the plans indicate that two trees would be relocated. One of these is a large and mature B Grade weeping willow. Given the size of the tree the feasibility of this and likelihood of successfully re-establishing the tree is strongly called into question. The second tree is a C Grade Cherry Tree. The submitted Arboricultural Report suggests this tree has a limited life expectancy and is suffering from bark damage and decay and so this also seems a questionable decision by the applicant.

The Council's Trees/Landscaping Officer has objected to the urbanising impact of the development and to the loss of trees which, collectively, are considered to be of high amenity value. The scheme is considered to fail to comply with the objections of Local Plan: Part 2 policy BE38 and a reason for refusal is recommended on these grounds.

7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

As mentioned above, no details of refuse storage are provided on the most up to date set of plans provided by the applicant. Nevertheless, although careful consideration would need to be given to the location of proposed new tree planting, it is considered that there is space available to provide them to the front of the site. Full details of refuse provision could be secured by way of condition and, accordingly, refusal cannot be justified, despite the lack of detail provided on this matter at this stage.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) 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 (from 2013 Building Regulations) will be achieved, where feasible.

Following initial objections raised by the Council's Environmental Officer an amended Energy Statement was provided. This demonstrates that In addition to energy efficient building measures relating to the building fabric, lighting, ventilation, etc, photovoltaic (PV) panels will be incorporated into the scheme. These measures would achieve a reduction in carbon dioxide emissions in compliance with London Plan requirements.

The Council's Environmental Officer has confirmed that the revised Energy Statement is acceptable but that objections are still raised due to insufficient detail shown on plan to demonstrate that delivery of the scheme is feasible. The applicant has advised that amended plans will be provided to show details of the PVs. However, at the time of writing these are still yet to be received. Nevertheless, full details could be required by way of condition and, accordingly, in light of the amended energy strategy, it is not considered that refusal could be justified on these grounds.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified. Nevertheless,

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. London Plan policy 5.15 requires that new development minimises the use of mains water by incorporating water saving measures.

No drainage strategy has been submitted in support of the application and no details of measures to reduce potable water demand have been provided. The Council's Flood and Water Management Officer has objected to the application due to the applicant's failure to demonstrate that the proposal will not lead to an increased risk of flooding, contrary to the above mentioned policies.

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) require development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to various impacts, including noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Noise

No Noise Report has been submitted in support of the application. Concern is raised over the increased noise and disturbance which could be caused to neighbouring properties, particularly no. 209 Harefield Road, and future occupants due to the presence of a new vehicular accessway adjacent to the boundary and proposed parking provision to the rear. Officers in the Council's Environmental Protection Unit have advised that in the absence of evidence to demonstrate that suitable mitigation can be provided the scheme cannot be supported.

Air quality

It is not considered that the development would give rise to such an increase in traffic to/from the site that it would have any significant adverse impacts on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this regard.

7.19 Comments on Public Consultations

Concerns regarding principle of development, design matters, visual impact, residential amenity, loss of trees, highway impacts and parking have been addressed in the body of the report.

Point (iii) suggests that some of the supporting documents are factually incorrect, particularly in describing the site and locality. Officers have visited the site and are familiar with the area. The errors are noted. However, refusal cannot be justified on these grounds.

Point (vi) raises concerns over impact on the sewer and water system. Should approval be granted Building Regulations and Thames Water requirements would need to be met in this regard.

Point (vii) raises questions over why other application have been submitted for the site in parallel and whether the reports are consistent across the different schemes. The planning history has been discussed in part 3.3 of the report. The applicant is within their rights to submit multiple applications for the same site. The current application must be assessed on its merits against the supporting information provided at the time.

Point (x) raises concerns over increased pressure on local amenities, including schools and health centres. The scheme would be liable to make payments towards the Mayoral

and Hillingdon Community Infrastructure Levies should approval be granted.

Point (xiv) raises concerns over the increased environmental impact of additional cars, boilers, drainage pipes, waste, surface water, etc, particularly with regard to pollution levels. Energy efficiency, drainage and highway impacts are discussed in the report. Environmental Protection Officers have raised no objections on air quality grounds.

Point (xvi) suggests the applicant's description of the development only refers to balconies to the rear but not to the front. This is noted. However, the Council has used an amended and more succinct description of development, which does not given specific mention to positioning of balconies and which was agreed with the applicant at validation stage. Refusal cannot be justified on these grounds.

Point (xix) raises concerns over inadequate access for emergency vehicles. Emergency vehicles could access the site via Harefield Road and the proposed driveways as with all other properties in Harefield Road. The Council's Highway Engineer has notably raised no objections in this regard.

Point (xxi) raises concerns over construction impacts. Construction works are temporary and nuisance can be limited by Environmental Health legislation. Refusal cannot be justified on these grounds.

Point (xxvii) raises concerns over potential structural impacts to neighbouring properties. The applicant would be required to comply with Building Regulations in this regard should approval be granted.

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. Affordable Housing comprising 1 x three bedroom and 1 x one bedroom unit
3. Affordable Housing Review Mechanism
4. Construction Training: £2500 for every £1m build cost + Coordinator costs or an in kind scheme to be provided.
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

The submitted Economic Viability Appraisal Report confirms that the scheme cannot support a contribution towards affordable housing and other obligations or planning costs and therefore, at this stage, it has not been possible to secure the above.

The proposal would also be liable for the Mayor of London and Hillingdon CILs, which would be collected by the Council after implementation (if permission were to be granted).

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Contamination

In the absence Officers in the Council's Environmental Protection Unit have objected to the proposals advised that a land contamination report should be provided to demonstrate that there are no contamination risks to future occupants. Such a report has not be

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

Significant concern is raised over the appropriateness of the development in this location. It is considered that it would have an unsatisfactory visual impact on the character and appearance of the surrounding area result in an unacceptable loss of visual amenity. Furthermore, it fails to provide sufficient parking, result in the unacceptable loss of valuable trees and vegetation and fails to demonstrate that there would be no increased flood risk as a result of the development.

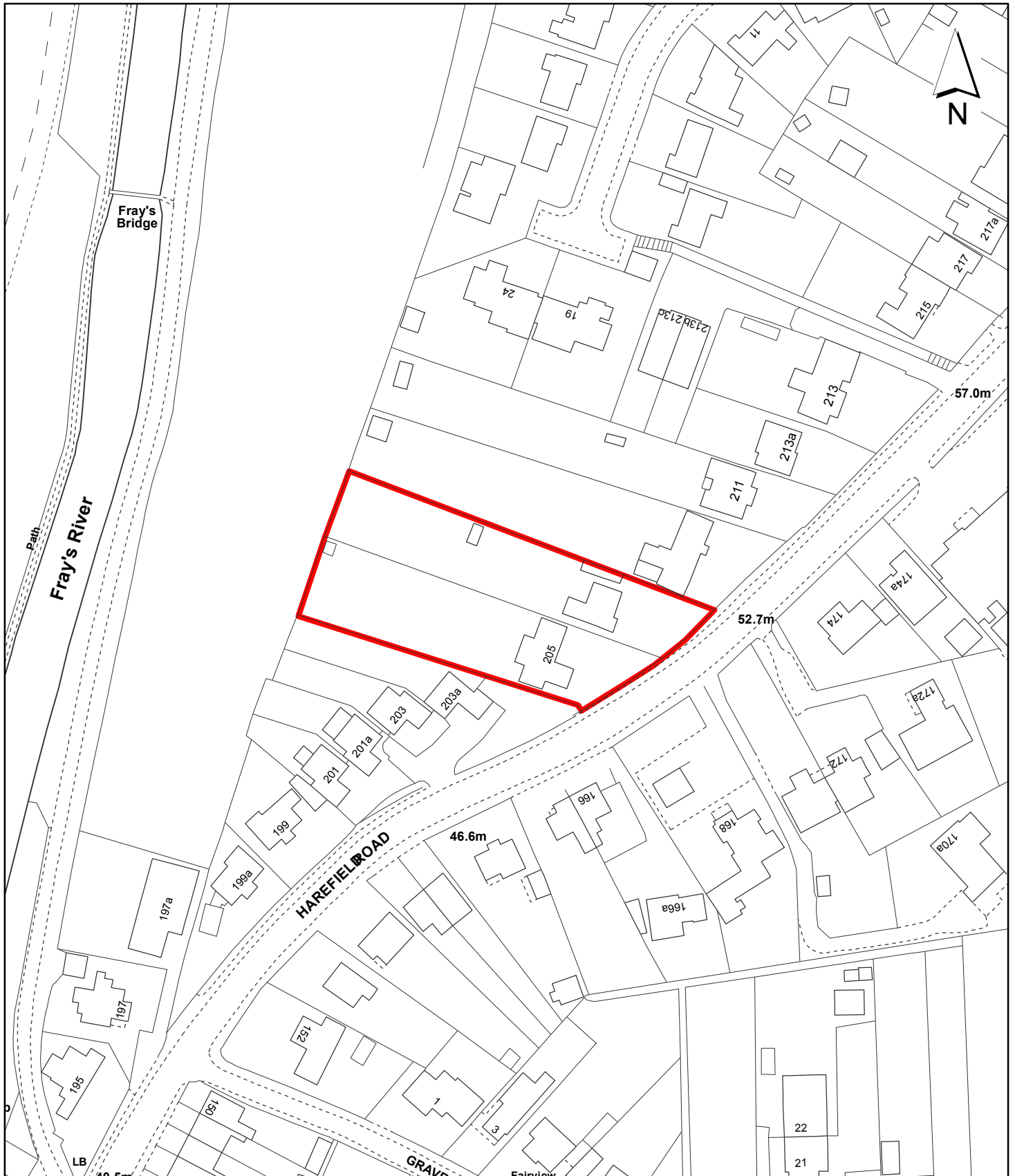
The scheme fails to comply with current Local Plan, London Plan and NPPF planning policies and, accordingly, refusal is recommended.

11. Reference Documents


National Planning Policy Framework
London Plan (2015)
Hillingdon Local plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
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 Guidance - Contamination
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address	
205 & 207 Harefield Road	
Planning Application Ref:	Scale
73106/APP/2017/2980	1:1,250
Planning Committee	Date
Major Application	January 2017

LONDON BOROUGH OF HILLINGDON

Residents Services

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



HILLINGDON

LONDON

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Plans for Major Applications Planning Committee

Wednesday 10th January
2018



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INVESTOR IN PEOPLE

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Page 173

Report of the Head of Planning, Sport and Green Spaces

Address 297 LONG LANE HILLINGDON

Development: Redevelopment to provide a 4 storey residential building containing 33 residential flats comprising 3 x studios, 17 x 1-bedroom, and 13 x 2-bedroom units with associated access, car parking and landscaping (Amended description following reduction in units from 35 to 33).

LBH Ref Nos: 4860/APP/2017/2394

Date Plans Received: 30/06/2017

Date(s) of Amendment(s): 23/10/2017

Date Application Valid: 31/07/2017

24/10/2017

21/12/2017

30/06/2017

05/12/2017

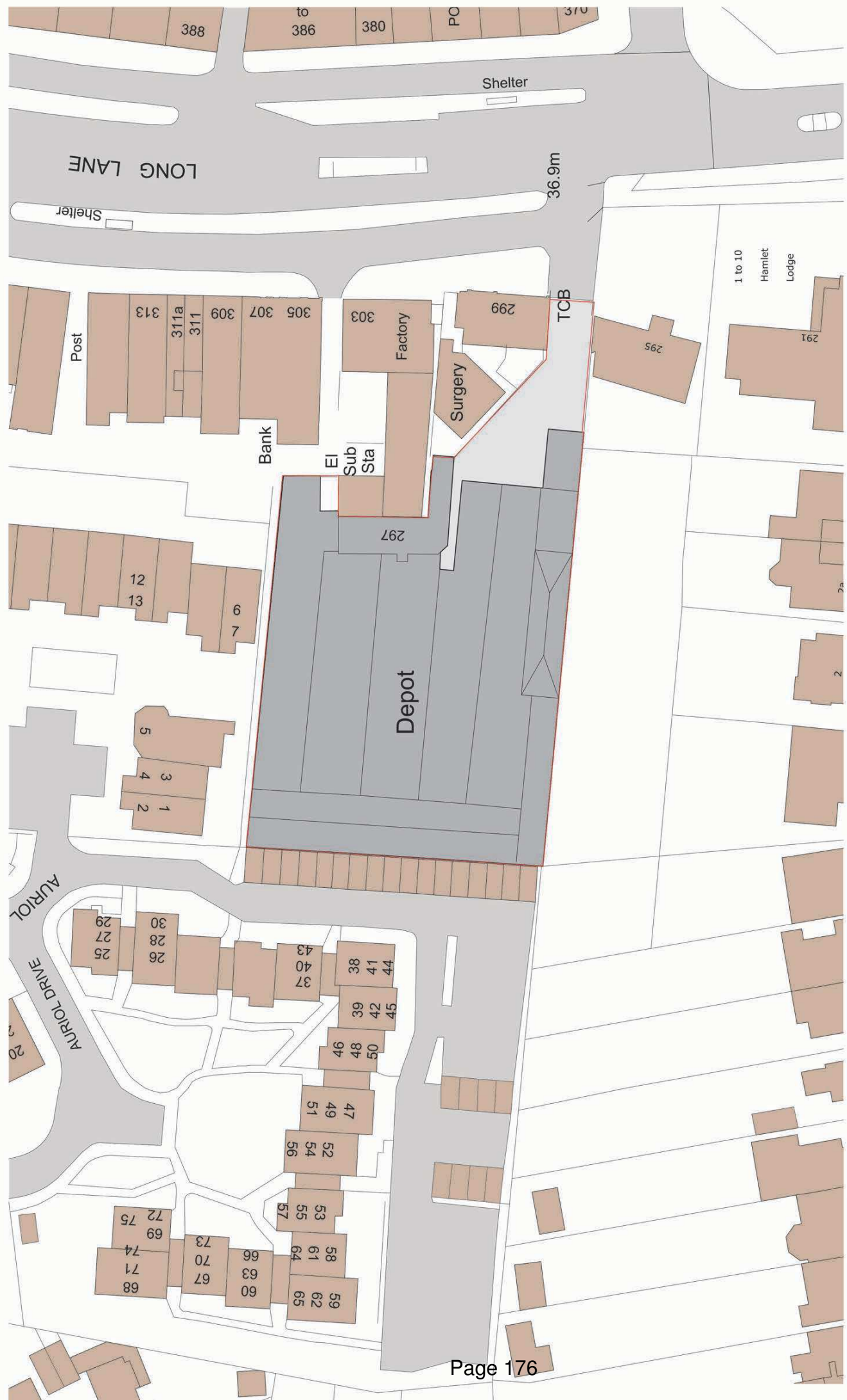


Project
Former Dairy Crest Site
Hillingdon
 Client
Howarth Homes

www.wamarchitecture.com

Drawing Title
Site Location Plan
 DWG No. 010
 Rev 00
 Date 27/01/2017
 Drawn BW
 Checked SM
 Scale 1:1250@A3
 Status For Approval

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Project No	254	Drawing Title	Existing Site Plan	Scale	1:500@A3
DWG Type	PL	DWG No	011	Rev	00
Date	08/03/2017	Drawn	JP	Checked	SM
				Status	For Approval

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Project
 Former Dairy Crest Site
 Hillingdon

Client
 Howarth Homes

www.wamarchitecture.com

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Revision	Description	Issue Checked		Author		Manager		Date
		Date	By	Date	By	Date	By	

Project: **287 LONG LANE
HILLINGDON
MIDDLESEX**

Consultant: _____

Title: **PROPOSED SITE PLAN**

Dwg. No.: _____

Scale: **1:500@A3**

Rev: _____



Howarth
ARCHITECTS
140-142, Market Street, London, E1C 7JF
Tel: 01850 424888 Fax: 01850 424889
www.howarth.co.uk



Date	Issue/Checked			Author/Manager		
	Date	By	Check	Date	By	Check

Project
**287 LONG LANE
 HILLINGDON
 MIDDLESEX**

Consultant

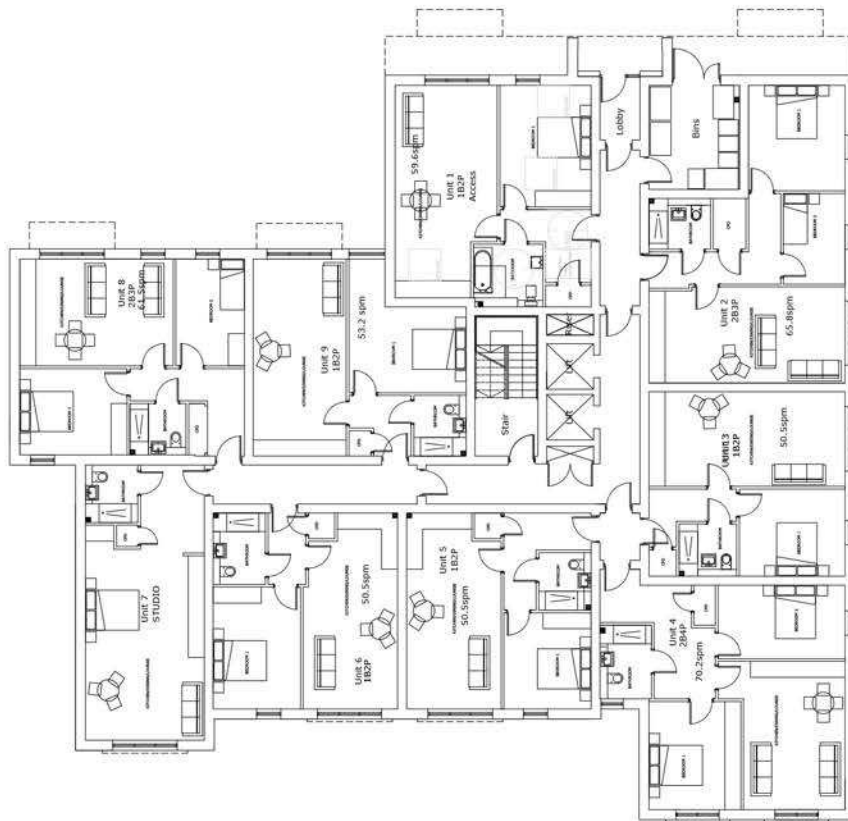
Title
**PROPOSED
 GROUND FLOOR PLAN**

Dwg.

Scale: **1:200@A3**

Rev **A**

Howarth
 ARCHITECTS
 51 Church Road, Uxbridge, Middlesex, UK
 Tel: 01895 450897 Fax: 01895 450899
 www.howarthome.co.uk

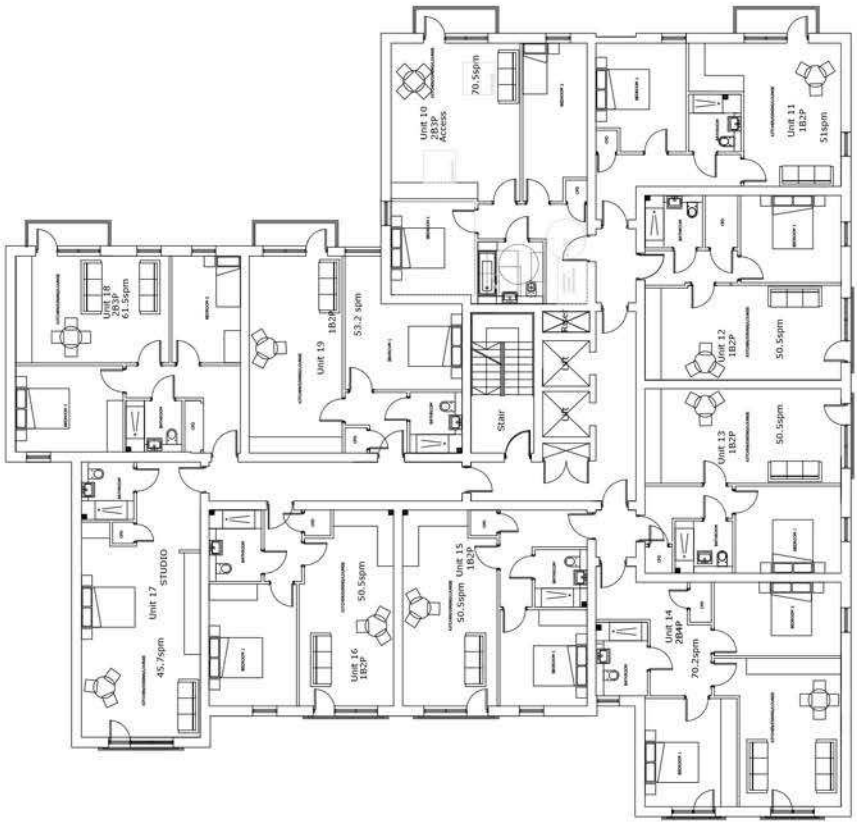


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		Author	Date	Check	Author	Date	Check

Project: **287 LONG LANE
HILLINGDON
MIDDLESEX**
 Consultant:

Title: **PROPOSED
FIRST FLOOR PLAN**
 Dwg. No.:
 Scale: **1:200@A3** Rev: **A**



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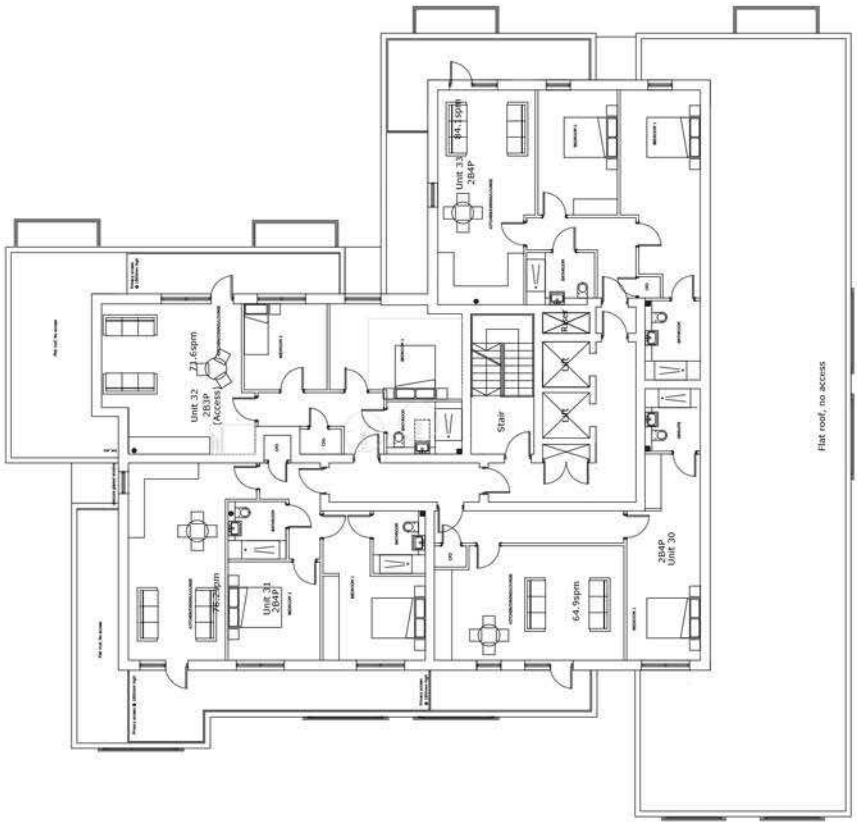
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	Date	Checked	Date	Done	Date	Done

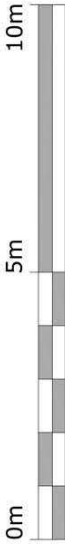
Project
**287 LONG LANE
 HILLINGDON
 MIDDLESEX**

Consultant
Howarth
 ARCHITECTS

Title
**PROPOSED
 THIRD FLOOR PLAN**

Dwg.
 Scale: 1:200@A3
 Rev: A
 Howarth Architects
 54 Colindale Avenue, London, NW9 1BE, UK
 Tel: 01895 434888 Fax: 01895 434889
 www.howarth.co.uk







Proposed North Elevation
1:100

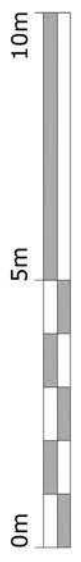
Former Dairy Crest Site
Hillinadon

Howarth Homes PLC



Tree Line

Tree Line



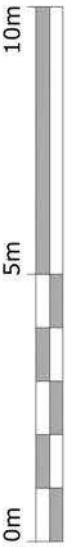


WEST ELEVATION

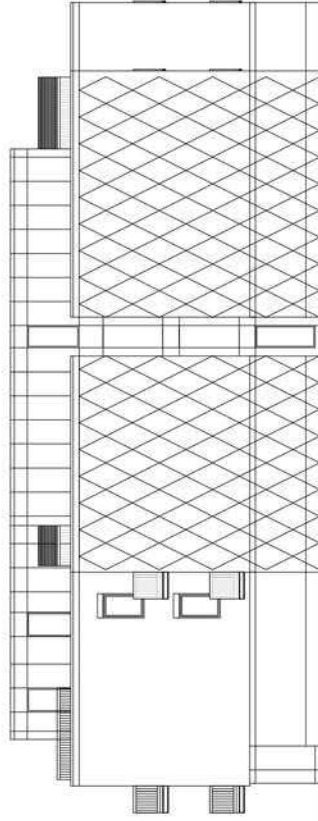
Proposed West Elevation
1:100

Former Dairy Crest Site
Hillinadon

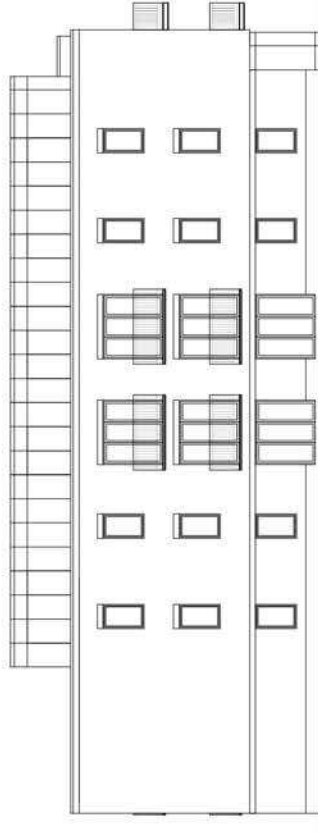
Howarth Homes PLC



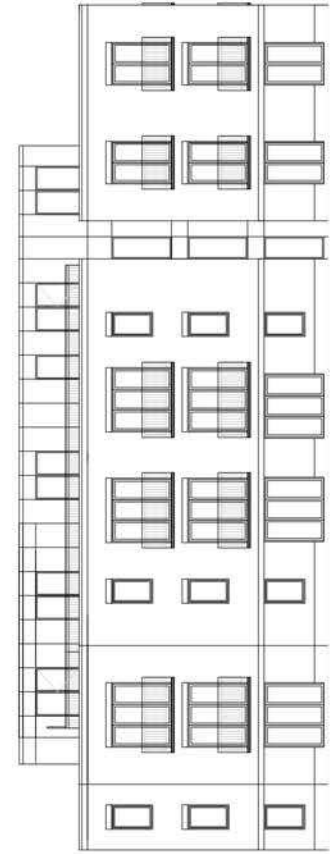
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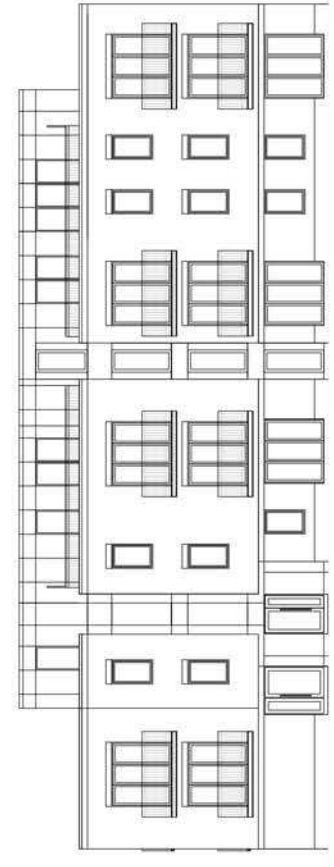
NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

Revision		Date		Checked By	Date
Issue/Check		Manager		Manager	
Author	Author	Date	Date	Date	Date
Project 287 LONG LANE HILLINGDON MIDDLESEX					
Consultant					
Title PROPOSED ELEVATIONS					
Dwg.					
Scale: 1:200@A3					
Rev. A					
 Howarth ARCHITECTS 54 Church Road, London, E16 1EJ, UK Tel: 01895 434881 Fax: 01895 448899 www.howarthome.co.uk					



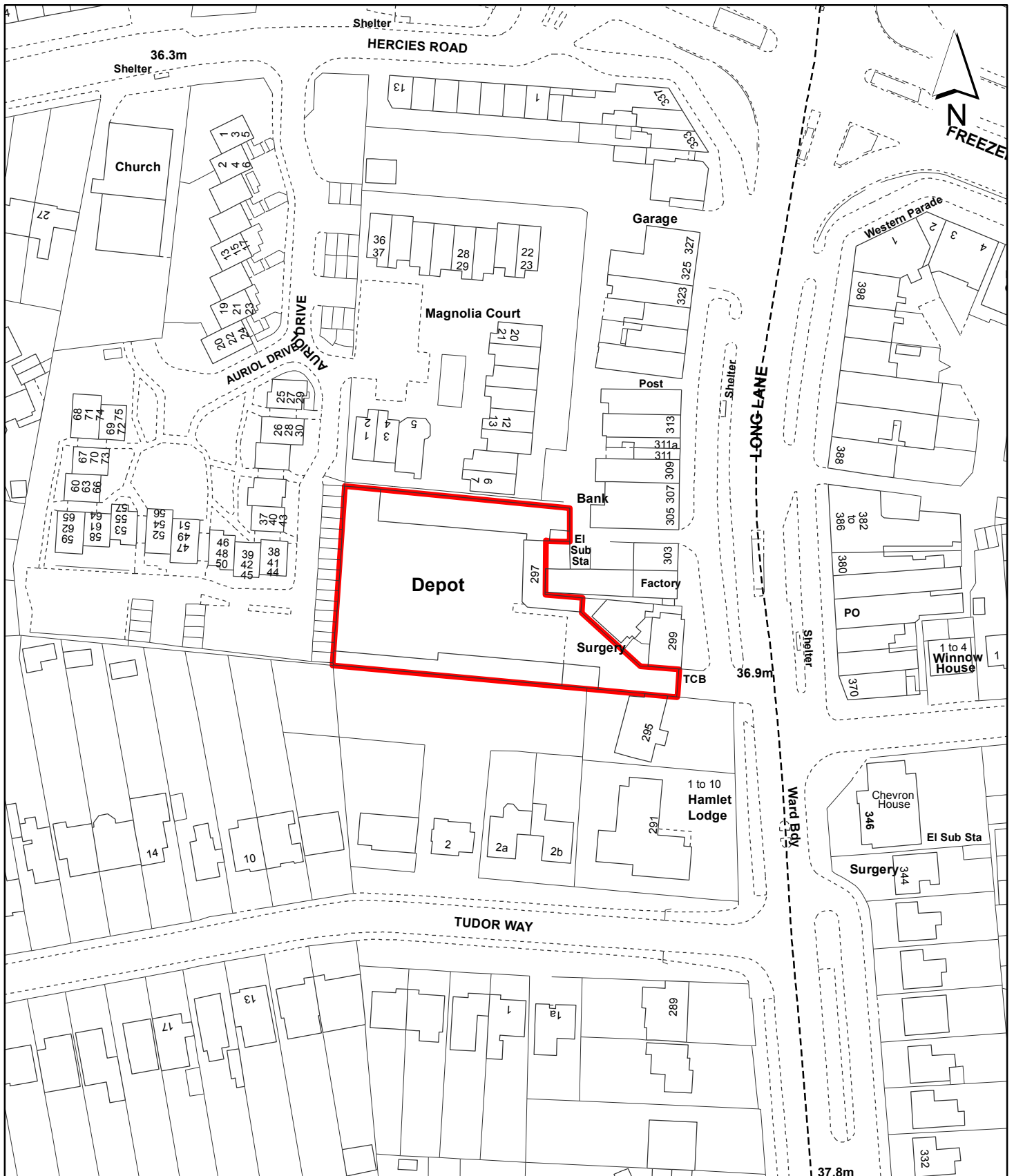
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DWG Type	PL	DWG No.	012	REV	00
Date	08/03/2017	Drawn	JP	Checked	SM
			For Approval	Status	For Approval

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Project
 Former Dairy Crest Site
 Hillington

Client
 Howarth Homes

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Notes

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Site Address	
297 Long Lane	
Planning Application Ref:	Scale
4860/APP/2017/2394	1:1,250
Planning Committee	Date
Major Application	January 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 RUISLIP BOWLS CLUB, MANOR FARM BURY STREET RUISLIP

Development: Single storey extension to eastern elevation of club pavilion. Removal of 2 existing sheds to the east of the pavilion and replacement with new shed adjacent to the west of the pavilion. Enlargement of existing upper terrace. Revisions to existing fenestrations and access arrangements (Application for Listed Building Consent).

LBH Ref Nos: 45220/APP/2017/3865

Date Plans Received: 24/10/2017

Date(s) of Amendment(s):


Date Application Valid: 30/10/2017

Bowling Green



NOTES:
 The Contractor must verify all dimensions of the site before works start.
 Commencing work, to marking any work boundaries. Any discrepancies must
 be reported immediately to the Project Manager.
 DRAWING SCALE: P/100 (OVERALL)

Rev	Description	Issue	Date
1			



HILLINGDON
LONDON

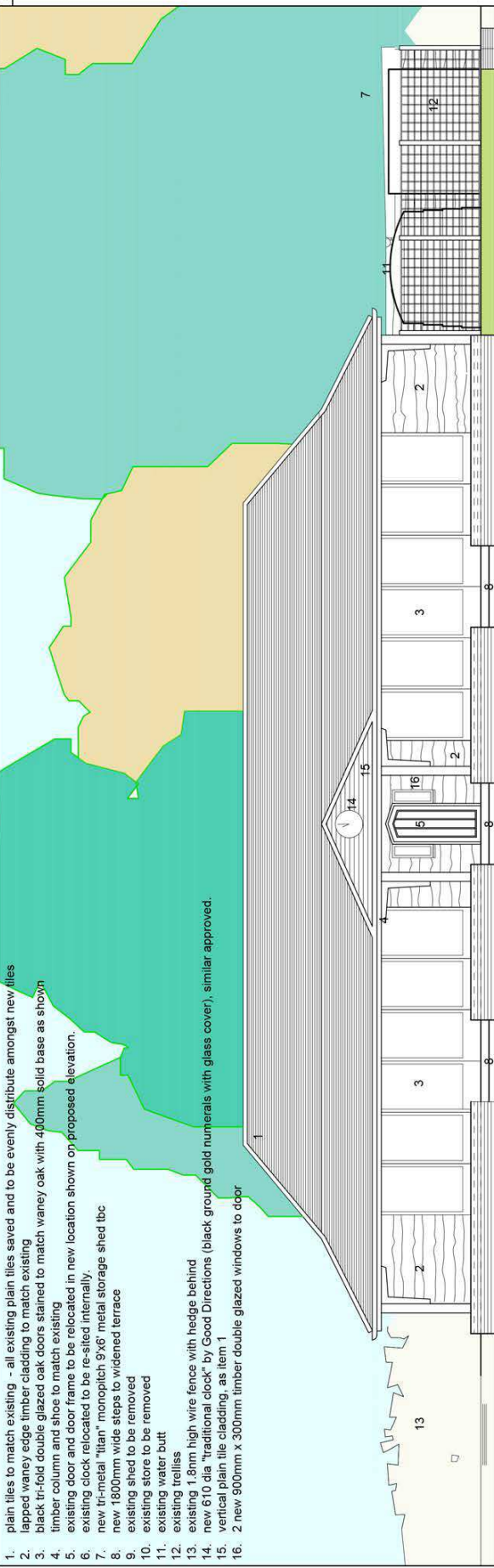
RESIDENTS SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, UXTON ROAD, UXTON, MIDDLESEX, UB8 3UH
 TEL: 01895 277 224
 FAX: 01895 277 224

PROJECT	RUISLIP BOWLS CLUB
LOCATION	MANOR FARM, BURY STREET RUISLIP, HA4 7SU
DESCRIPTION	EXISTING PLAN
SCALE	1:200 @ A3
DRAWN BY	SV
CHECKED BY	SV
DATE	JUL 2017
PROJECT NO.	2017/D/225/P/11



BURY STREET

NOTES:
 The Contractor shall verify all dimensions at the site before commencing work, or making any shop drawings. Any discrepancies must be reported to the architect immediately. No work shall proceed until the architect has approved.



1. plain tiles to match existing - all existing plain tiles saved and to be evenly distributed amongst new tiles
2. lapped waney edge timber cladding to match existing
3. black tri-fold double glazed oak doors stained to match waney oak with 400mm solid base as shown
4. timber column and shoe to match existing
5. existing door and door frame to be relocated in new location shown on proposed elevation.
6. existing clock relocated to be re-sited internally.
7. new tri-metal "titan" monopitch 9'x6" metal storage shed tbc
8. new 1800mm wide steps to widened terrace
9. existing shed to be removed
10. existing store to be removed
11. existing water butt
12. existing trellis
13. existing 1.8mm high wire fence with hedge behind
14. new 610 dia "traditional clock" by Good Directions (black ground gold numerals with glass cover), similar approved.
15. vertical plain tile cladding, as item 1
16. 2 new 900mm x 300mm timber double glazed windows to door



Rev	Revision notes	Issued	Date
A	Final elevations to meet planning officers' requirements 3, 14, 15 and 16 revised drawing to match 3 and central columns re-sited as shown	06/22/2017	

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RESIDENTS SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, URBARDROVE, MIDDLESEX, UB8 3UW
 TEL: 01895 277 224
 FAX: 01895 277 224

PROJECT:
 RUJSLIP BOWLS CLUB
 MANOR FARM, BURY STREET
 RUJSLIP, HA4 7SU

DESCRIPTION:
 EXISTING & PROPOSED
 BOWLS CLUB ELEVATIONS 1 OF 3

SCALE:	1:100 @ A3	DRAWN BY:	140	CHECKED BY:		DATE:	JUL 2017
FORMER:		PROJECT:		REF:			

2017/D/225/P/06
 A

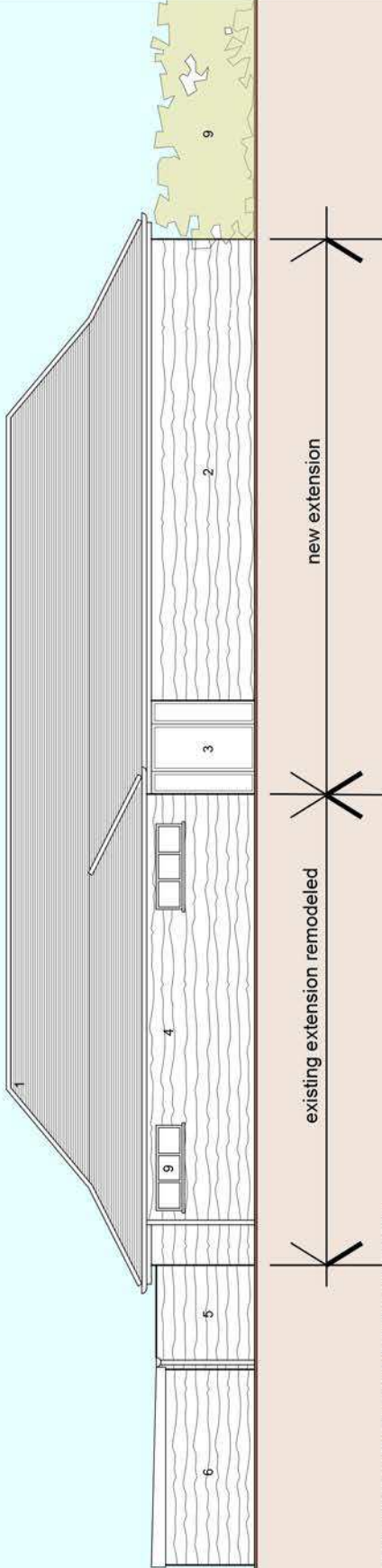


EXISTING NORTH ELEVATION

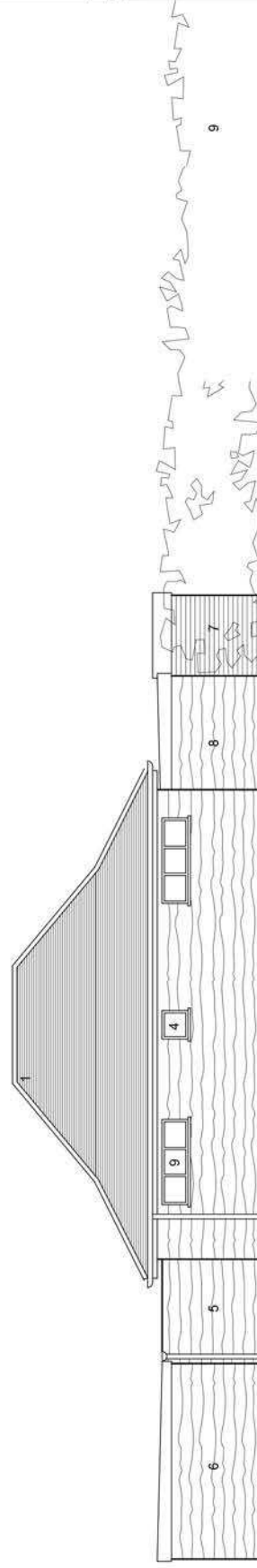
1. plain tiles to match existing - existing plain tiles reused and to be evenly distribute amongst new tiles.
2. lapped waney edge timber cladding to match existing
3. black aluminium or black stained oak door and glazed side lights.
4. existing window blocked up and over clad evenly across elevation
5. existing waney edge fence
6. existing shed to be retained
7. existing store to be removed
8. existing shed removed
9. existing timber windows
10. existing 1.8m high wire fence with hedge



NOTES
 The Contractor shall be responsible for the removal of any existing structures and the disposal of any materials in accordance with the relevant regulations.
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PROPOSED SOUTH ELEVATION



EXISTING SOUTH ELEVATION

Rev	Description	Date



RESIDENTS SERVICES
 CORPORATE SERVICES DIVISION
 2E/10, CIVIC CENTRE, LUXBRIDGE, MIDDLESEX, UB8 1UW
 Tel: 01895 250 111
 Fax: 01895 277 224

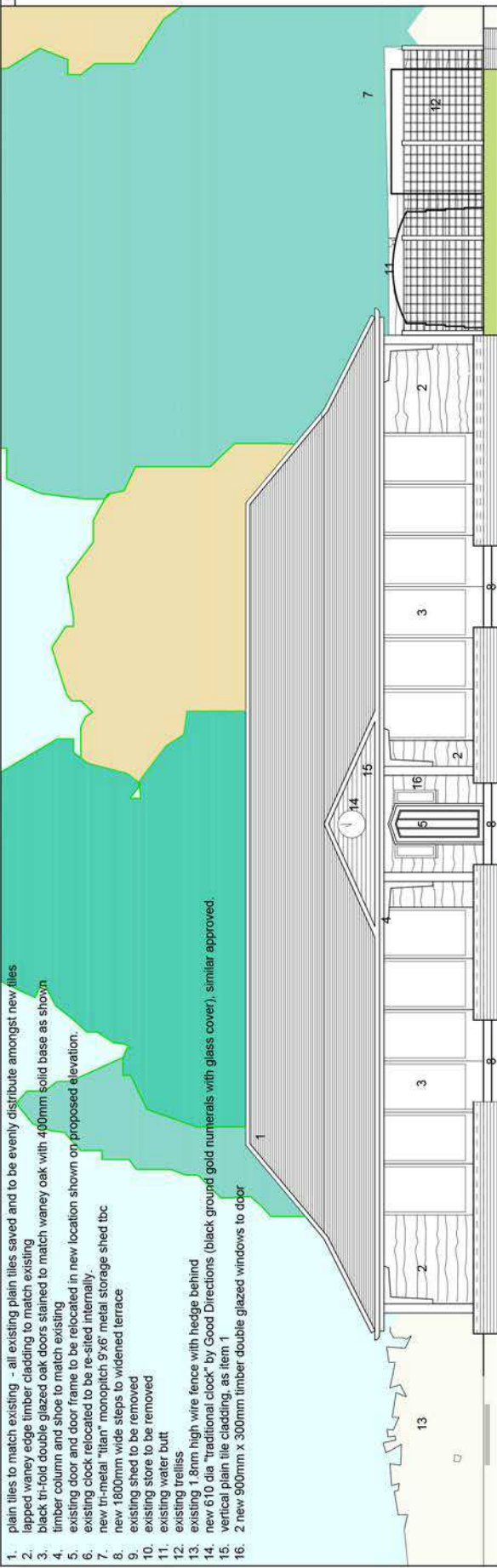
PROJECT
 RUISLIP BOWLS CLUB
 MANOR FARM, BURY STREET
 RUISLIP, HA4 7SU

DESCRIPTION
 EXISTING & PROPOSED
 BOWLS CLUB ELEVATIONS 2 OF 3

SCALE
 1:100 @ A3
 DRAWN BY
 db
 CHECKED BY
 DATE
 JUL 2017
 REV

2017/D/225/P/07

NOTES:
 The Contractor must verify all dimensions of the site before mobilising and commencing work, to ensure any discrepancies are identified and resolved prior to construction.
 DIMENSIONS SHALL PREVAIL OVER DRAWINGS.



1. plain tiles to match existing - all existing plain tiles saved and to be evenly distributed amongst new tiles
2. lapped waney edge timber cladding to match existing
3. black tri-fold double glazed oak doors stained to match waney oak with 400mm solid base as shown
4. timber column and shoe to match existing
5. existing door and door frame to be relocated in new location shown on proposed elevation.
6. existing clock relocated to be re-sited internally.
7. new tri-metal "titan" monopitch 9x6" metal storage shed tbc
8. new 1800mm wide steps to widened terrace
9. existing shed to be removed
10. existing store to be removed
11. existing water butt
12. existing trellis
13. existing 1.8mm high wire fence with hedge behind
14. new 610 dia "traditional clock" by Good Directions (black ground gold numerals with glass cover), similar approved.
15. vertical plain tile cladding, as item 1
16. 2 new 900mm x 300mm timber double glazed windows to door

PROPOSED NORTH ELEVATION

new extension

existing extension remodeled



EXISTING NORTH ELEVATION

Rev	Revision notes	Issued	Date
1	As per discussions to meet planning officer's requirements 3, 14, 15 and 16 revised drawing to match & this and overall columns re-sited as shown	12/08/17	

HILLINGDON
LONDON

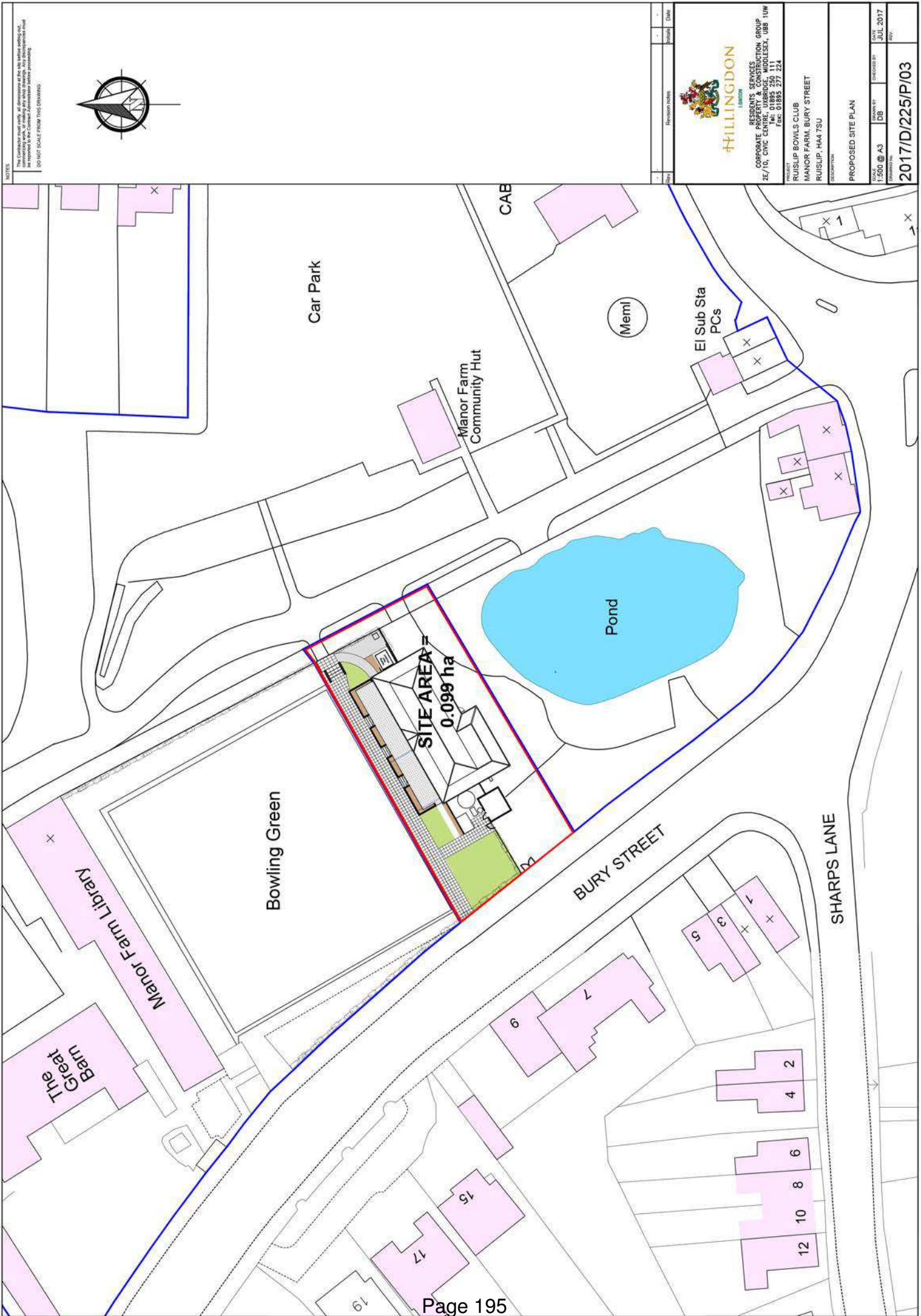
RESIDENTS SERVICES
CORPORATE PROPERTY & CONSTRUCTION GROUP
 22/10, CIVIC CENTRE, UPPLEY ROAD, WINDLESSA, URB 10W
 TEL: 01895 277 224
 FAX: 01895 277 224

PROJECT:
 RUISLIP BOWLS CLUB
 MANOR FARM, BURY STREET
 RUISLIP, HA4 7SU

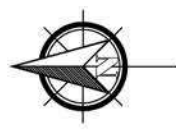
DESCRIPTION:
 EXISTING & PROPOSED
 BOWLS CLUB ELEVATIONS 1 OF 3

DATE	BY	CHECKED BY	REVISED
11/00 @ A3	1/06		JUL 2017

2017/D/225/P/06 **A**



NOTES
 This construction is subject to all relevant planning permissions and all necessary consents from the relevant authorities. It is intended to be used as a guide only and should not be relied upon for any other purpose. DO NOT SCALE FROM THIS DRAWING.



Author	Prepared by	Checked	Date

HILLINGDON
 LONDON

RESIDENTS SERVICES
 OPERATIONS AND MAINTENANCE GROUP
 2E/10, CIVIC CENTRE, LUXBURGH, MIDDLESEX, UB8 1UW
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT
 RUISLIP BOWLS CLUB
 MANOR FARM, BURY STREET
 RUISLIP, HA4 7SU

PROPOSED SITE PLAN

SCALE
 1:500 @ A3

DESIGNED BY
 DB

CHECKED BY
 DB

DATE
 JUL 2017

REF
 2017/D/225/P/03



Bowling Green

NOTES

The Contractor must verify all dimensions of the site before works start. Commencing work without verifying any site features may constitute a breach of contract. The Contractor shall be responsible for any and all costs incurred in connection with the site preparation and any other works required to proceed.

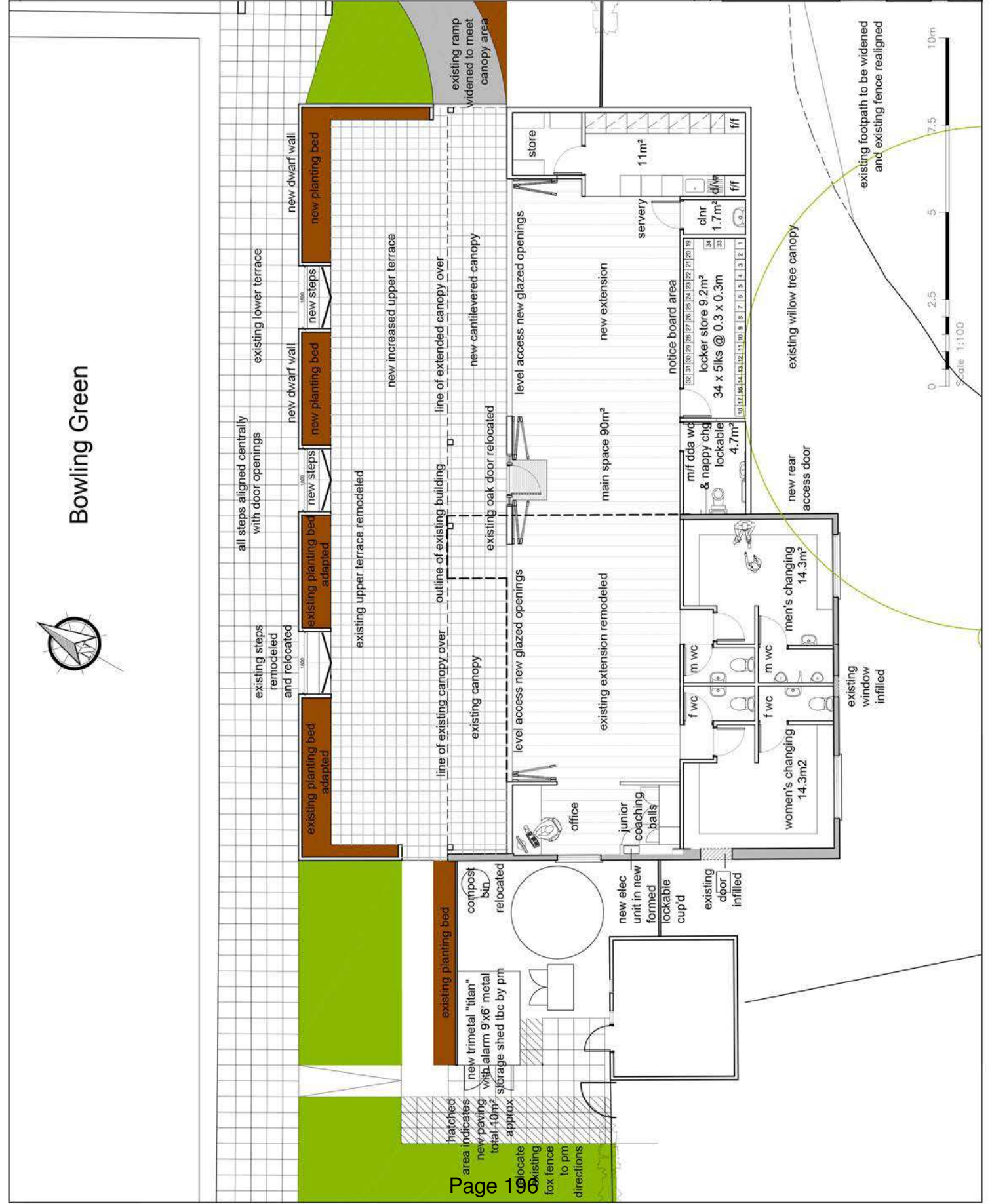
DENNY SCALE 1:50 (DIMENSIONS)

Rev	Revision notes	Issue	Date
A	General layout amendment to suit Heritage Officer's requirements and Bowls Club amendments.	1b	22.09.17

HILLINGDON
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RESIDENTS SERVICES
CORPORATE PROPERTY & CONSTRUCTION GROUP
100/10, CIVIC CENTRE, UXTON ROAD, WINDLESEX, URB 10W
TEL: 01895 251 100 FAX: 01895 277 224

PROJECT	RUISLIP BOWLS CLUB
ADDRESS	MANOR FARM, BURY STREET RUISLIP, HA4 7SU
OCCUPATION	
PROPOSED PLAN	
DATE	JUN 2017
SCALE	1:100 @ A3
DESIGNED BY	DB
CHECKED BY	
DATE	
PROJECT NO.	2017/D/225/P/04
REV	A





Bowling Green

NOTES:
 The Contractor shall verify all dimensions of all items before works start.
 Commencing work, to ensure any work is done in accordance with the approved plans.
 1:200 SCALE FROM THIS DRAWING.

NOTES TO READ IN CONJUNCTION WITH THE ERS Section A, A5:

- New walls to be dry lined with new concrete block strength of block to meet current U value requirements dot and dab plasterboard & skim.
- Internal stud walls to have ply back with plastered face & skim for fixings purposes.
- Main space to be carpeted. All other spaces to be vinyl. Spec and colours to CA approvals.
- Main space to ceiling to be plasterboard and skimmed.
- All other spaces ceiling to be grid suspended ceiling system.
- Duxit Matt Diamond White paint finish with 2 coats undercoat to call areas except kitchen, office junior bowls area, here wall to have colour. All colours to be confirmed by CA.
- All lighting to be energy efficient and to be on PIRs, timings to be confirmed.
- New double glazed aluminum tri-fold doors to be anthracite gray ppc finish.
- All new glazing to be laminate safety glass with 2 row of dots for manifestation.
- The pavilion is required to meet all Building Control Requirements including U values.

new cctv camera on post linked to existing council system

all steps aligned centrally with door openings

existing steps remodeled and relocated 5.4m²

existing planting bed adapted

existing upper terrace remodeled

new increased upper terrace (excluding retained areas 60.9m²)

new dwarf wall

new planting bed

new steps

new dwarf wall

new steps

new planting bed

new steps

new planting bed

new steps

new planting bed

new steps

new planting bed

new steps

new planting bed

new steps

new planting bed

new steps

new planting bed

new steps

new planting bed

new steps

new planting bed

new steps

new planting bed

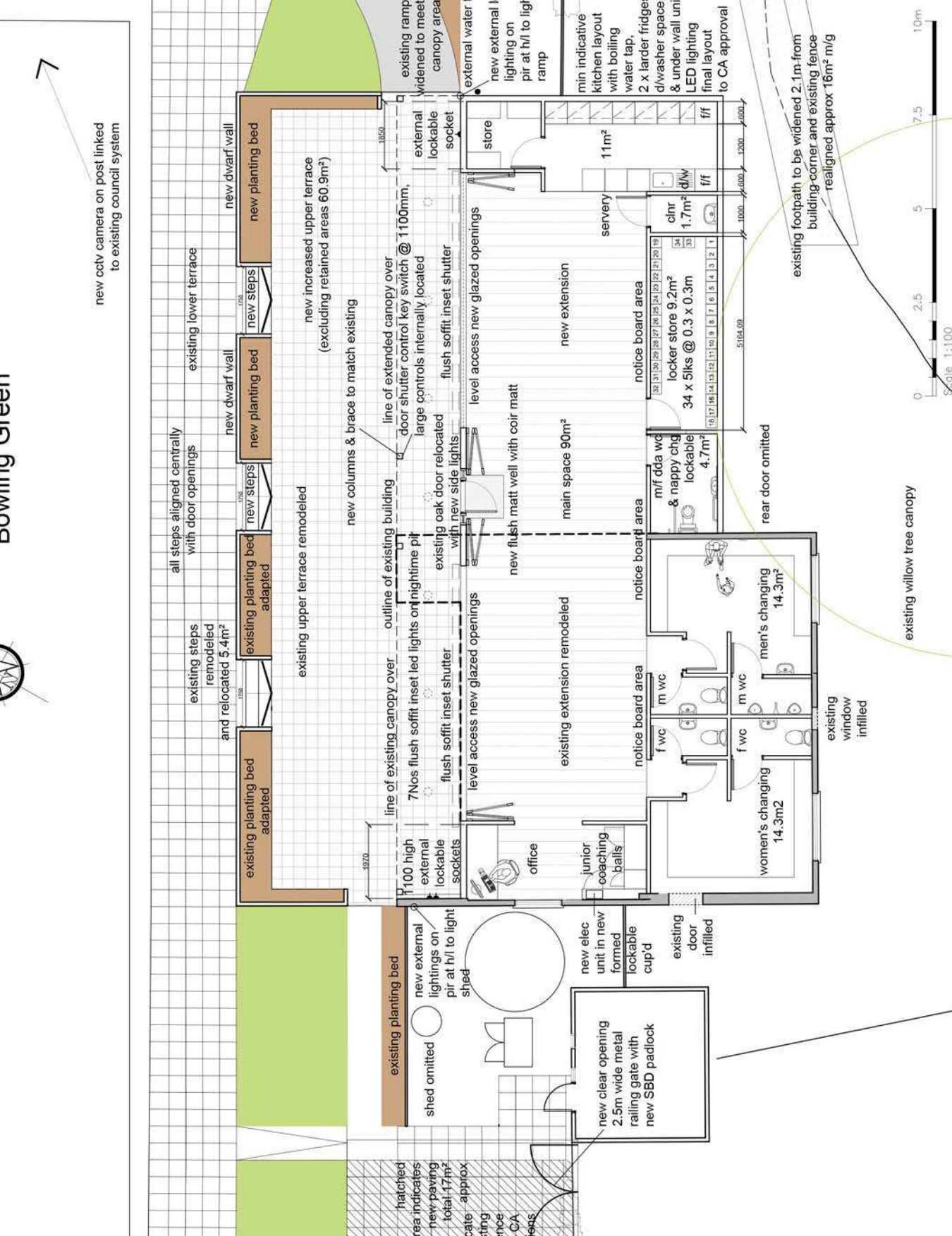
new steps

new planting bed

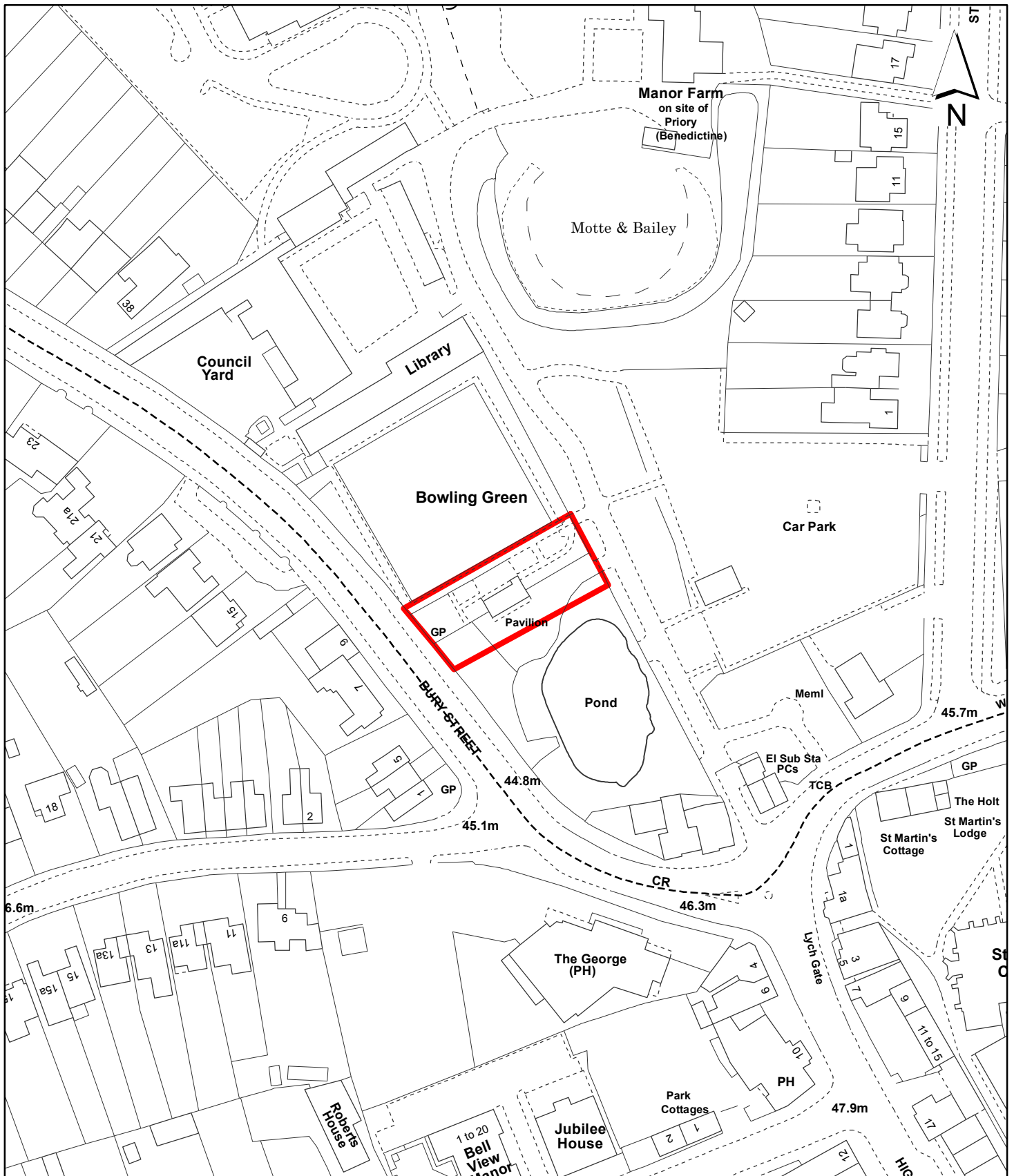
new steps

new planting bed


new steps



RESIDENT'S SERVICES CORPORATE PROPERTY & CONSTRUCTION GROUP 22/10, CIVIC CENTRE, BOWLING GREEN, WINDLESS, URB 10W TEL: 01895 251 100 FAX: 01895 251 101 MOB: 01895 251 102 FAX: 01895 251 224	
PROJECT: RUISLIP BOWLS CLUB MANOR FARM, BURY STREET RUISLIP, HA4 7SU	
OCCUPATION: PROPOSED PLAN - TENDER	
DRAWING NO: 1100 @ A3	NUMBER: DB
CHECKED BY: [Signature]	DATE: SEP 2017
PROJECT NO: 2017/D/225/T/14	
SHEET NO: A	



Notes

 Site boundary

For identification purposes only.

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Site Address	
Ruislip Bowles Club	
Planning Application Ref:	Scale
45220/APP/2017/3865	1:1,250
Planning Committee	Date
Major Application	January 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 LAND AT CESSNA ROAD HEATHROW AIRPORT HOUNSLOW

Development: Section 73 application to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 to allow for changes to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal re-arrangements.

LBH Ref Nos: 62360/APP/2017/3000

Date Plans Received: 15/08/2017 **Date(s) of Amendment(s):** 15/08/2017
Date Application Valid: 17/08/2017 07/09/2017

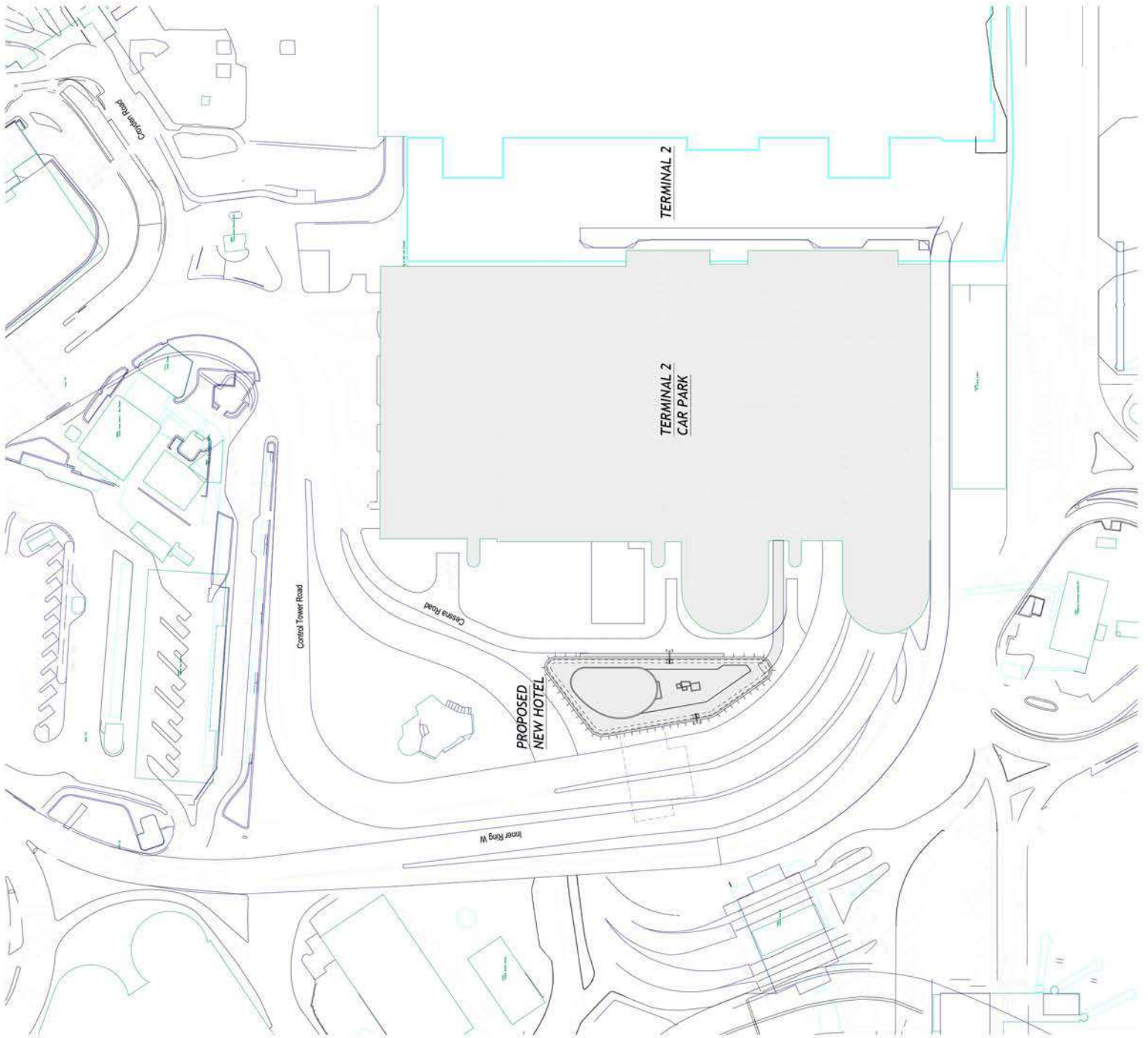
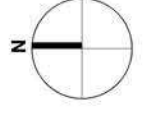
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Revision	Date	By
P1	1st Issue	04.07.17 GB
P2	1st Issue	13.07.17 GB
P3	Link bridge revised	31.07.17 EB



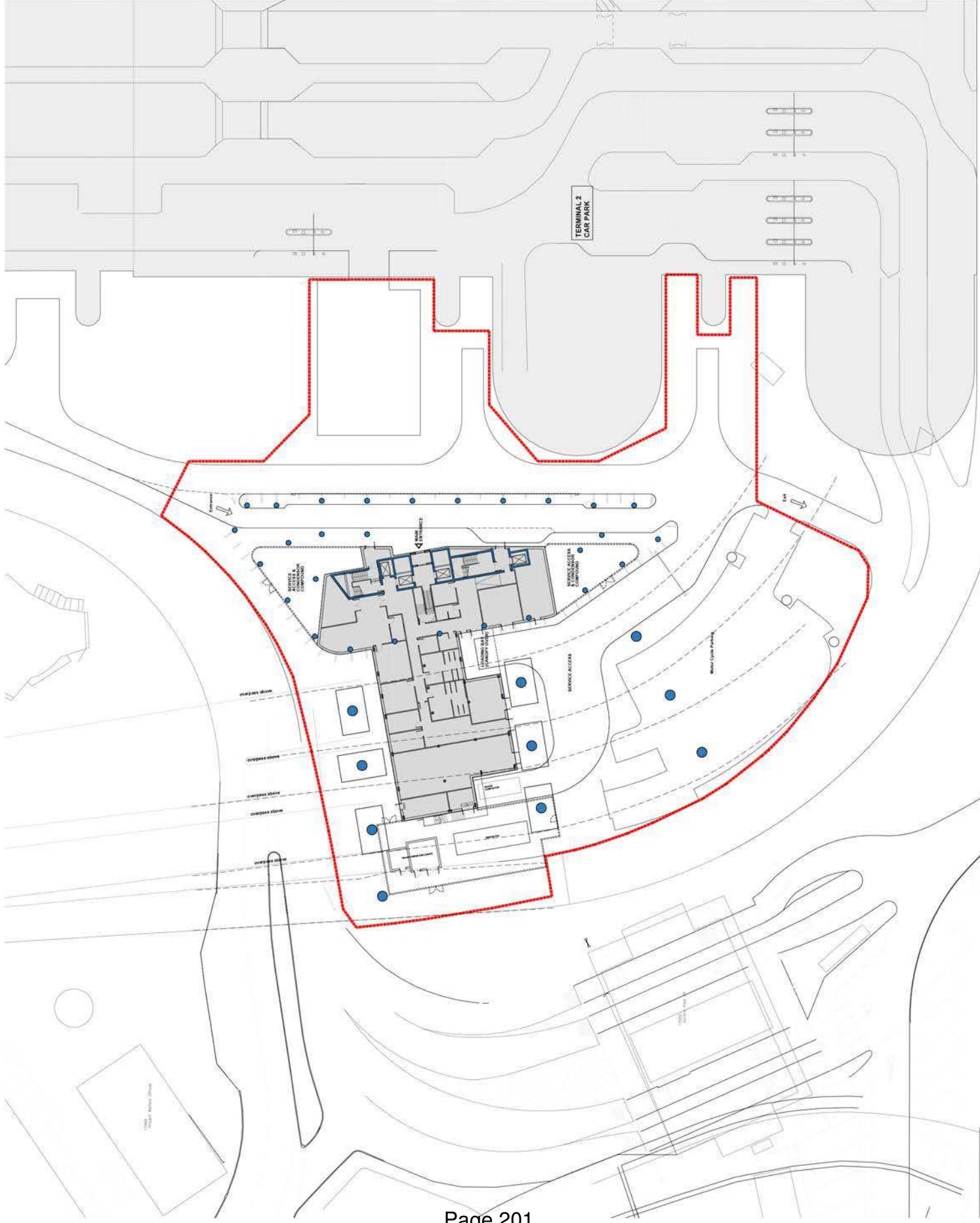
URM
 URM PARTNERSHIP
 CHARTERED ARCHITECTS
 4 Newlin Place
 Glasgow, G3 7PR. T: 0141 353 2745

PLANNING			
Client	Grove Developments		
Project Title	Proposed Hotel at T2 Heathrow Location plan @ roof level		
Drawing Title	Location Plan		
Date	Scale	Drawn	Checked
March 17	1:1250	EB	A3
Drawing No.	083-L(PL)-204		Rev
			P3



Area	Area	Area	Area	Area
1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
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51	52	53	54	55
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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

URM
 UNIVERSITY OF READING
 PLANNING
 Green Developments
 Proposed Hotel at
 T2 Heathrow
 Proposed Site Plan
 Showing proposed roads
 03.1 (PL) 205
 PH



Please refer to the drawing schedule and notes for the correct drawing title and revision. The drawing title and revision number shall be as shown on the drawing. If there is a discrepancy between the drawing title and revision number, the drawing title shall prevail.



UNM
 UNITED NATIONS UNIVERSITY
 MAINTENANCE DEPARTMENT

PLANNING

Grove Developments
 Project Title: Proposed Hotel at T2 Heathrow
 Drawing Title: Proposed Floor Plan Level 1 General Arrangement Floor Plans

Scale: 1:100
 Date: 08/07/17
 Drawing No.: 083-L(PL)-301
 Rev: P1

Please do not scale from this drawing. All dimensions and areas are approximate and subject to change without notice. All dimensions are in millimeters unless otherwise stated.



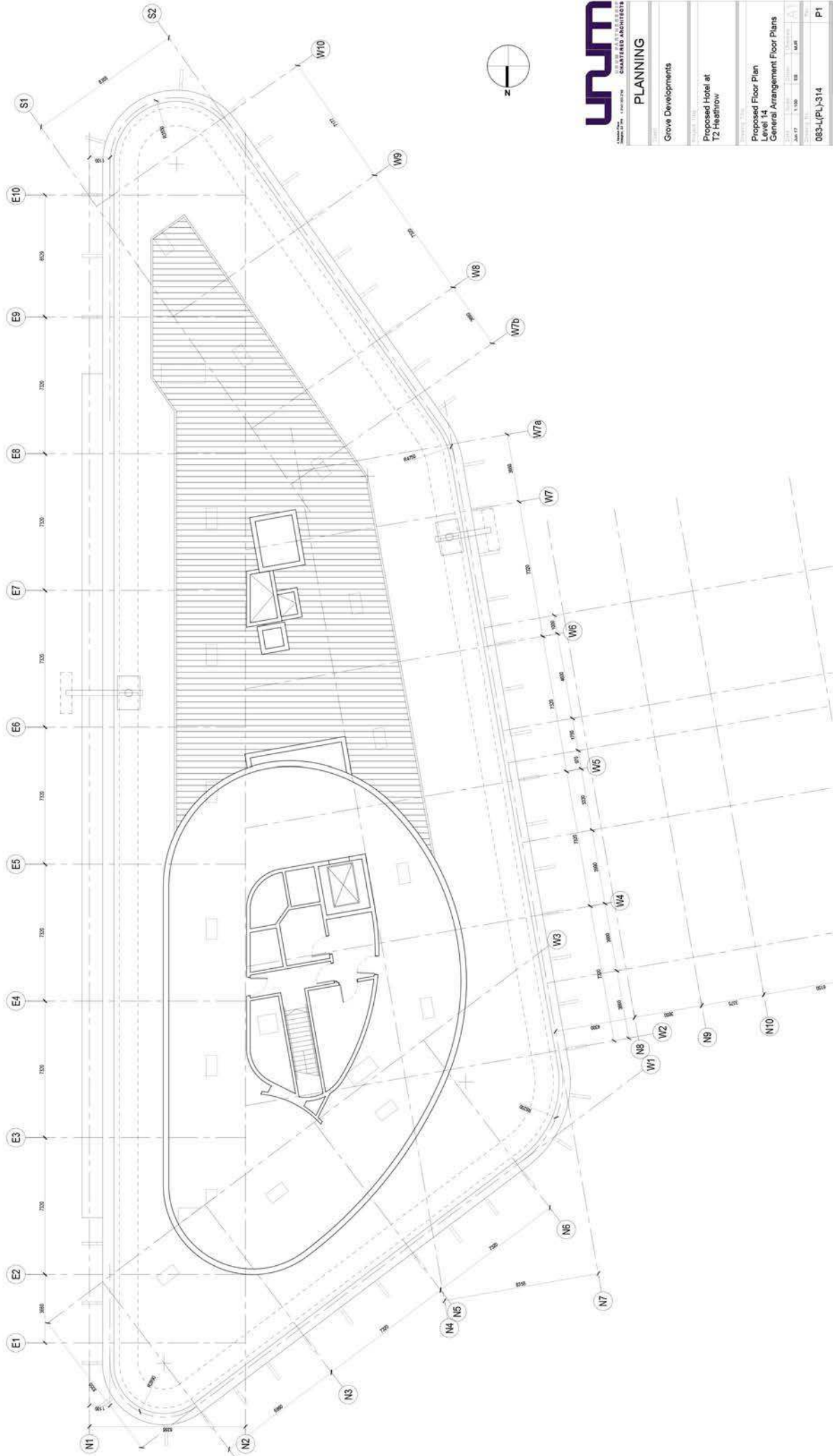
WJM
 WILKINSON JACOBS
 ARCHITECTS

PLANNING

Client: Grove Developments
 Project No: Proposed Hotel at T2 Heathrow
 Drawing No: Proposed Floor Plan Level 2 General Arrangement Floor Plans
 Date: Jan 17 1:00
 Scale: 1:100
 Drawn: MJB
 Checked: MJB
 Rev: AI
 P1

Please do not make any alterations to this drawing without the written approval of the architect. Any alterations should be made to the original drawing and not to this drawing. The architect is not responsible for any errors or omissions in this drawing.

Scale: 1:1000
 Date: 19.08.17
 Drawn: [Name]
 Checked: [Name]



WJM
 WILKINSON JONES PARTNERS
 CHARTERED ARCHITECTS

PLANNING

Grove Developments
 Proposed Hotel at
 T2 Heathrow

Proposed Floor Plan
 Level 14
 General Arrangement Floor Plans

DATE	BY	CHKD	APPD
19.08.17	[Name]	[Name]	[Name]

083-(PL)-314 P1

Please do not scale this drawing. Dimensions and areas are indicated on the drawing. All dimensions are in millimeters. All areas are in square meters. All dimensions are rounded to the nearest millimeter. All areas are rounded to the nearest square meter. All dimensions are in millimeters. All areas are in square meters. All dimensions are rounded to the nearest millimeter. All areas are rounded to the nearest square meter.



WJM
 WOODHEAD ARCHITECTS
 10000 100th Ave. S.E.
 Bellevue, WA 98004
 Phone: (206) 468-1000
 Fax: (206) 468-1001
 Website: www.wjm.com

PLANNING

Grove Developments
 Proposed Hotel at
 T2, Heathrow

Proposed Floor Plan
 Level 3, 13
 General Arrangement Floor Plans

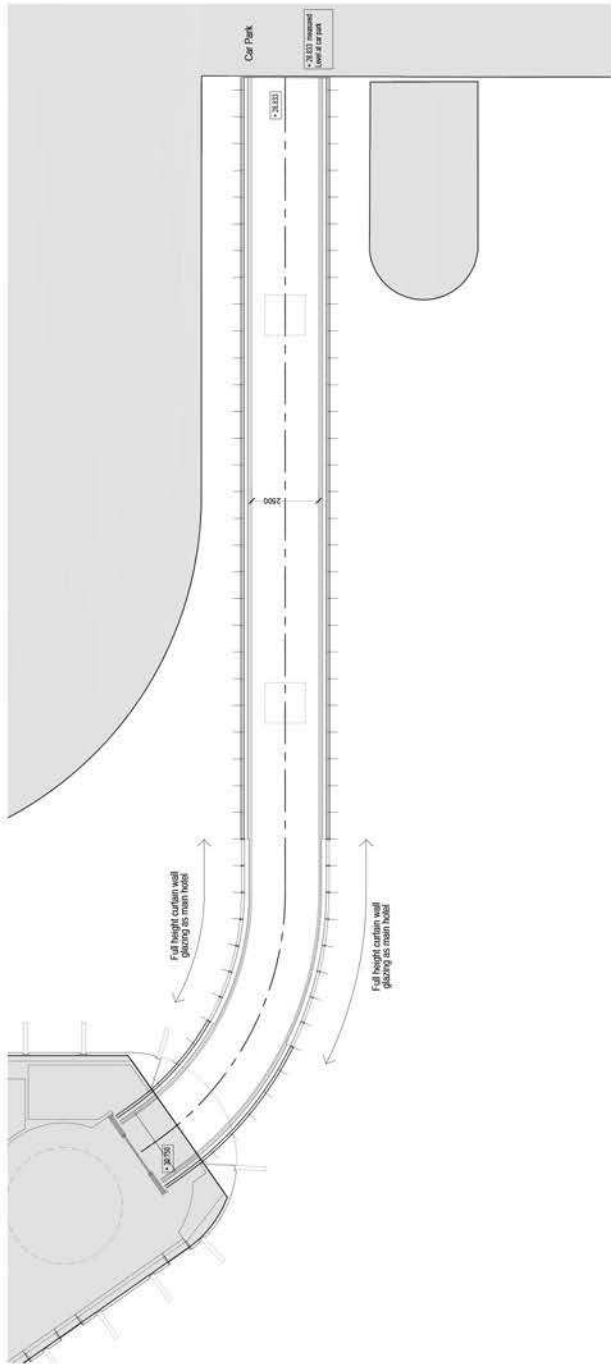
Jan 17 1:00 PM 2011

083-L(PL)-303

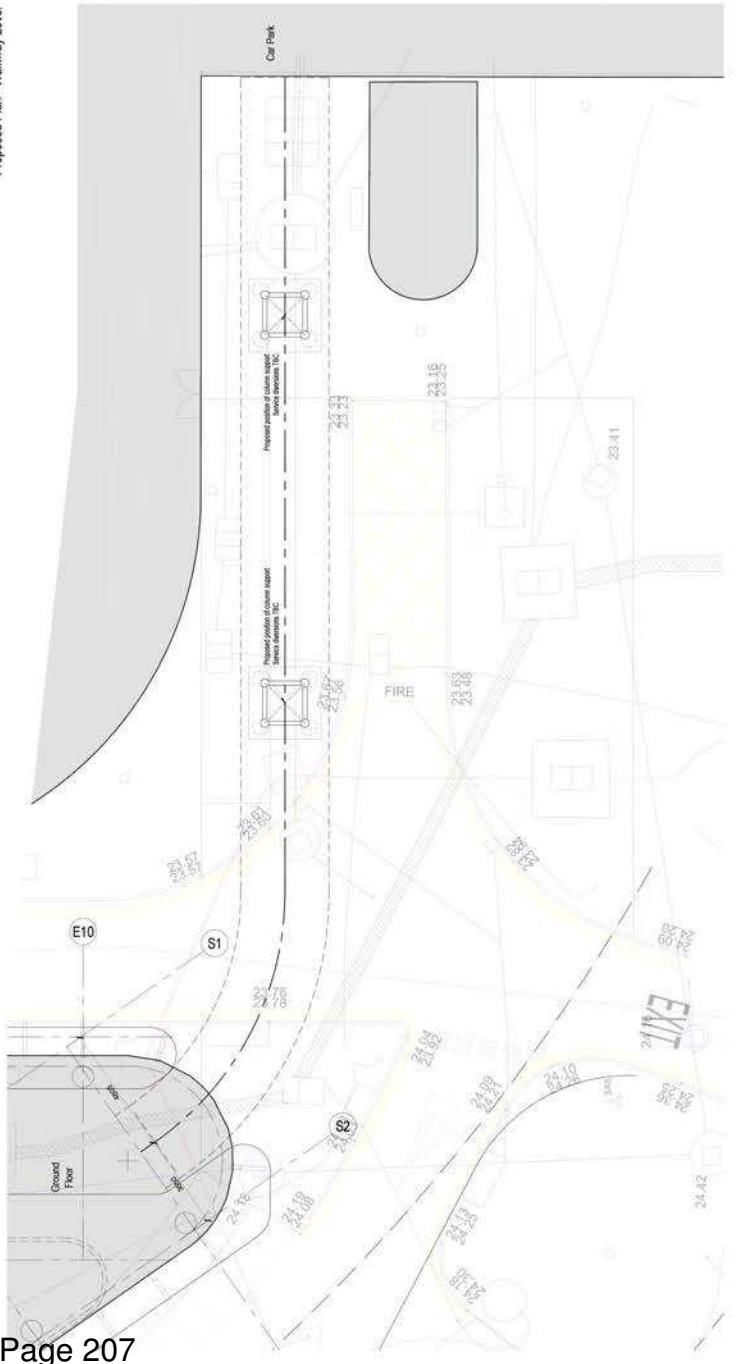
P2

Please do not make any changes to this drawing. If you do, you must indicate the change with a revision number and date. The revision number should be in the right margin of the drawing.

Revision	By	Date
P1	GB	10.02.17
P2	GB	13.02.17
P3	GB	13.02.17
P4	GB	13.02.17
P5	GB	13.02.17
P6	GB	13.02.17
P7	GB	13.02.17
P8	GB	13.02.17
P9	GB	13.02.17
P10	GB	13.02.17
P11	GB	13.02.17
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P13	GB	13.02.17
P14	GB	13.02.17
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P98	GB	13.02.17
P99	GB	13.02.17
P100	GB	13.02.17



Proposed Plan - Walkway Level



Proposed Plan - Ground Level

JRM
JAMES ROBERTSON ARCHITECTS
ARCHITECTS

PRELIMINARY

Grove Developments
Proposed Hotel at
T2 Heathrow

Proposed Bridge Link
Plans

Apr 17 1:00 PM

083-L(PL)-900

P3

Please do not make any changes to the drawings, including, but not limited to, dimensions, notes, or annotations, without the written approval of the architect.

Revision	By	Date
P1	GB	10.02.17
P2	GB	12.02.17
P3	GB	13.02.17
P4	GB	15.02.17
P5	GB	16.02.17
P6	GB	17.02.17
P7	GB	18.02.17
P8	GB	19.02.17
P9	GB	20.02.17
P10	GB	21.02.17
P11	GB	22.02.17
P12	GB	23.02.17
P13	GB	24.02.17
P14	GB	25.02.17
P15	GB	26.02.17
P16	GB	27.02.17
P17	GB	28.02.17
P18	GB	29.02.17
P19	GB	30.02.17
P20	GB	31.02.17

WJM
WILLIAMS JONES & MORTIMER
ARCHITECTS
REGISTERED ARCHITECTS

PRELIMINARY

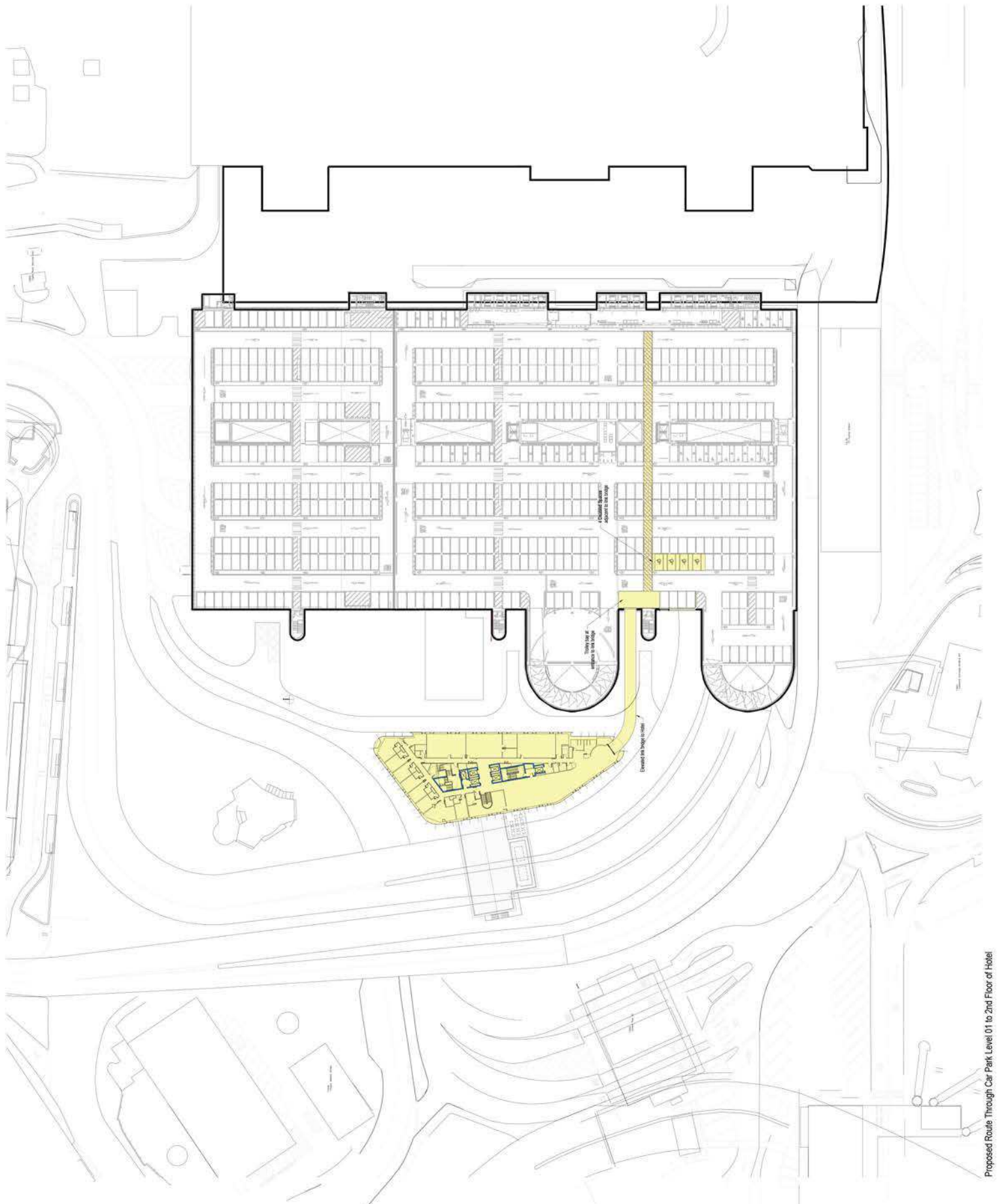
Grove Developments

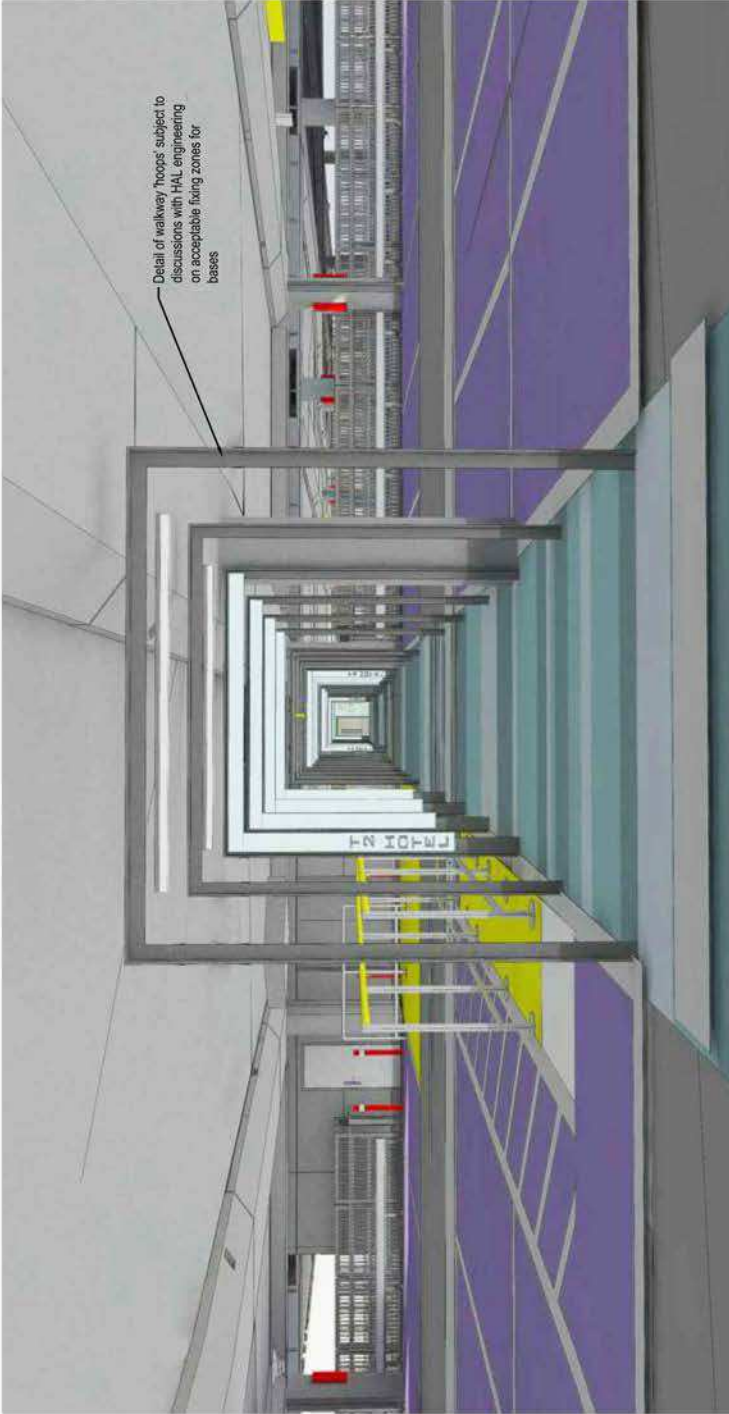
Proposed Hotel at
T2 Heathrow

Proposed Bridge Link
Access Route

083-L(PL)-903

P3





Proposed Route Through Car Park Level 01 to Hotel

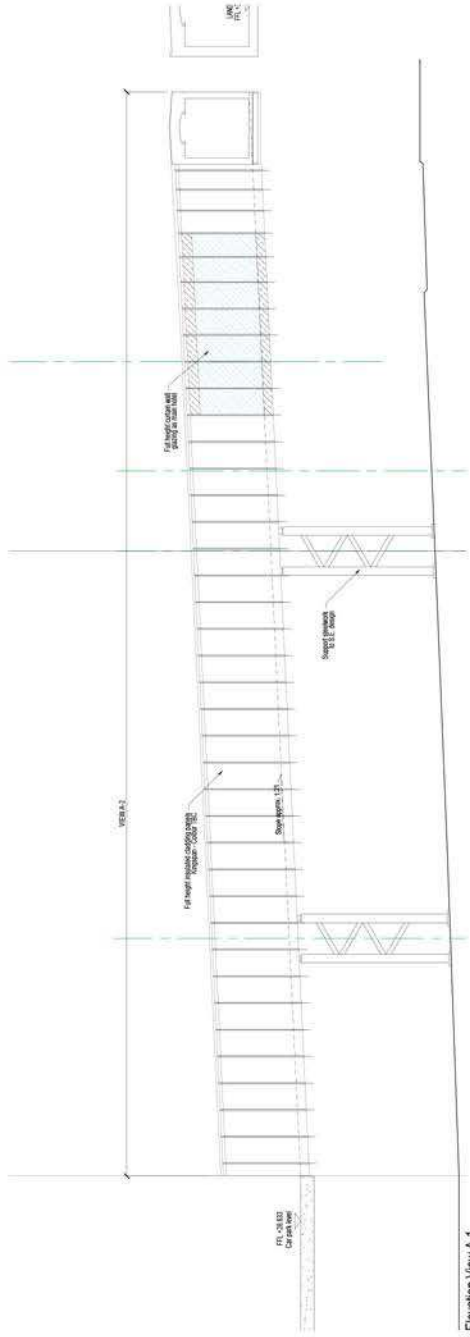


Access from Car Park Level 01 to Link Bridge

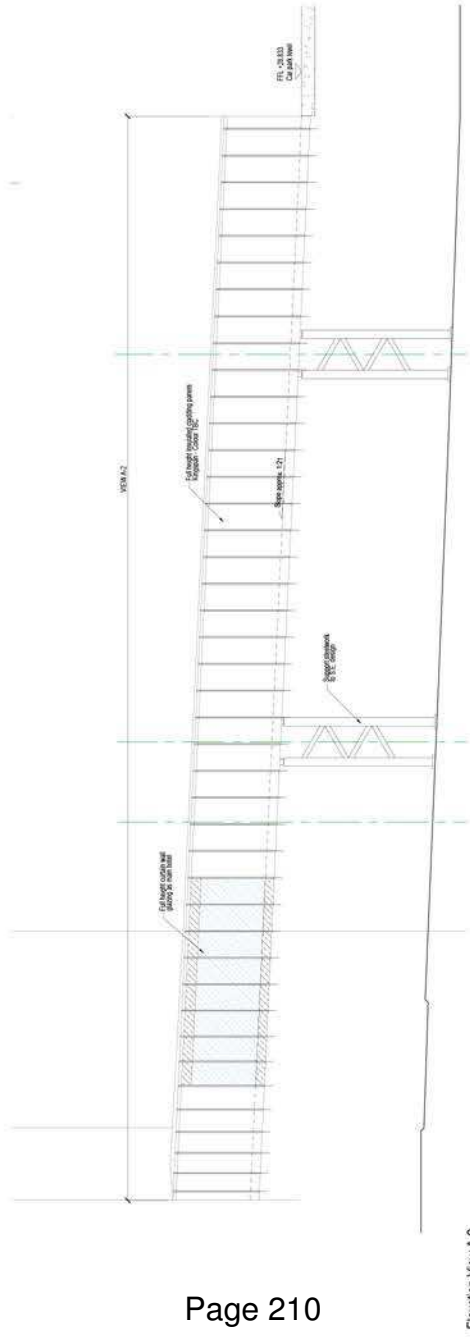
PLANNING			
Client:	Grove Developments		
Project Title:	Proposed Hotel at T2 Heathrow		
Drawing Title:	Proposed Link Bridge Access through car park		
Date:	Scale:	Drawn:	Checked:
Jul 17	N/A	GB	A3
Drawing No.:	083-L(PL)-904		
Rev:	P1		

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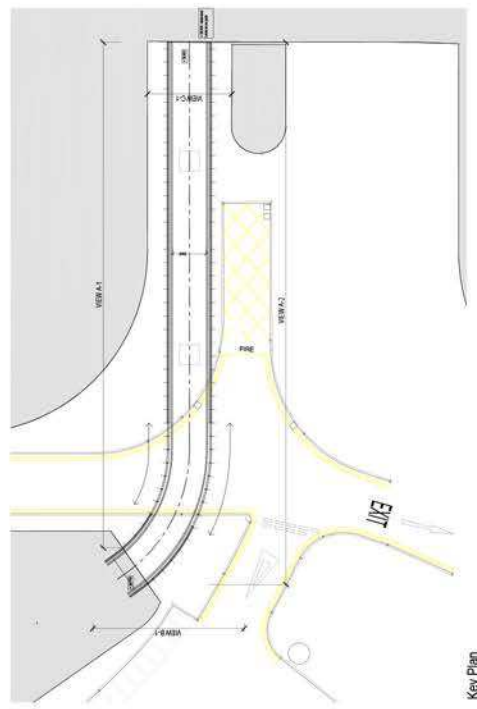
Revision	By	Date
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P2	GB	13.02.17
P3	GB	13.02.17
P4	GB	13.02.17
P5	GB	13.02.17



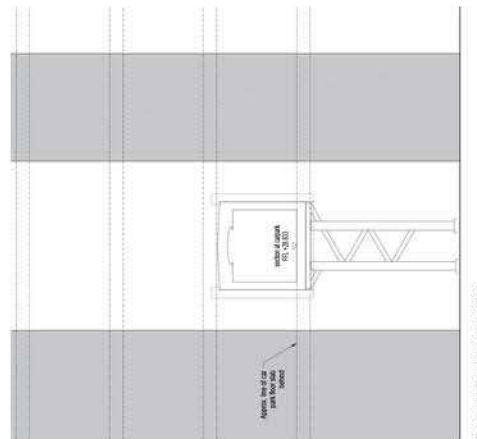
Elevation View A-1



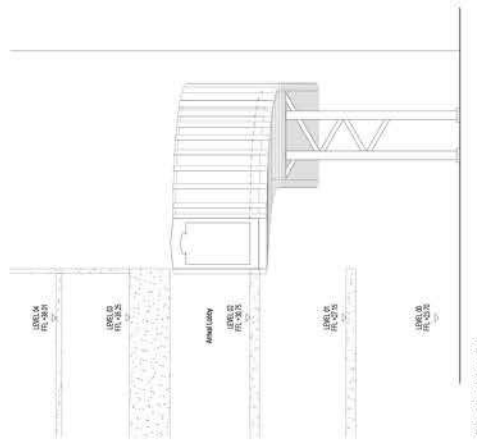
Elevation View A-2



Key Plan

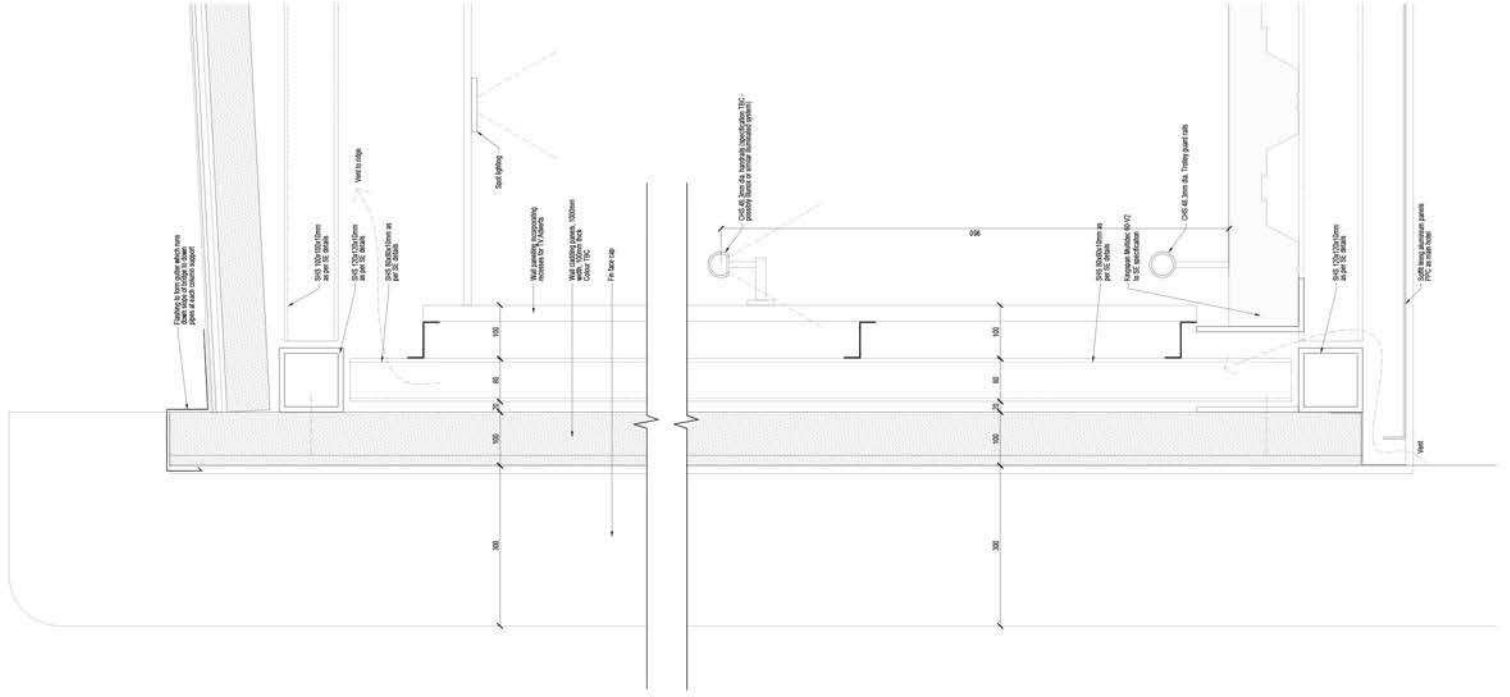


Sectional Elevation View C-1



Elevation View B-1

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Revision:	Date:
P1	10.07.17
P2	08
P3	13.07.17
P4	08
P5	13.07.17



1. TYPICAL BRIDGE SECTION
Scale 1:20

1. TYPICAL 'FIN' DETAIL PLAN
Scale 1:20

WJW
WILLIAMS JONES WOODHEAD
ARCHITECTS

PRELIMINARY

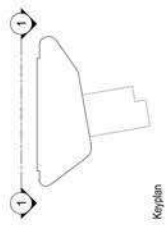
Grove Developments
Proposed Link Bridge at
T2 Heathrow

Proposed Bridge Link
Typical Bridge Sections, Details

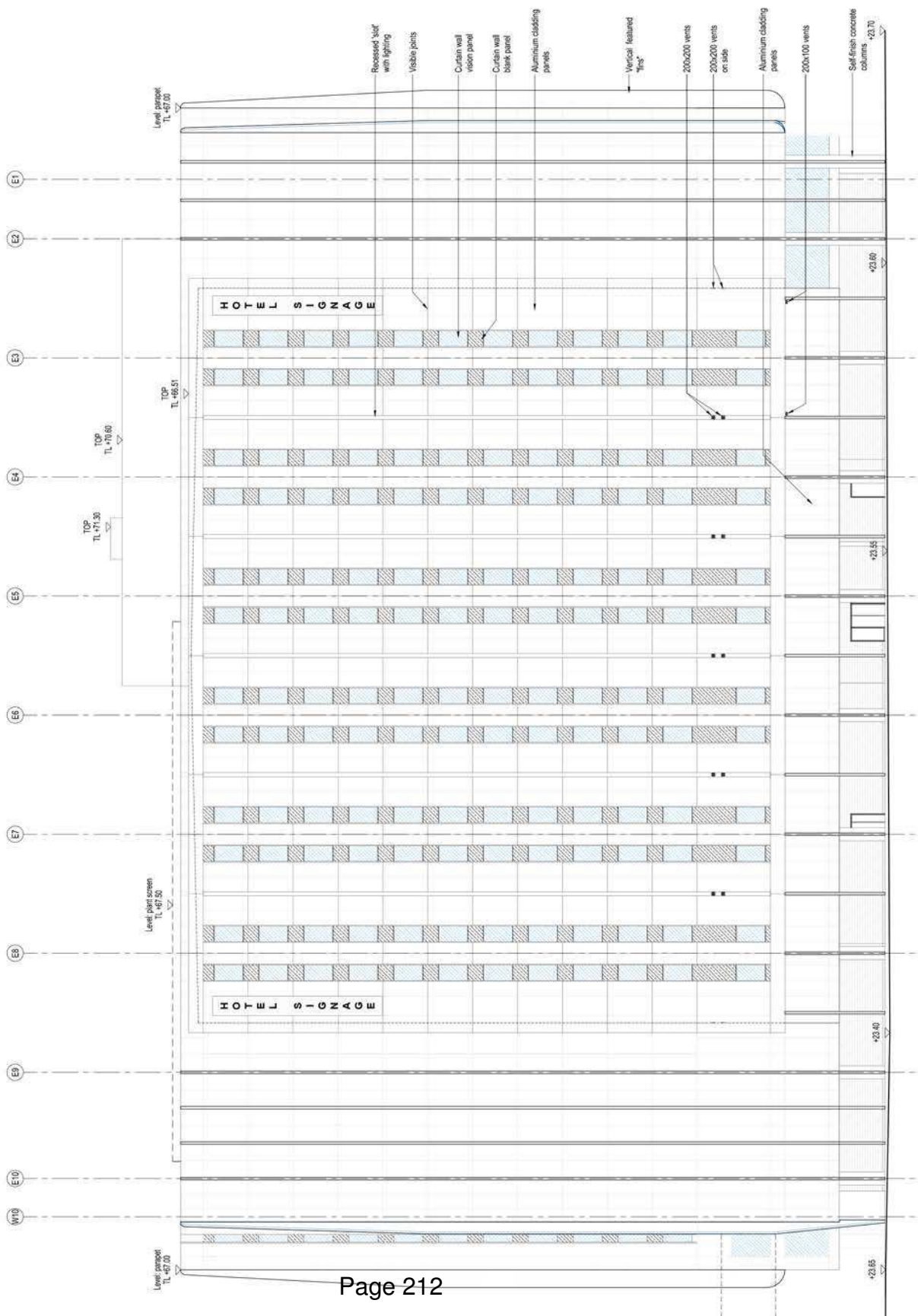
083-(PL)-901 P2

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Revision	Date	By
P1	1 P1 Issue	04.07.17 GB
P2	1 P2 Issue	12.07.17 GB
P3	1 P3 Issue	11.08.17 GB
P4	1 P4 Issue	06.09.17 GB

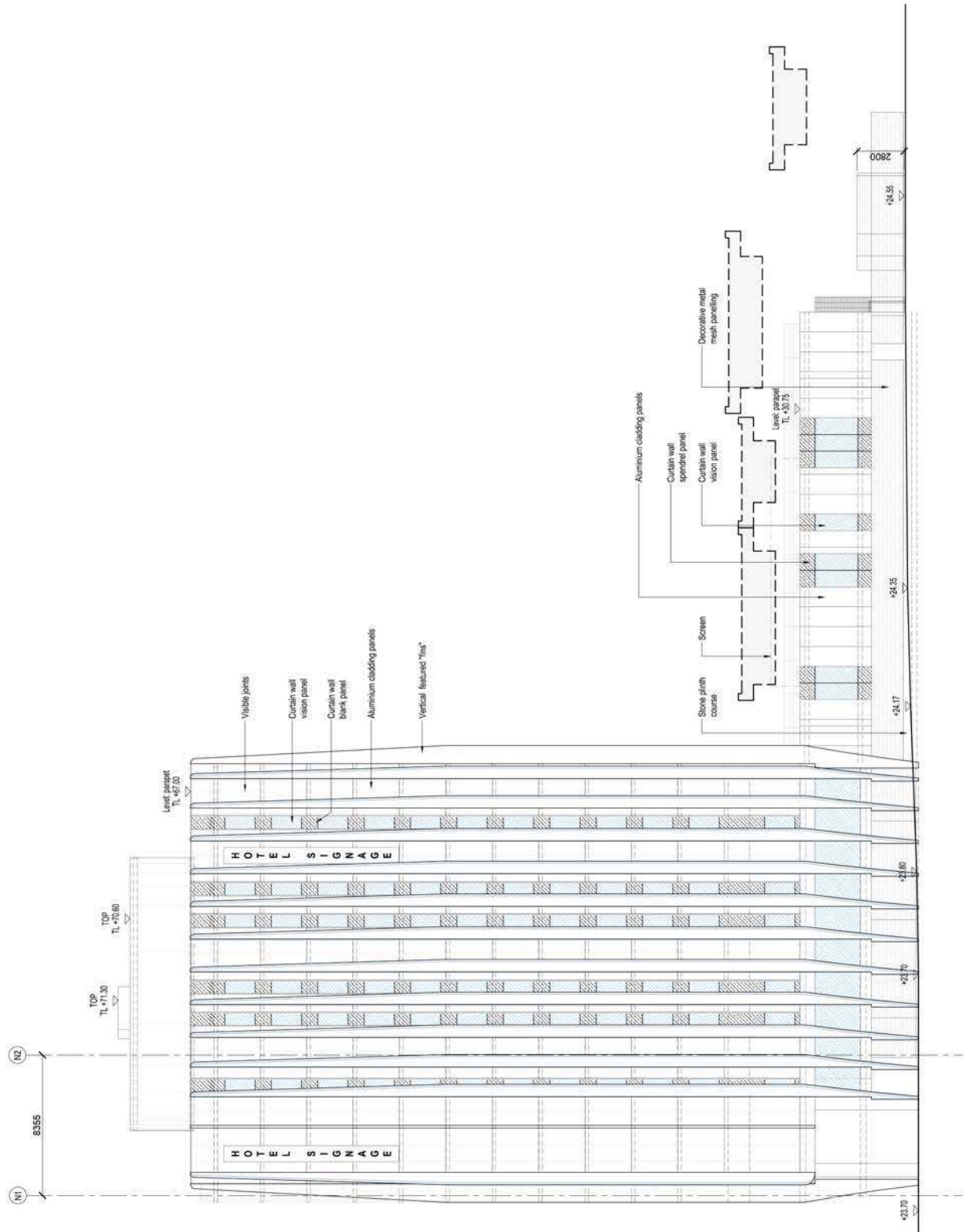
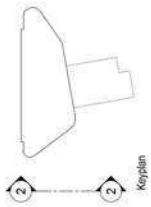


PLANNING			
Client:	Grove Developments		
Project Title:	Proposed Hotel at T2, Heathrow		
Drawing Title:	Elevation 1		
Date:	Scale:	Drawn:	Checked:
Jun 17	1:250	JRD	MJR
Drawing No.:	083-L(PL)-501		Rev:
			P4



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Revision	Date	By
P1	1. P1 Issue	04.07.17 GB
P2	1. P2 Issue	12.07.17 GB
P3	1. P3 Issue	11.08.17 GB
P4	1. P4 Issue	06.09.17 GB

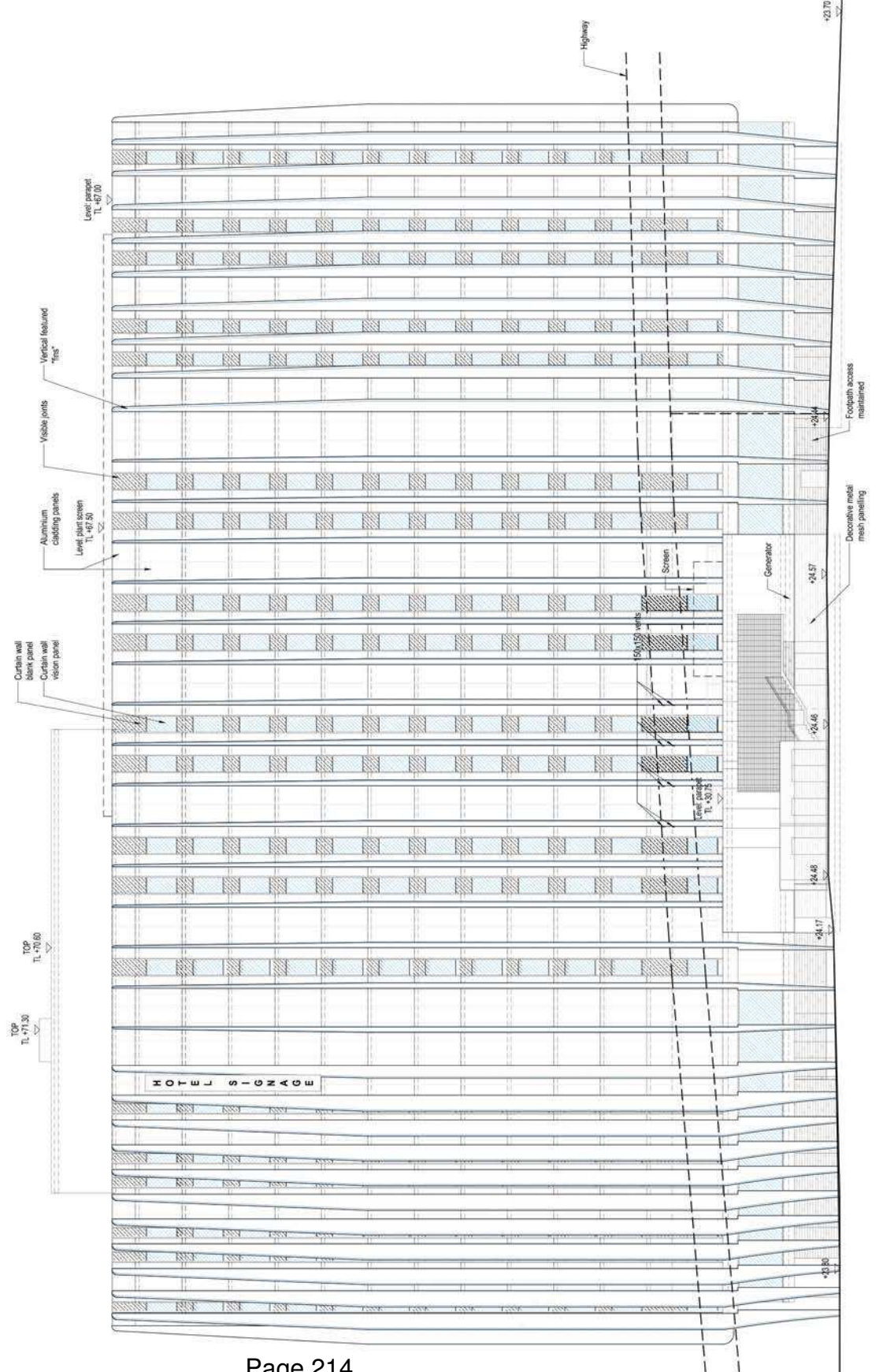
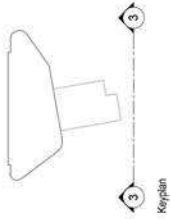


UNUM
 UNUM PARTNERSHIP
 CHARTERED ARCHITECTS
 4 Newlin Place,
 Glasgow, G3 7PR. T: 0141 353 2745

PLANNING			
Client:	Grove Developments		
Project Title:	Proposed Hotel at T2, Heathrow		
Drawing Title:	Elevation 2		
Date:	Scale:	Drawn:	Checked:
Jun 17	1:250	JRD	MJR
Drawing No.:	083-L(PL)-502		
Rev:	P4		

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Revision	Date	By
P1	04.07.17	GB
P2	12.07.17	GB
P3	12.07.17	GB
P4	06.09.17	GB

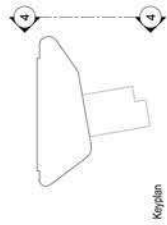


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 1 Newhall Place
 Glasgow, G3 7PR. T: 0141 333 2745

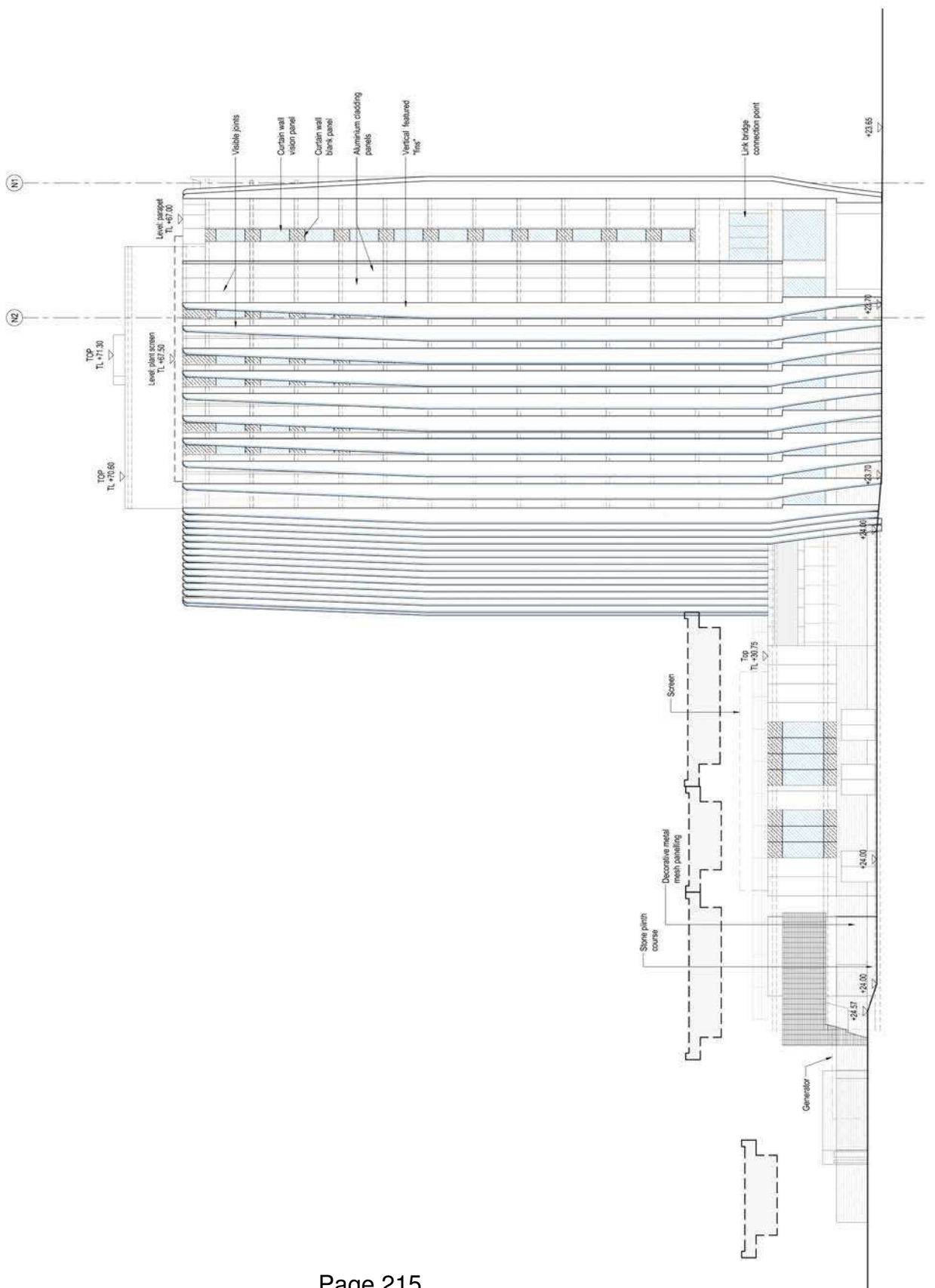
PLANNING											
Client:	Grove Developments										
Project Title:	Proposed Hotel at T2, Heathrow										
Drawing Title:	Elevation 3										
Date:	Jun 17	Scale:	1:250	Drawn:	JRD	Checked:	MJR	Checked:	MJR	Scale:	A3
Drawing No.:	083-L(PL)-503	Rev.:	P4								

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Revision	Date	By
P1	14.07.17	GB
P2	14.07.17	GB
P3	14.07.17	GB
P4	06.09.17	GB



Keyplan

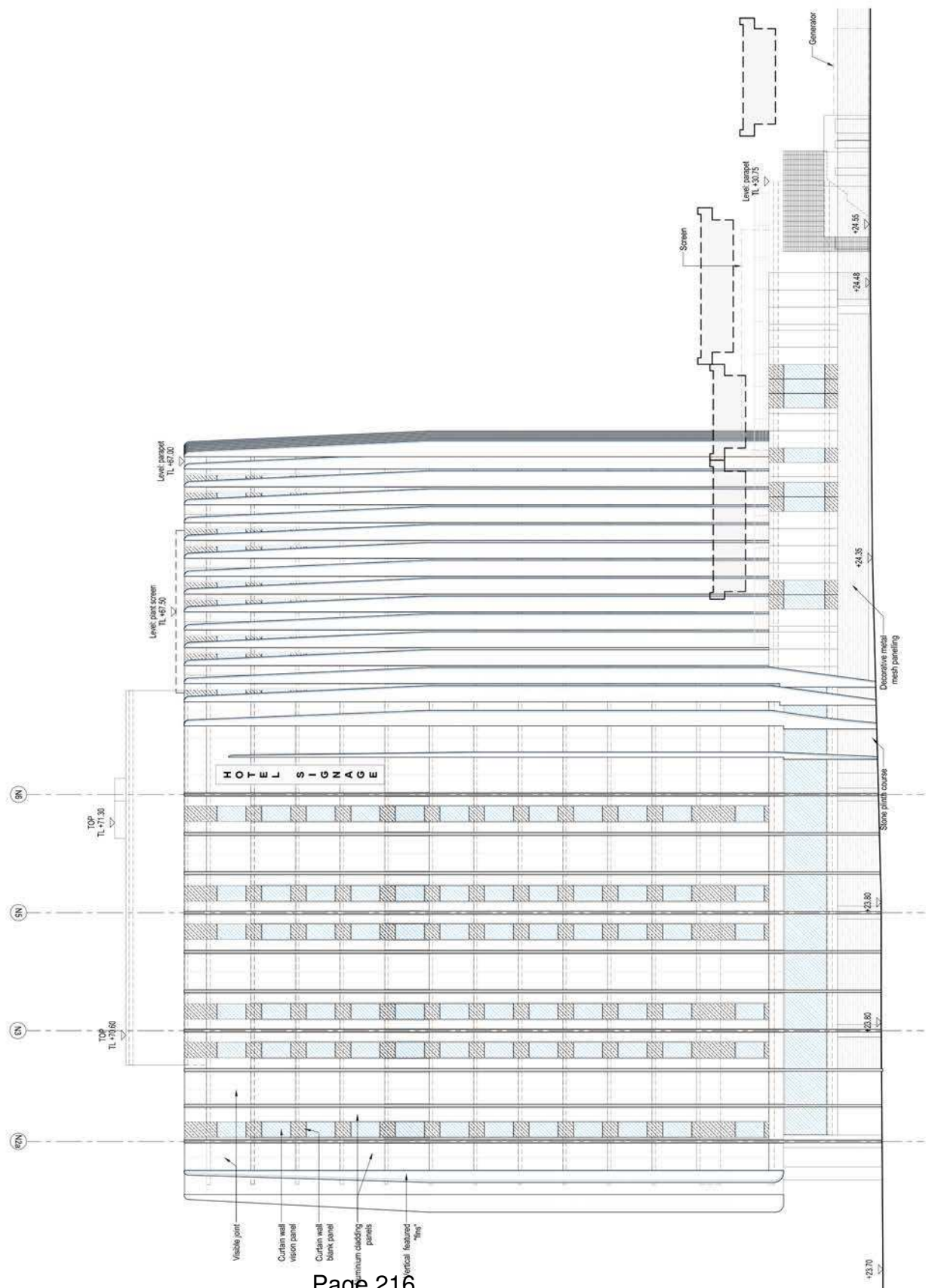
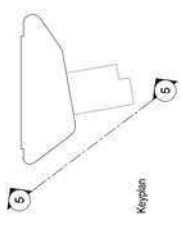


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 Glasgow, G3 7JF
 T: 0141 353 2745

PLANNING			
Client:	Grove Developments		
Project Title:	Proposed Hotel at T2, Heathrow		
Drawing Title:	Elevation 4		
Date:	Scale:	Drawn:	Checked:
Jul 17	1:250	JRD	MJR
Drawing No.:	083-L(PL)-504		Rev:
			P4

Please do not scale from this drawing. If in doubt ask. This drawing is for information only and should not be reproduced, copied or disclosed in any form, other than for the purpose of this project.

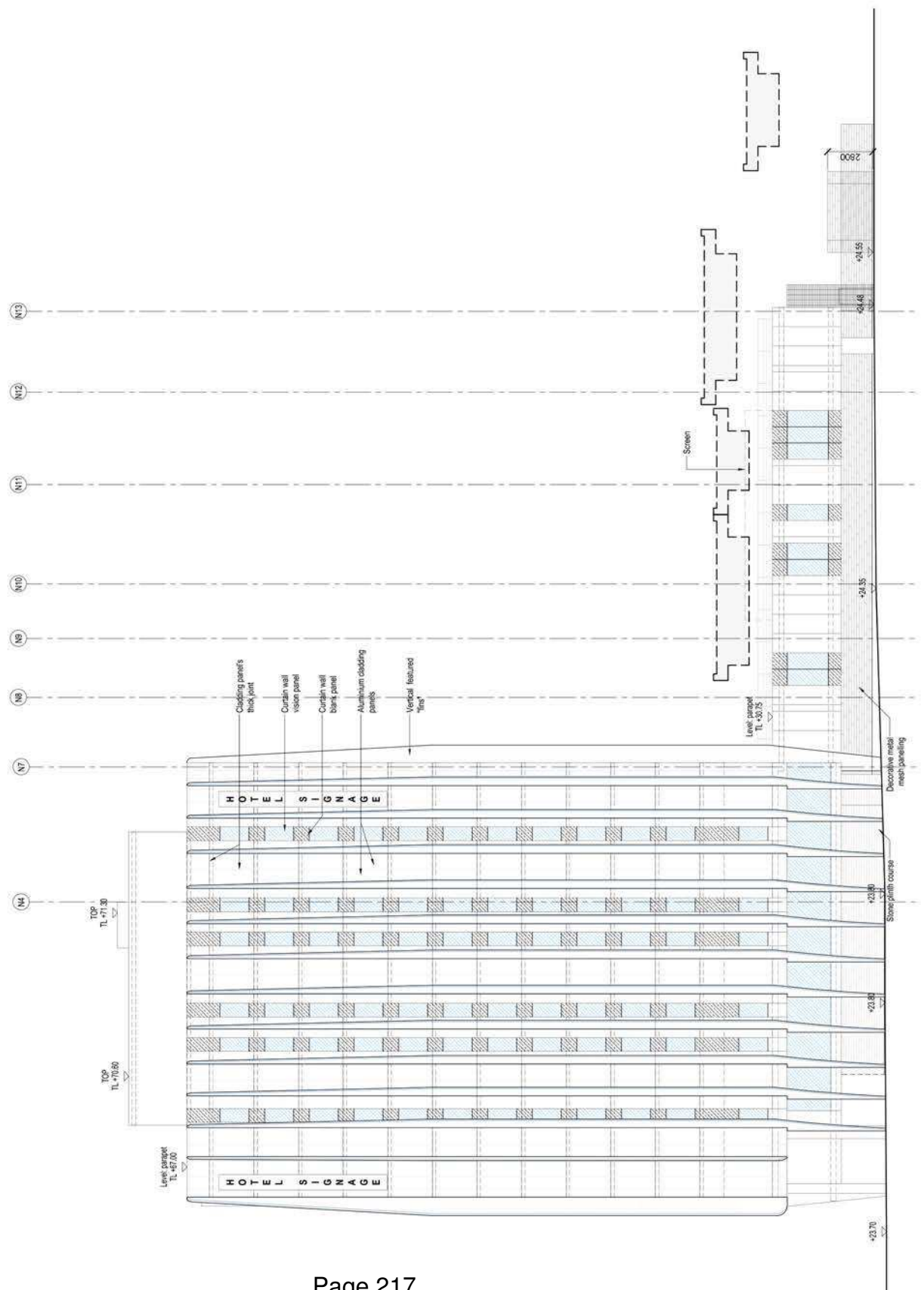
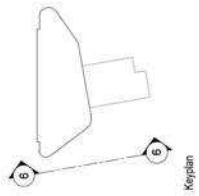
Revision	Date	By
P1	04.07.17	GB
P2	12.07.17	GB
P3	08.08.17	GB
P4	08.08.17	GB



PLANNING									
Client:	Grove Developments								
Project Title:	Proposed Hotel at T2, Heatrow								
Drawing Title:	Elevation 5								
Date:	Jul 17	Scale:	1:250	Drawn:	JRD	Checked:	MJR	Sheet:	A3
Drawing No.:	083-L(PL)-505	Rev.:	P4						

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Revision	Date	By
P1	04.07.17	GB
P2	12.07.17	GB
P3	08.08.17	GB
P4	08.09.17	GB

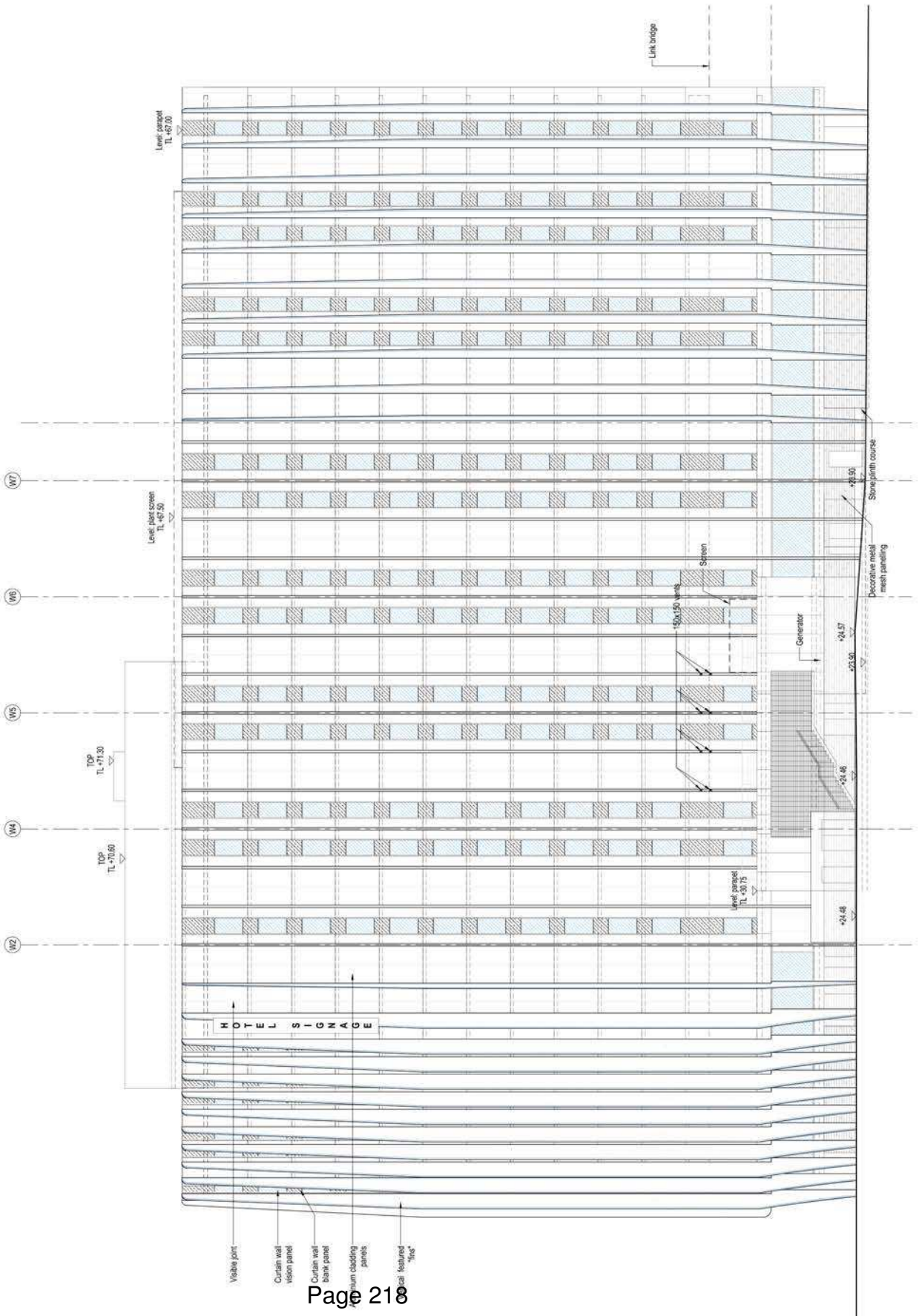
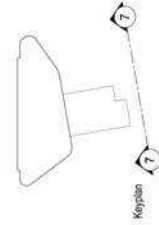


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PLANNING			
Client:	Grove Developments		
Project Title:	Proposed Hotel at T2, Heatrow		
Drawing Title:	Elevation 6		
Date:	Jul 17	Scale:	1:250
Drawn:	JRD	Checked:	MJR
Drawing No.:	083-L(PL)-506	Rev:	P4

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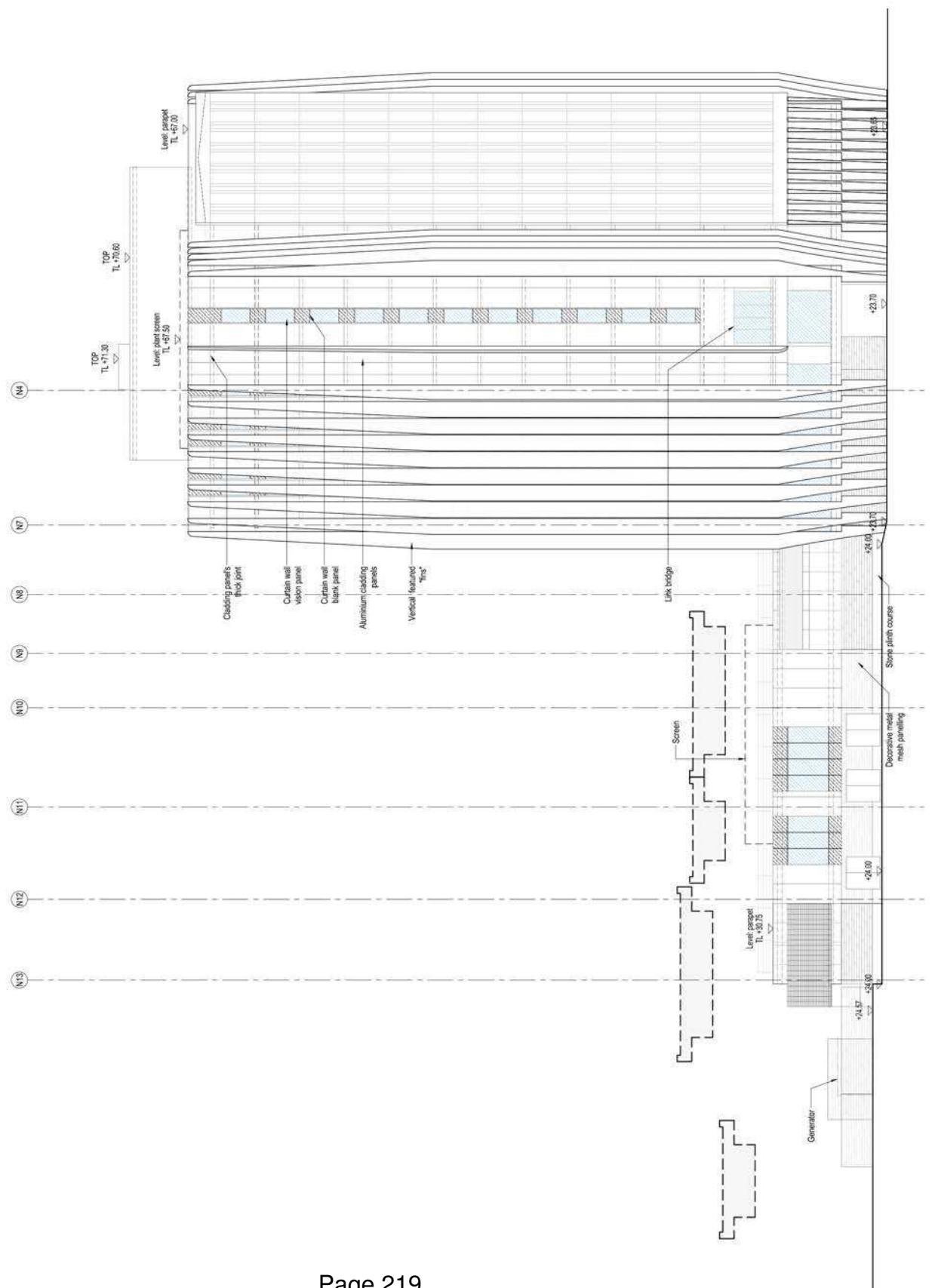
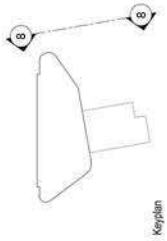
Revision	Date	By
P1	04.07.17	GB
P2	12.07.17	GB
P3	10.08.17	EB
P4	06.09.17	GB



PLANNING	
Client	Grove Developments
Project Title	Proposed Hotel at T2, Heatrow
Drawing Title	Elevation 7
Date	Jun 17
Scale	1:250
Drawn	JRD
Checked	MJR
Drawn No.	083-L(PL)-507
Checked No.	A3
Rev.	P4

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Revision	Date	By
P1	04.07.17	GB
P2	14.07.17	GB
P3	14.07.17	GB
P4	06.09.17	GB

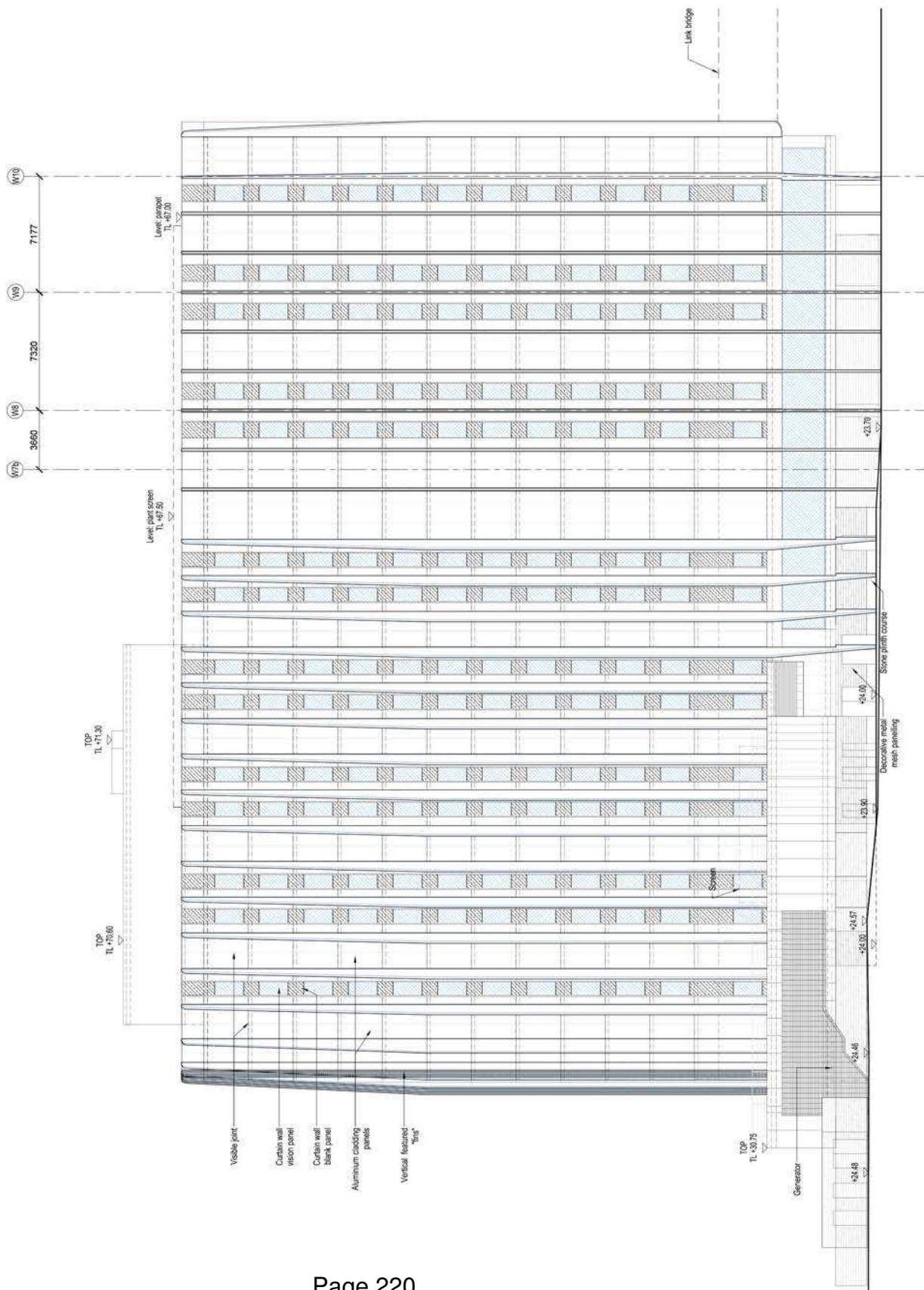
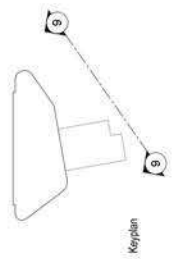


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PLANNING							
Client:	Grove Developments						
Project Title:	Proposed Hotel at T2, Heatrow						
Drawing Title:	Elevation 8						
Date:	Jun 17	Scale:	1:250	Drawn:	JRD	Checked:	MJR
Drawing No.:	083-L(PL)-508	Rev:	P4				

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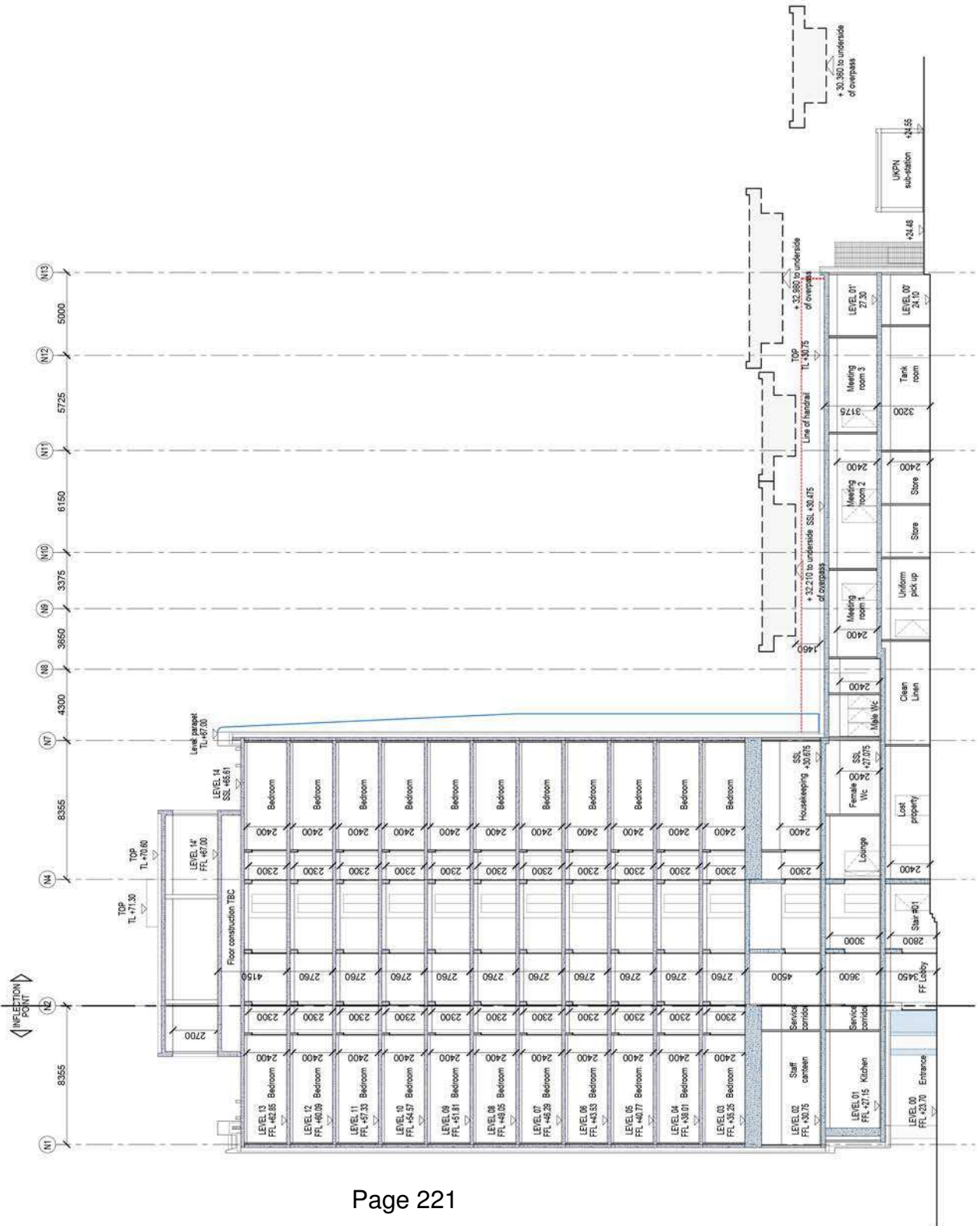
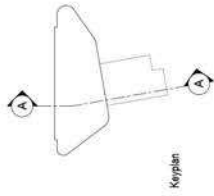
Revision	Date	By
P1	14.07.17	GB
P2	14.07.17	GB
P3	14.07.17	GB
P4	06.09.17	GB



PLANNING									
Client:	Grove Developments								
Project Title:	Proposed Hotel at T2, Heathrow								
Drawing Title:	Elevation 9								
Date:	Jul 17	Scale:	1:250	Drawn:	JRD	Checked:	MJR	Sheet:	A3
Drawing No.:	083-L(PL)-509	Rev.:	P4						

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Revision	Date	By
P1	1 P1 issue	04.07.17 GB
P2	1 P1 issue	10.08.17 EB



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 Glasgow, G3 7PR | 0143 353 2745

PLANNING

Grove Developments

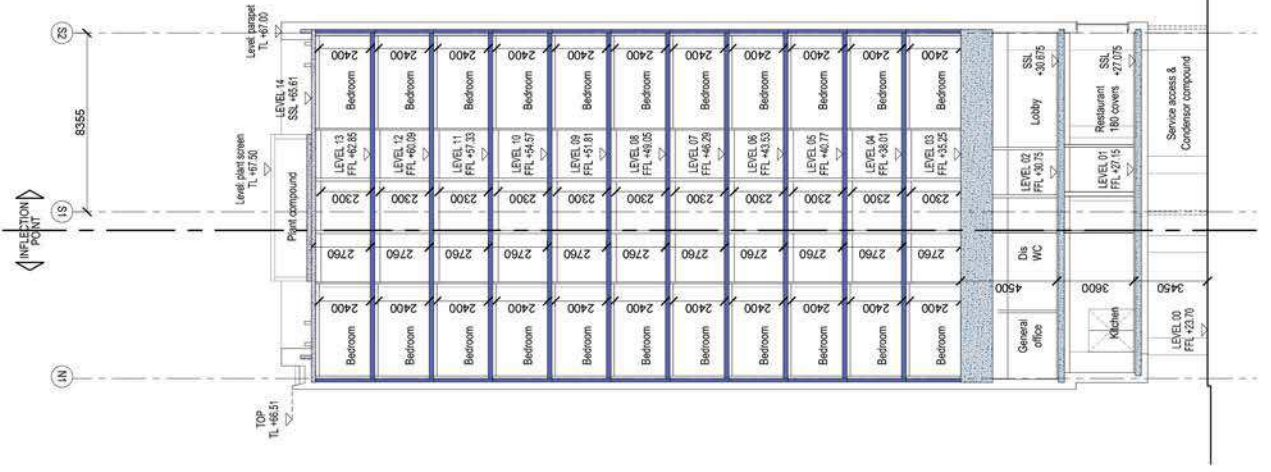
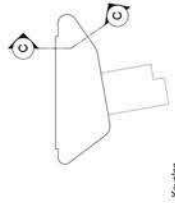
Proposed Hotel at
 T2, Heathrow

Section A

Date	Scale	Drawn	Checked	Rev
Jun 17	1:250	JRD	MJR	A3
Drawing No.				P2
Drawing Title				083-L(PL)-401

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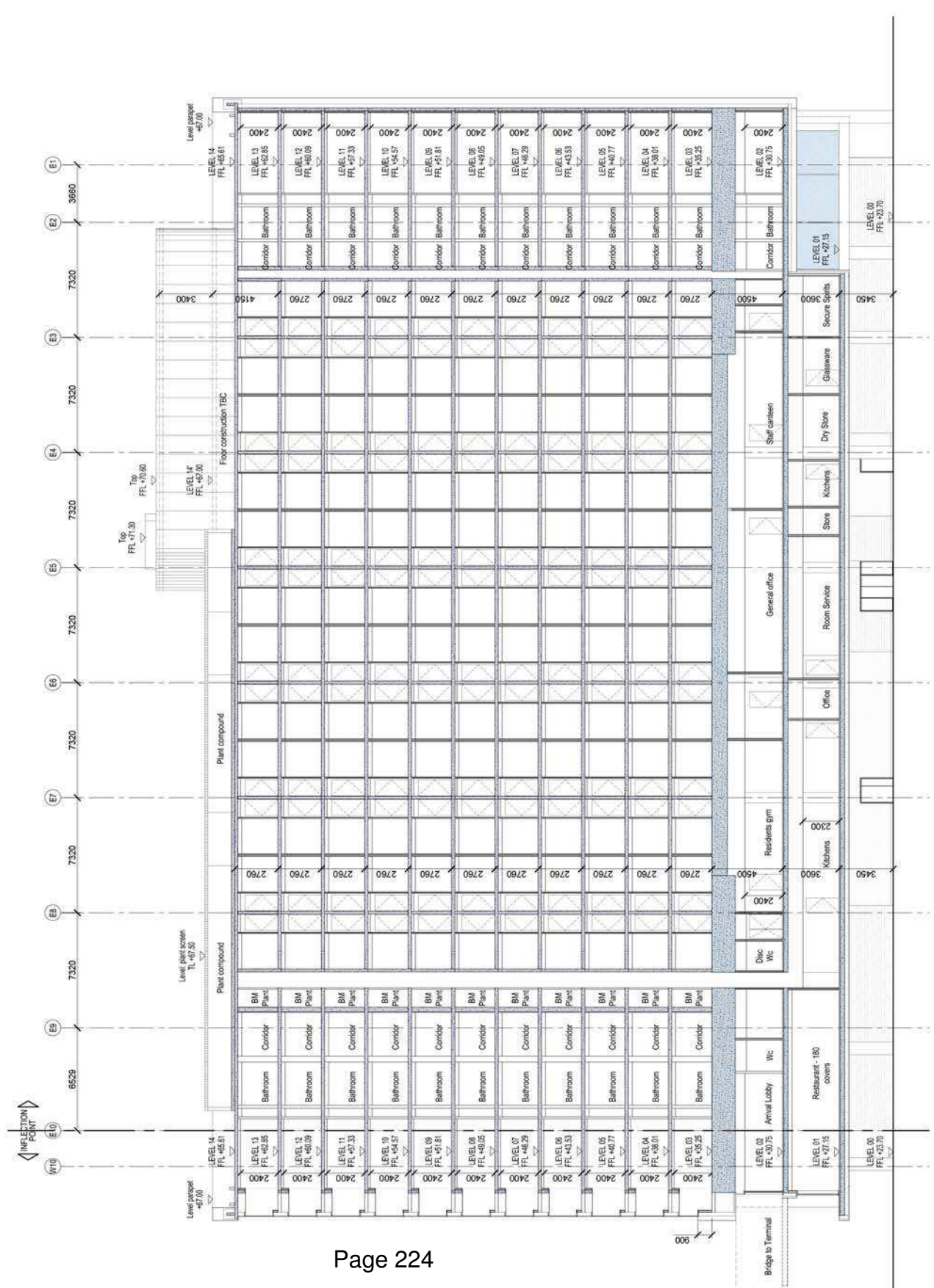
Revision	Date	By
P1	1. P1 Issue	04.07.17 GB
P2	1. P2 Issue	10.08.17 EB
P3	1. P3 Issue	08.09.17 GB



PLANNING			
Client:			
Grove Developments			
Project Title:			
Proposed Hotel at T2, Heathrow			
Drawing Title:			
Section C			
Date	Scale	Drawn	Checked
Jun 17	1:250	JRD	MJR
Drawing No.			Rev
063-L(PL)-403			P3

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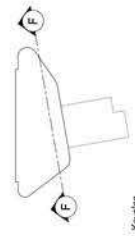
Revision	Date	By
P1	1. P1 Issue	04.07.17 GB
P2	1. P2 Issue	10.08.17 EB
P3	1. P3 Issue	08.09.17 GB



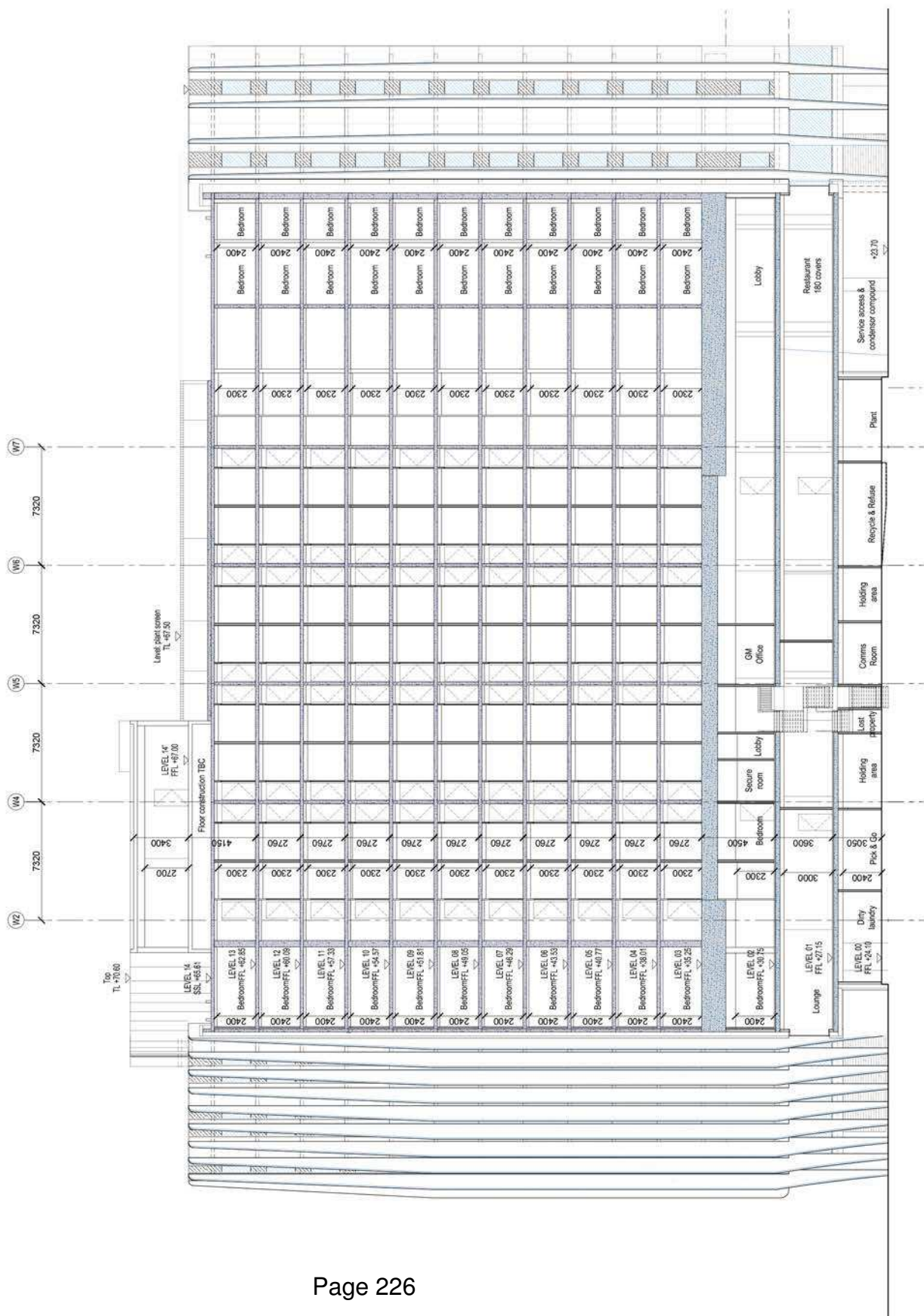
PLANNING			
Client:	Grove Developments		
Project Title:	Proposed Hotel at T2, Heathrow		
Drawing Title:	Section D		
Date:	Scale:	Drawn:	Checked:
Jun 17	1:250	JRD	MJR
Drawing No.:	083-L(PL)-404		Rev:
			P3

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Revision	Date	By
P1	1. P1 Issue	04.07.17 GB
P2	1. P2 Issue	10.08.17 EB
P3	1. P3 Issue	08.09.17 GB

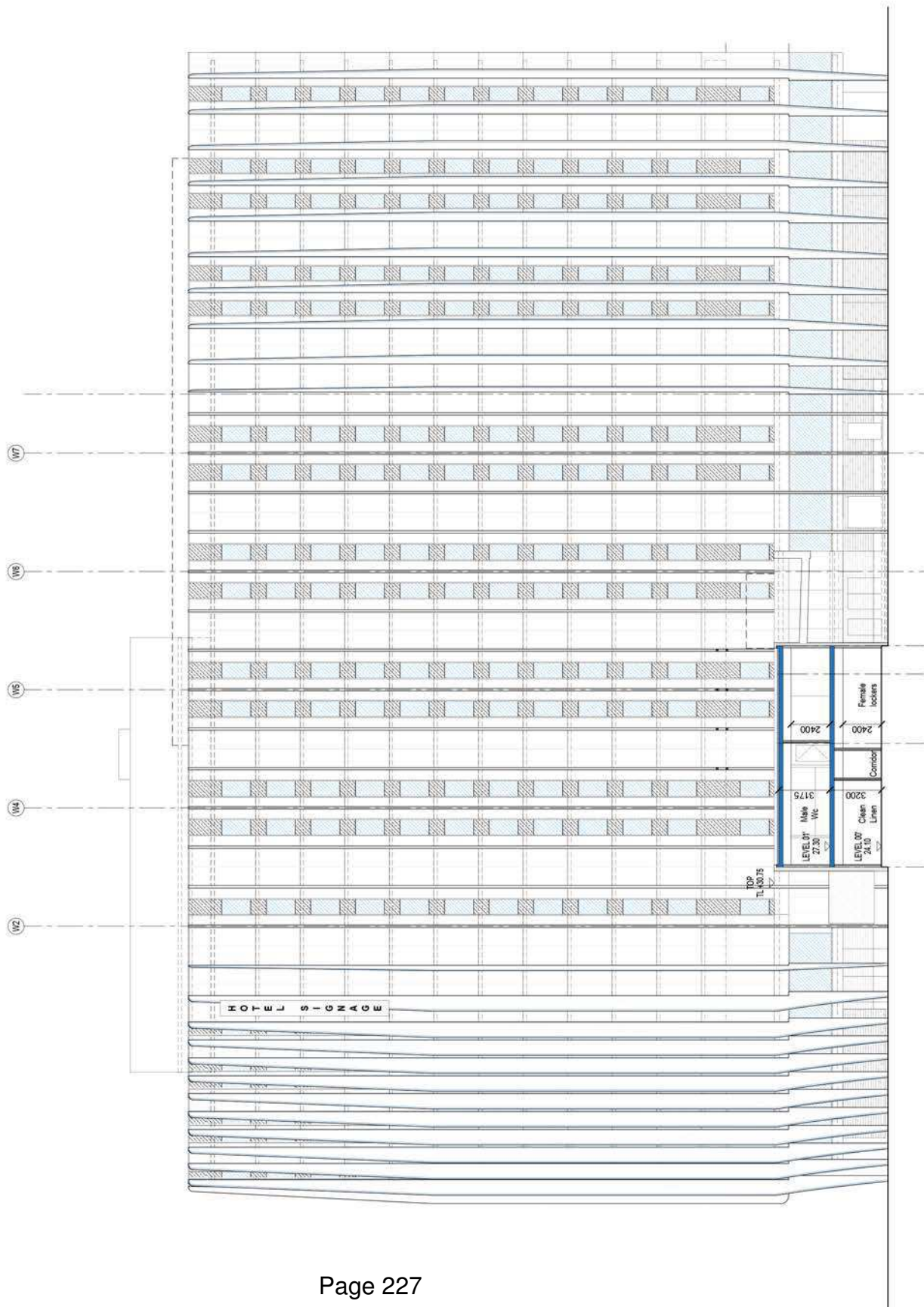
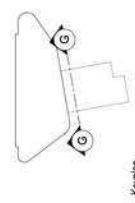


PLANNING			
Client:	Grove Developments		
Project Title:	Proposed Hotel at T2, Heathrow		
Drawing Title:	Section F		
Date:	Scale:	Drawn:	Checked:
Jun 17	1:250	JRD	MJR
Drawing No.:	083-L(PL)-406		Rev:
			P3



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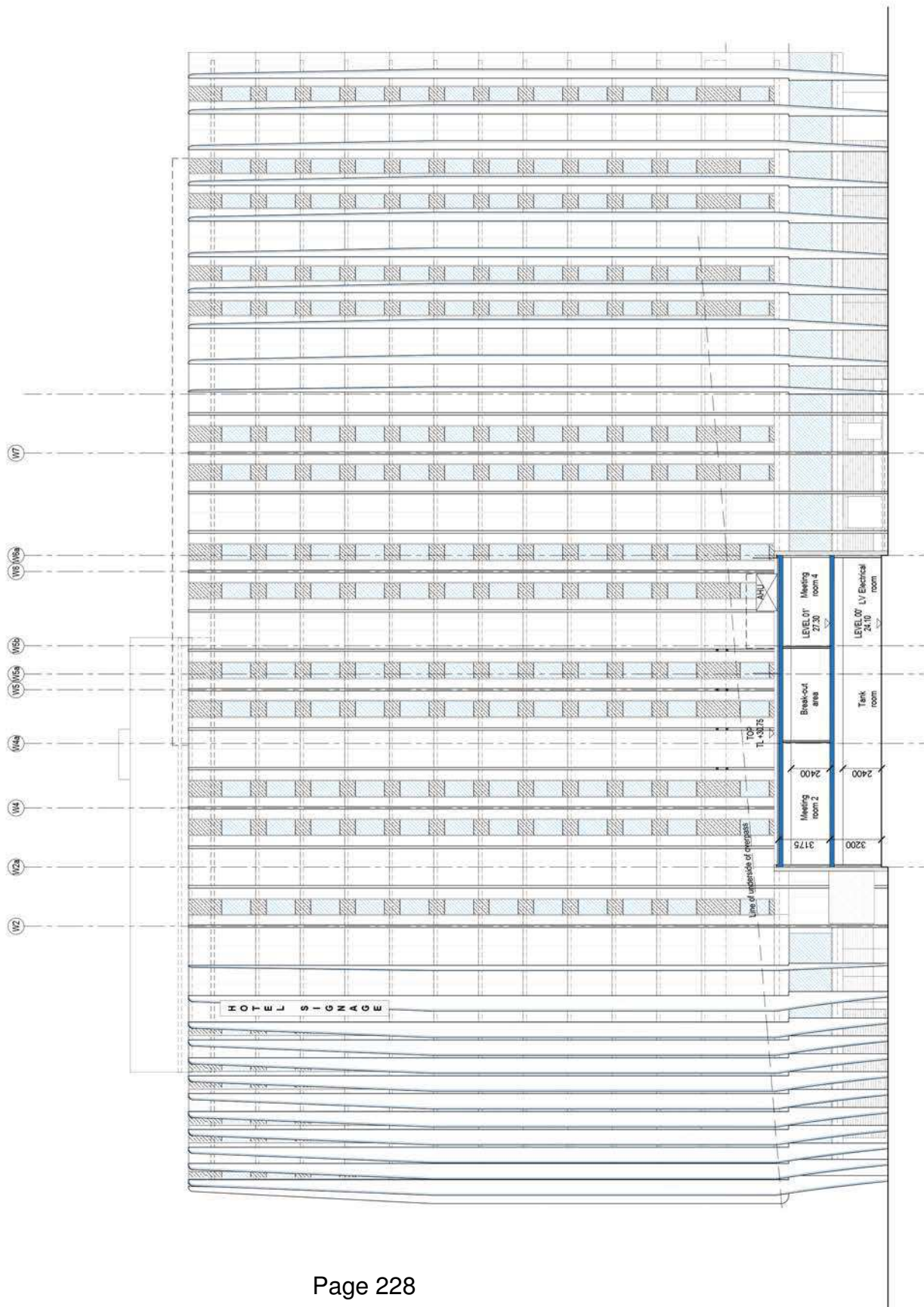
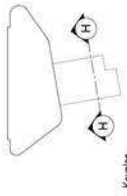
Revision	Date	By
P1	04.07.17	GB
P2	12.07.17	GB
P3	10.08.17	EB



PLANNING	
Client	Grove Developments
Project Title	Proposed Hotel at T2, Heathrow
Drawing Title	Section G
Date	Jun 17
Scale	1:250
Drawn	JRD
Checked	MJR
Rev	A3
Drawing No.	083-L(PL)-407
Rev	P3

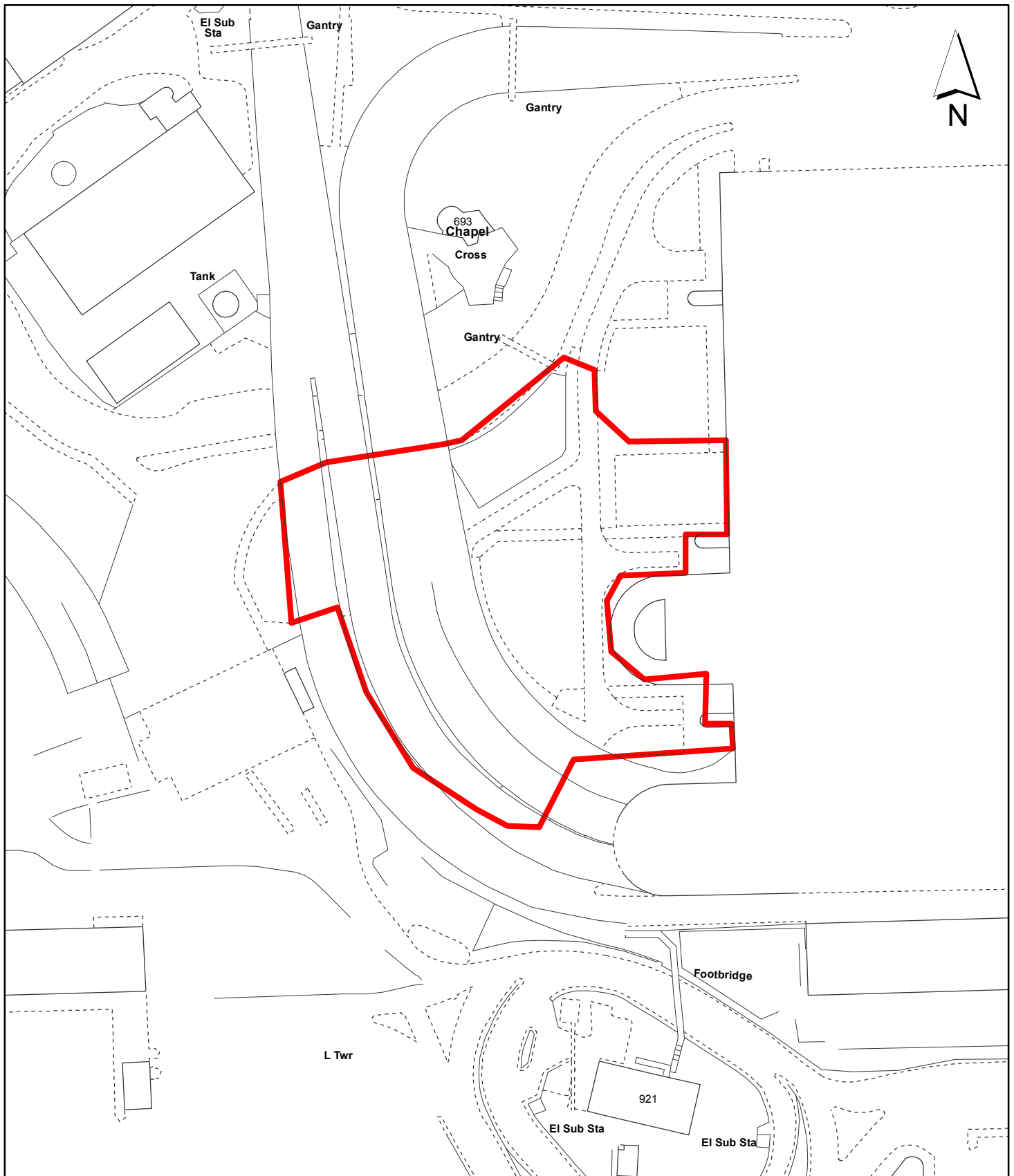
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Revision	Date	By
P1	1. P1 issue	04.07.17 GB
P1	1. P2 issue	14.07.17 GB
P3	1. P3 issue	10.08.17 EB



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PLANNING	
Client	Grove Developments
Project Title	Proposed Hotel at T2, Heathrow
Drawing Title	Section H
Date	Jun 17
Scale	1:250
Drawn	JRD
Checked	MJR
Rev	A3
Drawing No.	083-L(PL)-408
Rev	P3



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	<p>Planning Application Ref:</p> <p>62360/APP/2017/3000</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>January 2018</p>	

Report of the Head of Planning, Sport and Green Spaces

Address FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD
HEATHROW AIRPORT

Development: Variation of Condition 3 (Approved Plans) of outline planning permission ref. 67622/APP/2015/1851 (660 bedroom hotel development) to allow for internal reconfiguration to accommodate an additional 87 bedrooms and for an increase in the height of the atrium roof.

LBH Ref Nos: 67622/APP/2017/4325

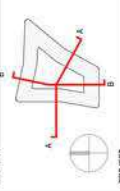
Date Plans Received: 29/11/2017 **Date(s) of Amendment(s):**

Date Application Valid: 29/11/2017

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NO.	DATE	REVISION / DESCRIPTION	DESIGNER
1	10/20/2017	Issue for Tender	DMC
2	10/20/2017	Issue for Tender	DMC
3	10/20/2017	Issue for Tender	DMC
4	10/20/2017	Issue for Tender	DMC
5	10/20/2017	Issue for Tender	DMC
6	10/20/2017	Issue for Tender	DMC
7	10/20/2017	Issue for Tender	DMC
8	10/20/2017	Issue for Tender	DMC
9	10/20/2017	Issue for Tender	DMC
10	10/20/2017	Issue for Tender	DMC
11	10/20/2017	Issue for Tender	DMC
12	10/20/2017	Issue for Tender	DMC
13	10/20/2017	Issue for Tender	DMC
14	10/20/2017	Issue for Tender	DMC
15	10/20/2017	Issue for Tender	DMC
16	10/20/2017	Issue for Tender	DMC
17	10/20/2017	Issue for Tender	DMC
18	10/20/2017	Issue for Tender	DMC
19	10/20/2017	Issue for Tender	DMC
20	10/20/2017	Issue for Tender	DMC



T4 Hotel

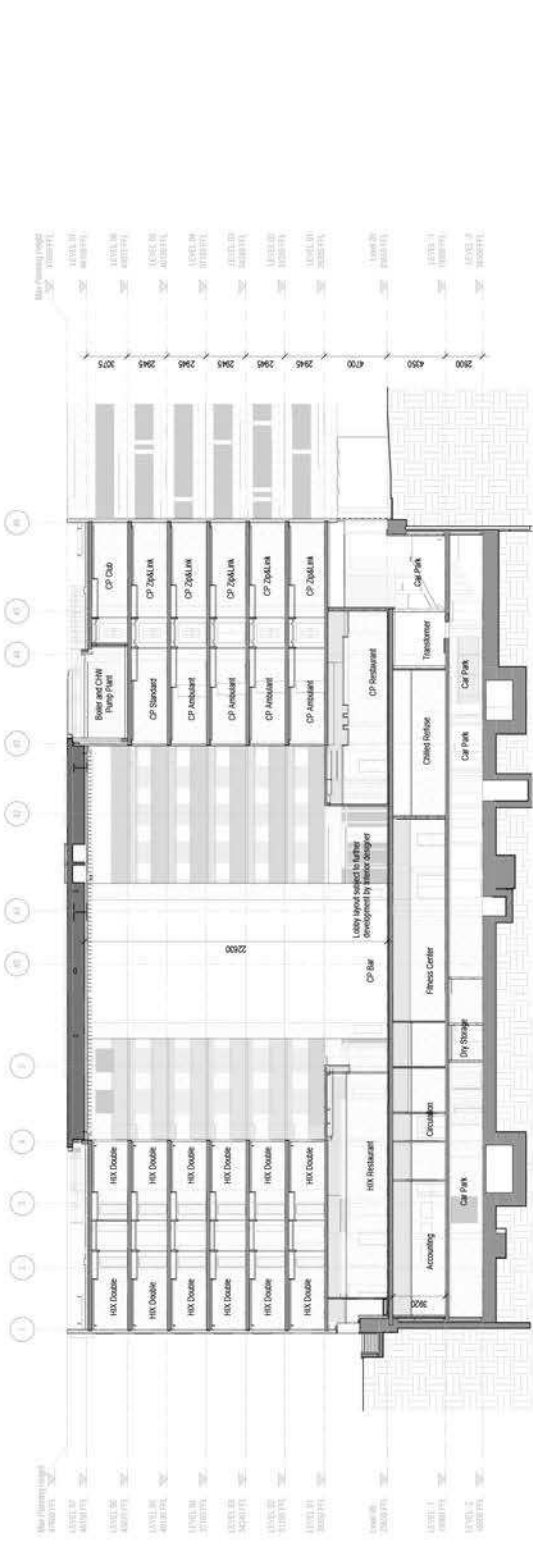
GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL

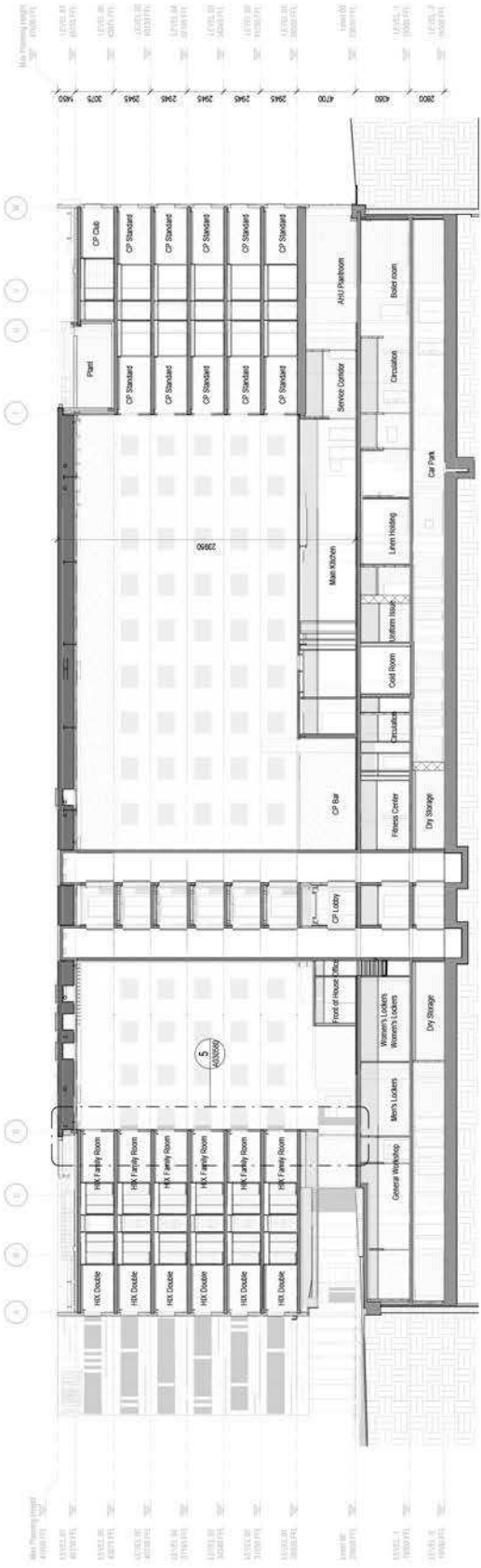
AN ARCADIS COMPANY
 25, Wellington Street, 11th Floor
 London, EC2A 4DU
 T: +44 (0)20 7346 6400

Co-ordinating - Sections
A,B

Stage 4
 PROJECT NUMBER: **8-14627**
 DRAWING NUMBER: **A033001**
 REVISION: **13**

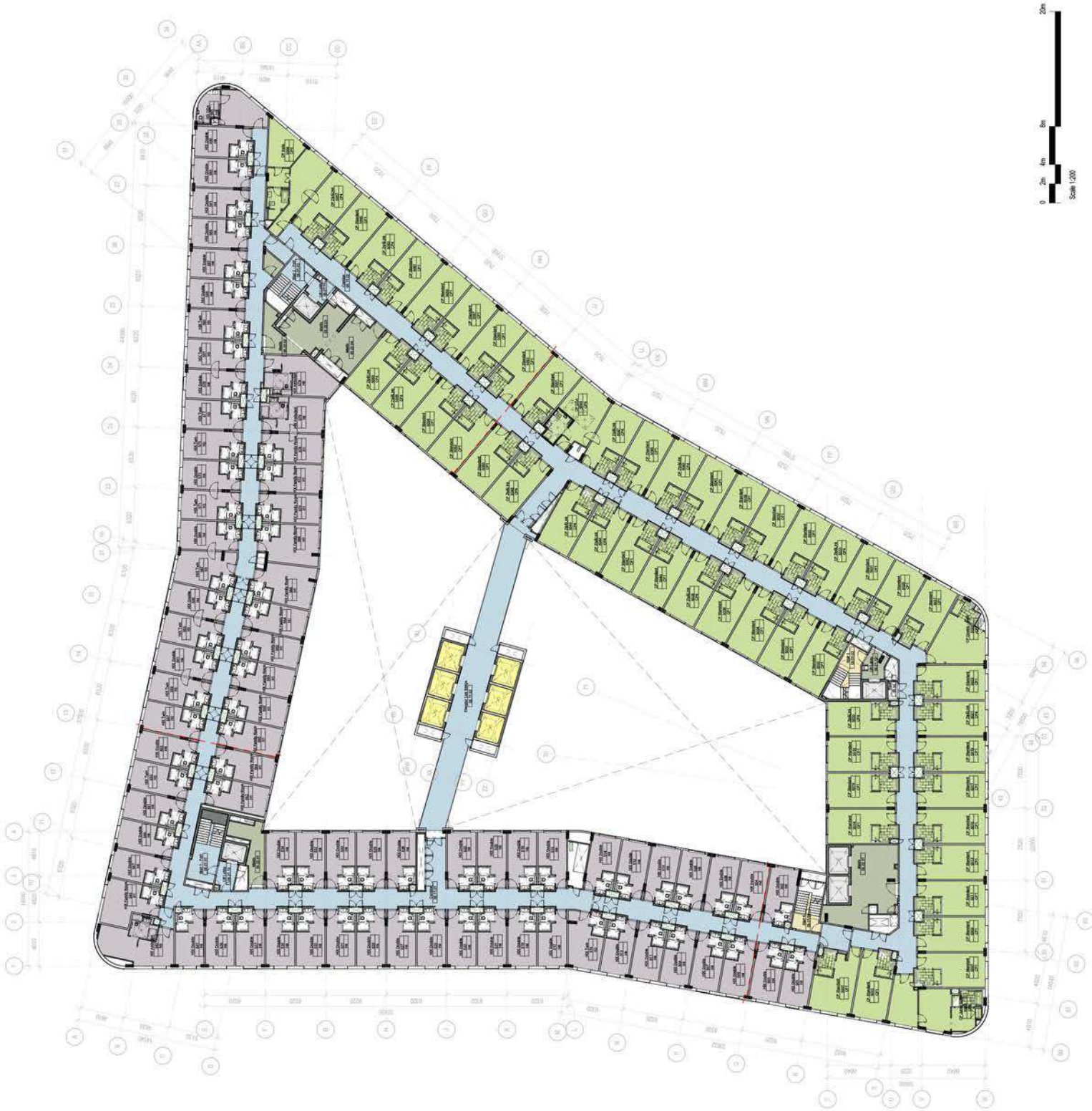


A1
 Section A
 1:200



B1
 Section B
 1:200

Total Rooms for Level 05			
Level	Occupancy	Count	
LEVEL 05	Covered Plaza	54	
LEVEL 05	Room	79	
133			
Grand total:			133



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- Department Legend**
- BoH
 - BoH Circulation
 - BoH Lifts
 - BoH Core
 - BoH Lifts
 - Guest Room - CP
 - Guest Room - HX

KEY PLAN

PROJECT
 T4 Hotel

CLIENT
 GROVE DEVELOPMENTS
 Design | Build | Maintain
RTKL
 AN ARCADIS COMPANY
 202 Wellington Street, 10th Floor
 Toronto, Ontario M5E 1B3
 T: +1 416 593 7349
 F: +1 416 593 7349

STATUS
 Stage 4
 Project Number: 50-14627
 Date: 05/12/2018
 Drawn by: MM
 Checked by: MM
 Drawing Number: P005007
 Revision: 3

SHEET IDENTIFICATION
 Title: Area Plan - Level 05



GENERAL NOTES

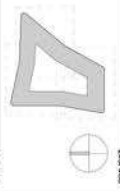
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Department Legend

- Both
- Both Circulation
- Both Lifts
- Club Lounge
- Fish Cove
- Fish Lifts
- Guest Room - GP
- Guest Room - HIX
- MEP

NO.	REVISION	DATE	DESCRIPTION	DESIGN	CHECK
1	Issue for Construction	08/11/2018	Final		
2	Issue for Construction	08/11/2018	Final		

KEY PLAN



T4 Hotel

CLIENT

GROVE DEVELOPMENTS
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 202 Kensington Square, 10th Floor
 London W8 5SA
 T: +44 (0)20 7346 5000

SHEET IDENTIFICATION

Area Plan - Level 06

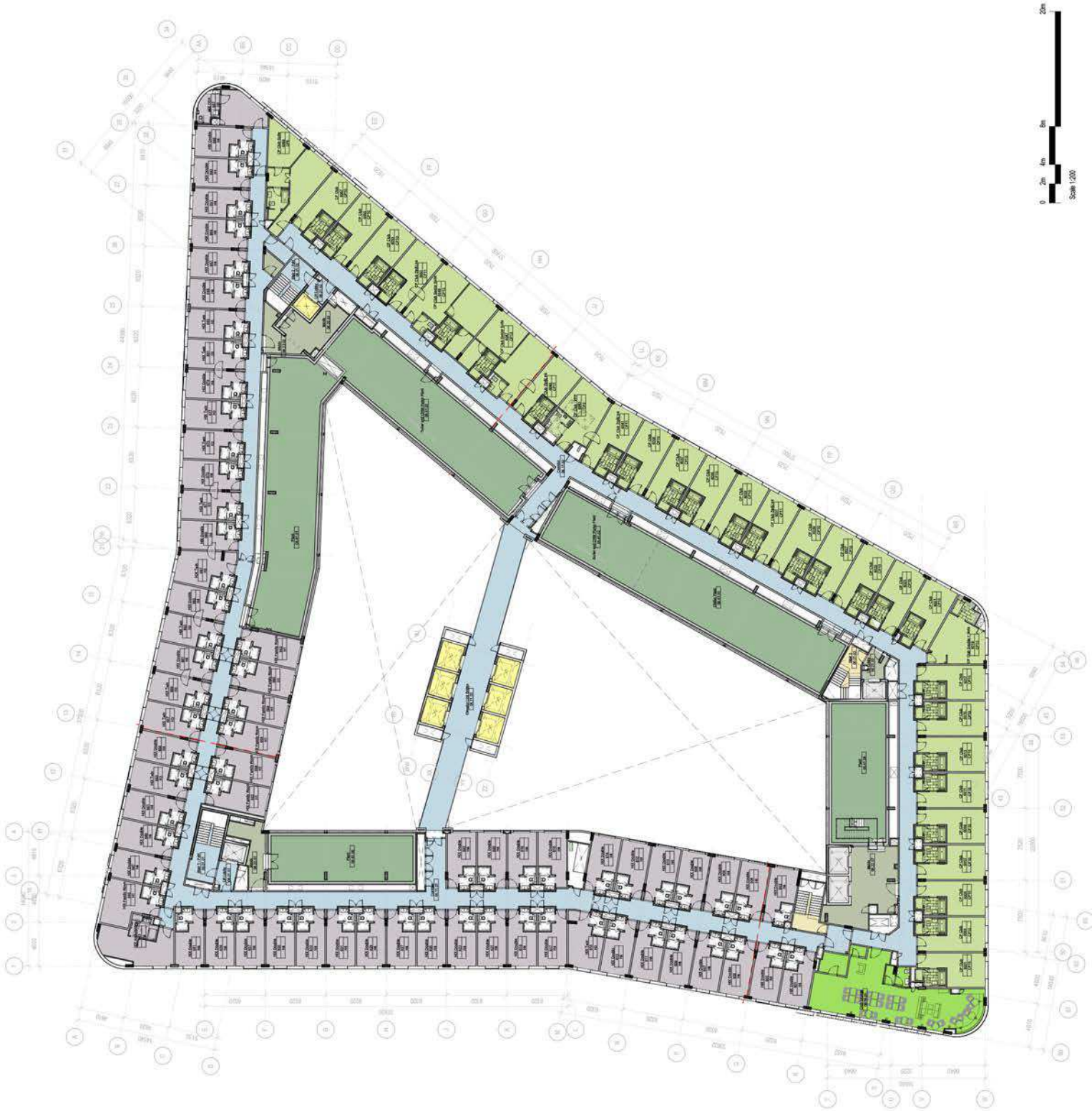
STATUS

Stage 4

DATE ISSUED: 08/11/2018
 PROJECT NUMBER: 50-14627
 DRAWN BY: MM
 CHECKED BY: MM

DRAWING NUMBER: **P005008**
 REVISION: **3**

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Total Rooms for Level 06		
Level	Occupancy	Count
LEVEL 06	Chrome Plaza	30
LEVEL 06	HIX	86
Grand total 06		116

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NO.	DATE	DESCRIPTION	DESIGN	DATE	NO.	DATE	DESCRIPTION	DESIGN	DATE
1	01/03/2017	Initial Design	DM	01/03/2017	1	01/03/2017	Initial Design	DM	01/03/2017
2	01/03/2017	Final Design	DM	01/03/2017	2	01/03/2017	Final Design	DM	01/03/2017

KEY PLAN



T4 Hotel

PROJECT

CLIENT

GROVE DEVELOPMENTS
Design | Build | Maintain



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252 Kensington Square, 10th Floor
London W8 7BA
T: +44 (0)20 7346 5000

SHEET IDENTIFICATION

TITLE: Area Plan - Level 07

STATUS

Stage 4

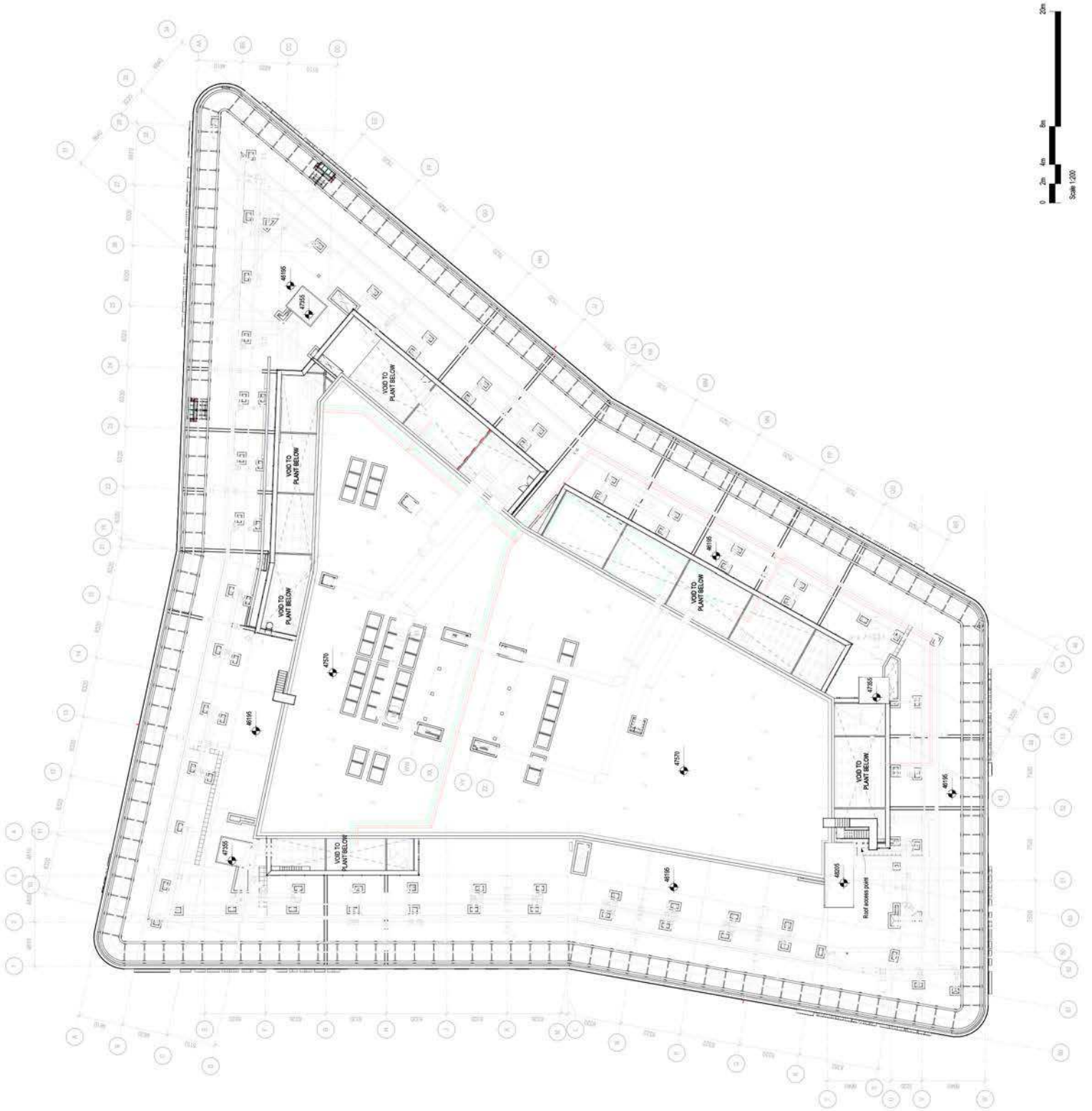
DATE ISSUED: 01/03/2017
PROJECT NUMBER: 50-14627

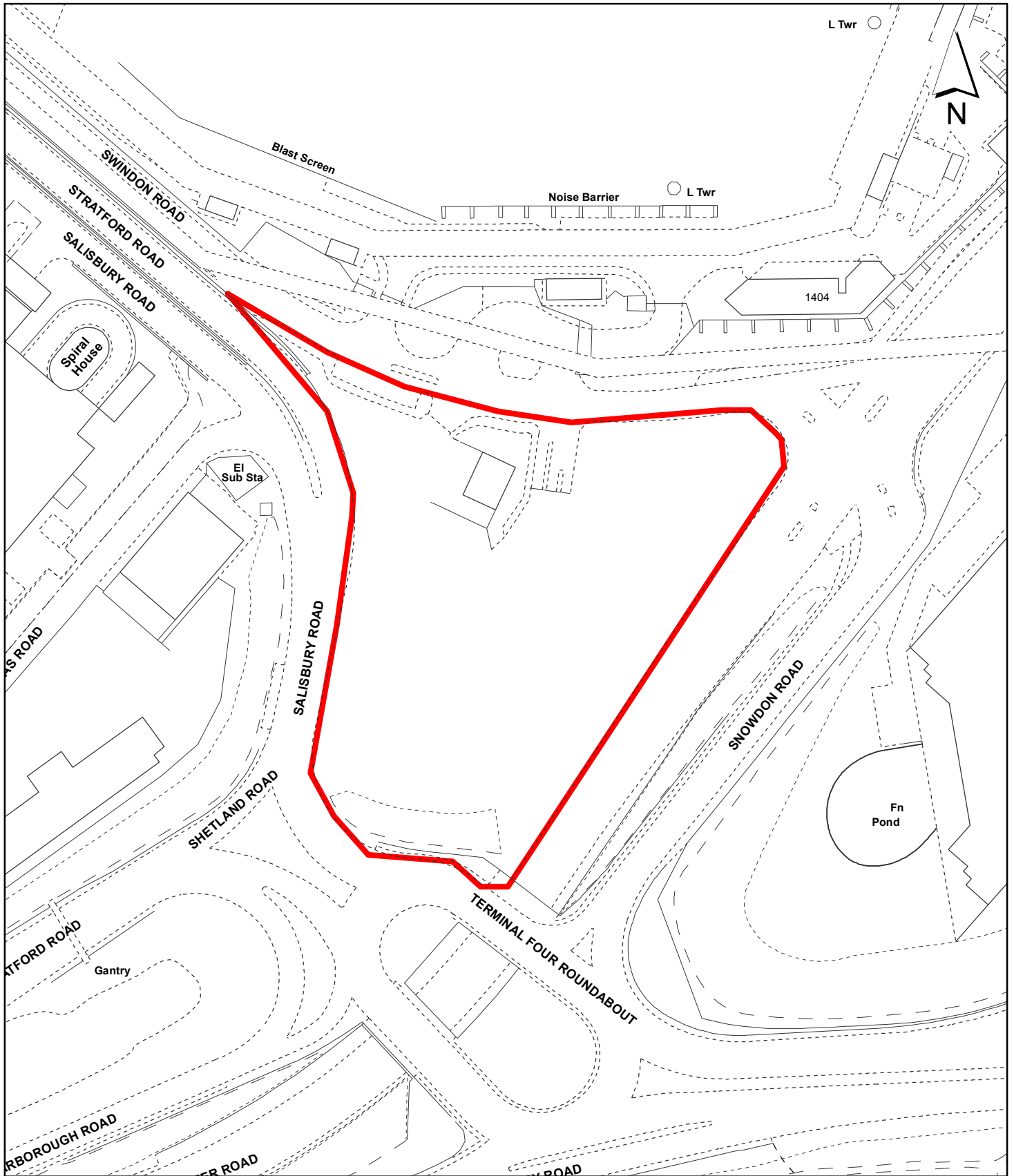
DESIGNED BY: DM
CHECKED BY: DM

DRAWING NUMBER: P005009


REVISION: 3

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 Site boundary

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Site Address

**Swindon Road
 Heathrow**

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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

Planning Application Ref:

67622/APP/2017/4325

Scale

1:1,250

Planning Committee

Major Application

Date

January 2017



HILLINGDON
 LONDON

Address GLAZE HOUSE BEACONSFIELD ROAD HAYES

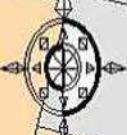
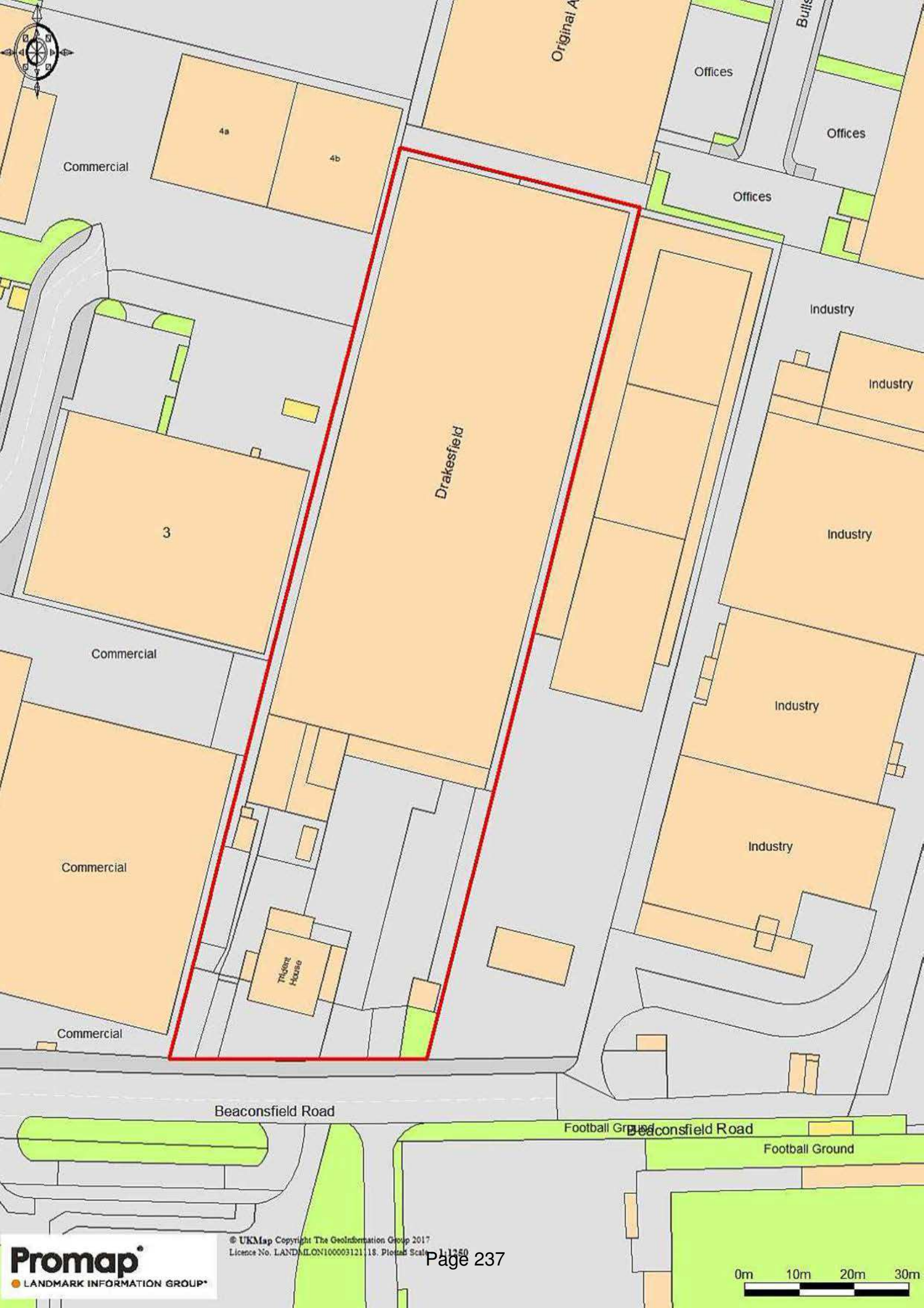
Development: Change of use from Class B8 storage and distribution warehouse to flexible Class B1c, B2, B8 use.

LBH Ref Nos: 21940/APP/2017/3965

Date Plans Received: 01/11/2017

Date(s) of Amendment(s):

Date Application Valid: 06/11/2017



Commercial

4a

4b

Original A

Offices

Bullis

Offices

Offices

Industry

Industry

Industry

3

Commercial

Drakesfield

Industry

Commercial

Industry

Commercial

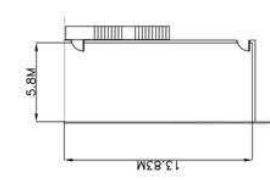
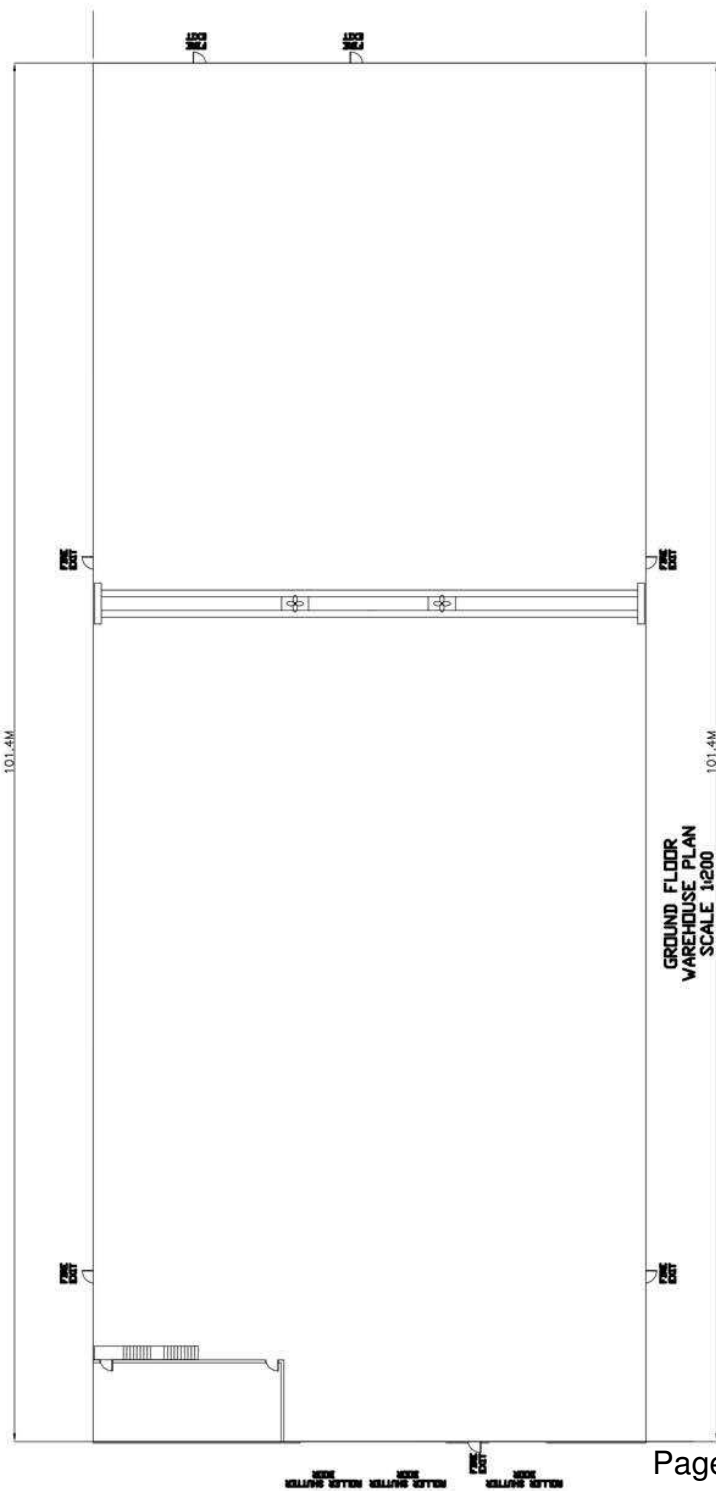
Trident House

Beaconsfield Road

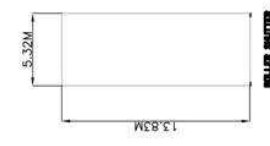
Football Ground

Beaconsfield Road

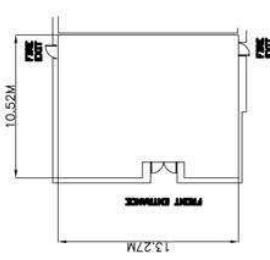
Football Ground



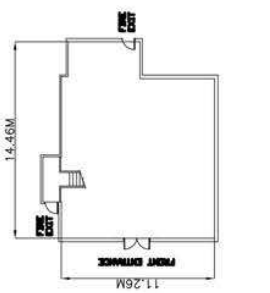
FIRST FLOOR WAREHOUSE PLAN



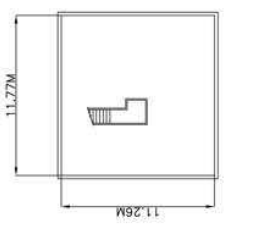
GROUND FLOOR FORK LIFT BAY PLAN



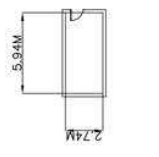
GROUND FLOOR OFFICE TO WAREHOUSE PLAN SCALE 1:200



GROUND FLOOR OFFICE BUILDING PLAN



FIRST FLOOR OFFICE BUILDING PLAN



GROUND FLOOR STORAGE PLAN

FOR APPROVAL

This drawing has been prepared in accordance with the provisions of the Building Regulations 2010. It is intended for use as a guide only and does not constitute a contract. The client is responsible for ensuring that the drawing is used in accordance with the provisions of the Building Regulations 2010.

Project Name	GLAZE HOUSE
Address	BEACONSFIELD ROAD HAYES UB4 0SL
Client	
Architect	
Structural Engineer	
Quantity Surveyor	
Other	

Project Title: WAREHOUSE PLAN AS EXISTING

Company: **Express Reinforcements Ltd.**

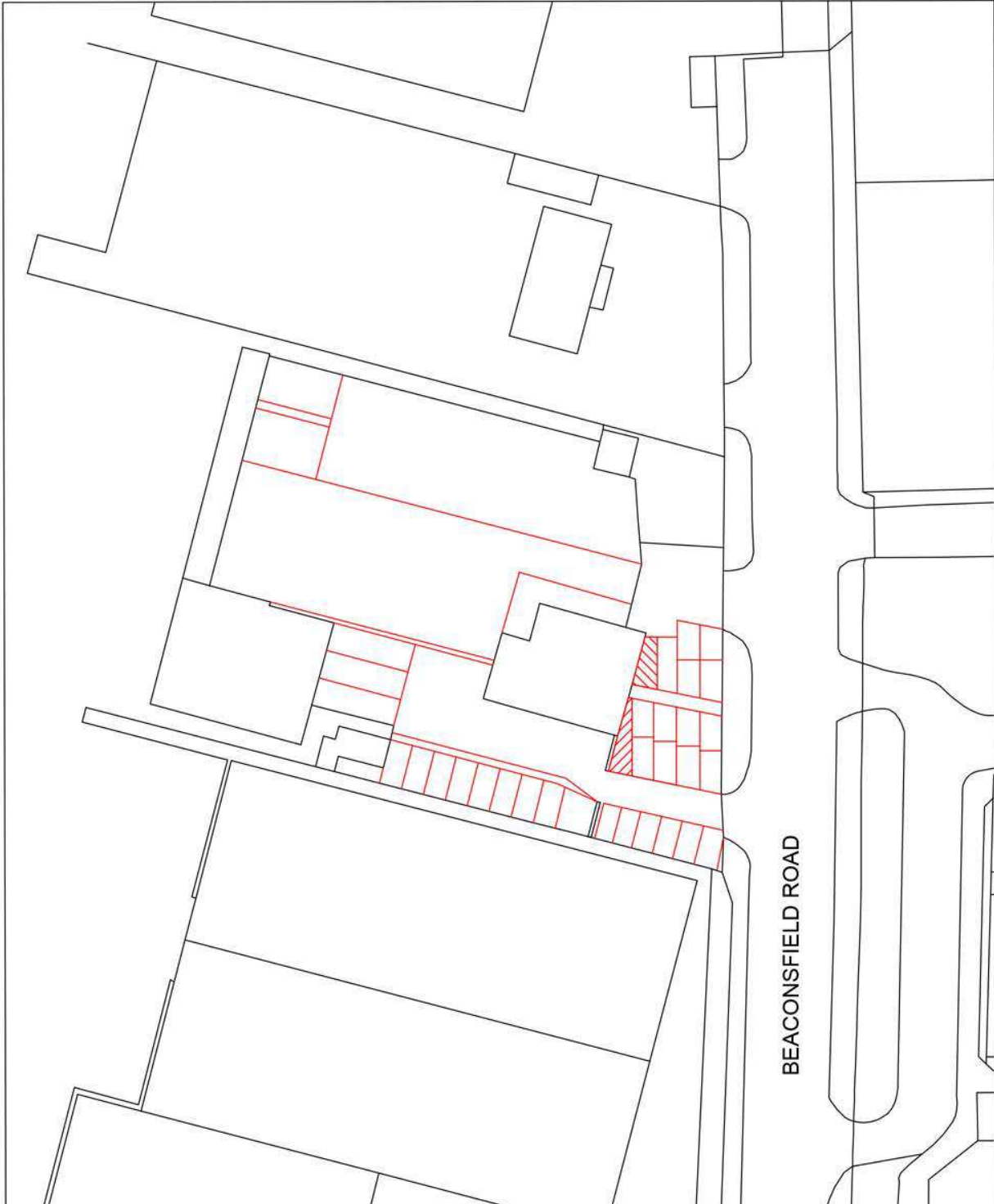
Address: 150/151, Elmwood Park, Hayes, Middlesex, UB9 5JY

Company No: 0207 891 891

Express Reinforcements Ltd. is a registered company in England and Wales. Registered Office: 150/151, Elmwood Park, Hayes, Middlesex, UB9 5JY. Registered in England and Wales. No. 0207 891 891.

Do not scale. All dimensions to be verified on site by the Contractor.
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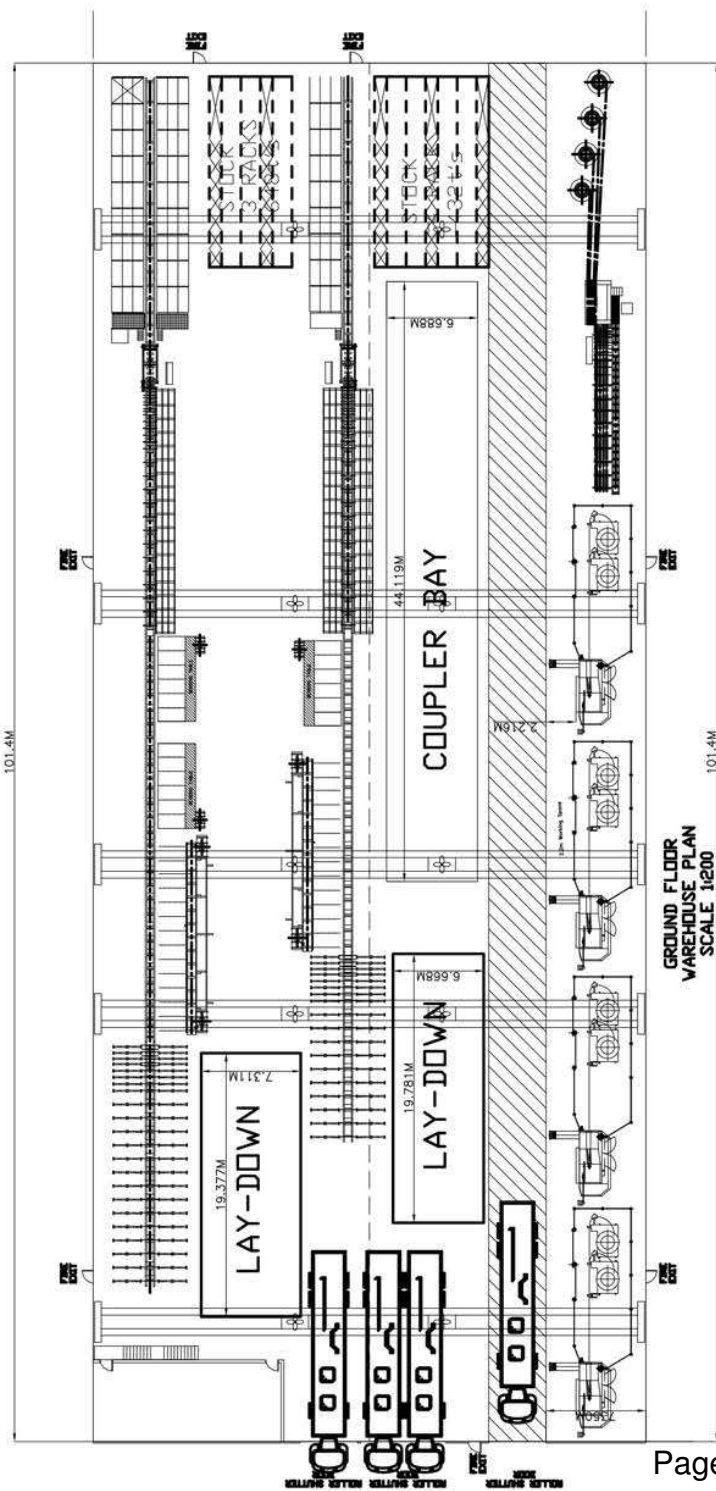
Notes:



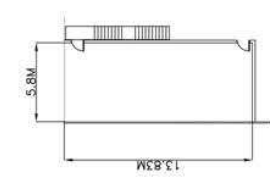
Rev	Description	Date	Initials
01	Client	Expanso Reinforcements Limited	
01	Project	Geze House	
01	Title	Existing Car Park Site Plan	

Scale	1:500 @ A3	Date	18.10.17	Drawn	TW	Checked	JG		
Drawing no.	EBC-DISTING							Rev	2

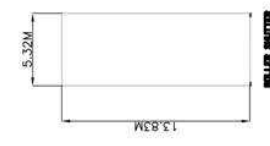
Knight Frank
 Building Consultancy
 Knight Frank LLP
 8 Broad Court
 London, EC2M 2DD, UK
 Tel: +44 (0) 113 248 1533
 Fax: +44 (0) 113 244 6654
 www.knightfrank.com



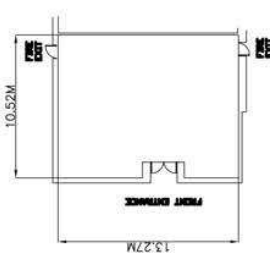
GROUND FLOOR WAREHOUSE PLAN
SCALE 1:200



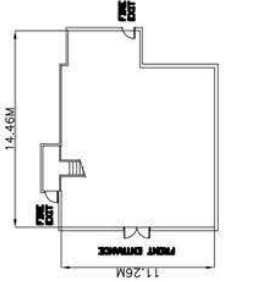
FIRST FLOOR WAREHOUSE PLAN



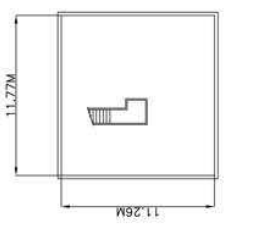
GROUND FLOOR FORK LIFT BAY PLAN



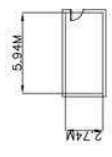
GROUND FLOOR OFFICE TO WAREHOUSE PLAN
SCALE 1:200



GROUND FLOOR OFFICE BUILDING PLAN



FIRST FLOOR OFFICE BUILDING PLAN



GROUND FLOOR STORAGE PLAN

FOR APPROVAL

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Project Name	GLAZE HOUSE
Address	BEACONSFIELD ROAD HAYES UB4 0SL
Client	
Architect	
Structural Engineer	
Scale	
Date	

Project No: _____

Drawing No: _____

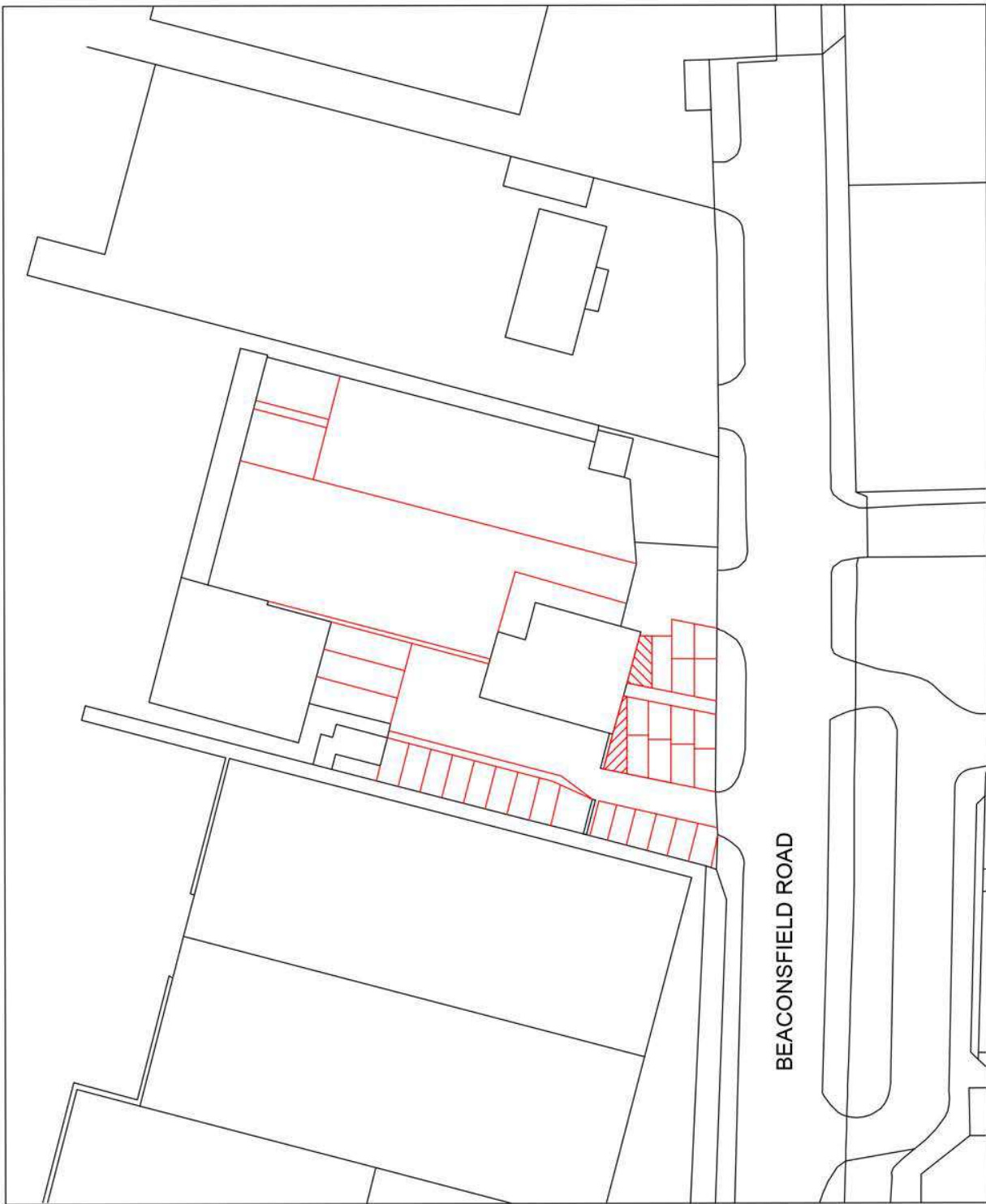
Warehouse Plan
AS PROPOSED

Express Reinforcements Ltd.
10000 Greenway, Newcastle
NSW 1590

ModEX

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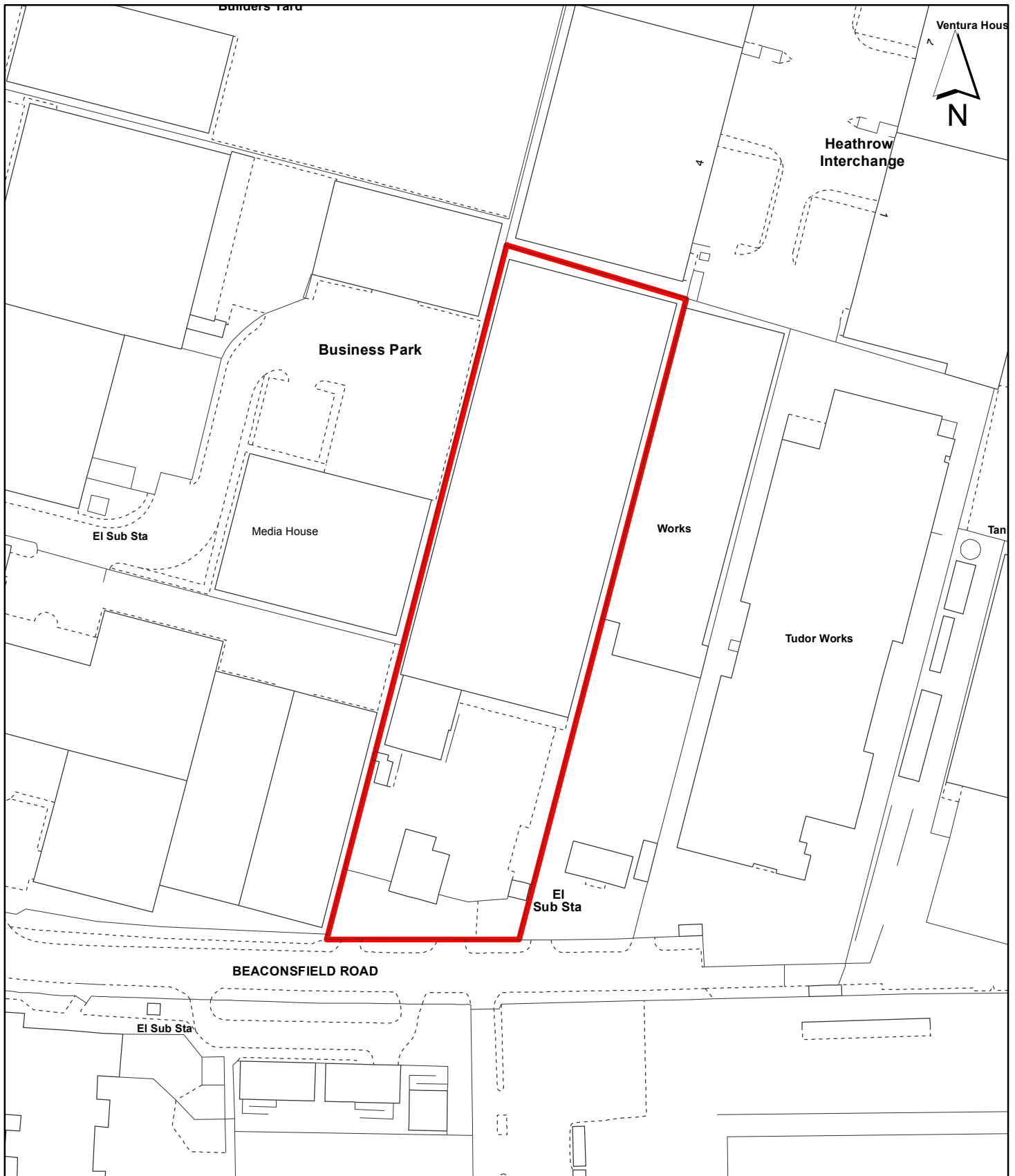
Notes:



Rev	Description	Date	Initials
01	Client	Expanso Reinforcements Limited	
01	Project	Geze House	
01	Title	Existing Car Park Site Plan	

Scale	1:500 @ A3	Date	18.10.17	Drawn	TW	Checked	JG		
Drawing no.	LBC:PROPOSED							Rev	2

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 New York, NY 10004, USA



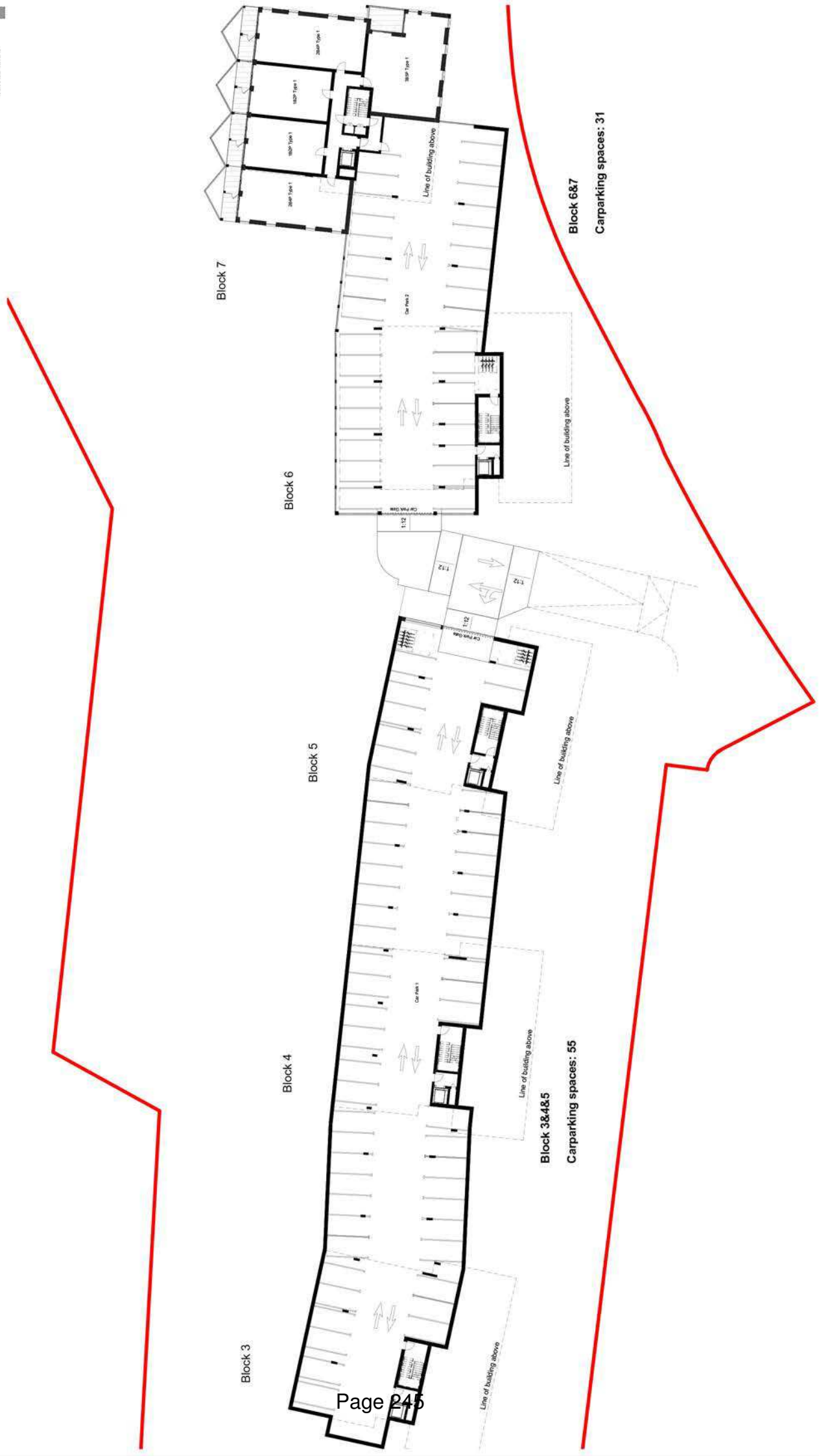
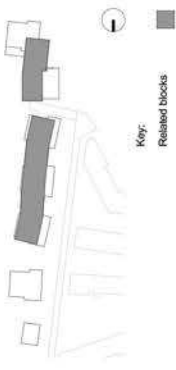
<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Glaze House Beaconsfield Road</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;">21940/APP/2017/3965</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;">January 2017</p>	

Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (layout, scale, appearance and landscaping) for the erection of 101 dwellings together with associated parking and landscaping within the Town Centre Extension (East/Dice) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015.

LBH Ref Nos: 585/APP/2016/4442



COM REGULATING 2015. All current drawings and modifications for the project must be used in conjunction with the Designer's latest and most current Environmental Impact Report. All drawings are the property of PRP.

Designated with reference to the scheme, information and reports listed.

Rev	Date	Description	Prepared
1			

Drawn	Checked	MC	FL
MC	FL	Date	Scale @ A1
		08/12/16	1:200

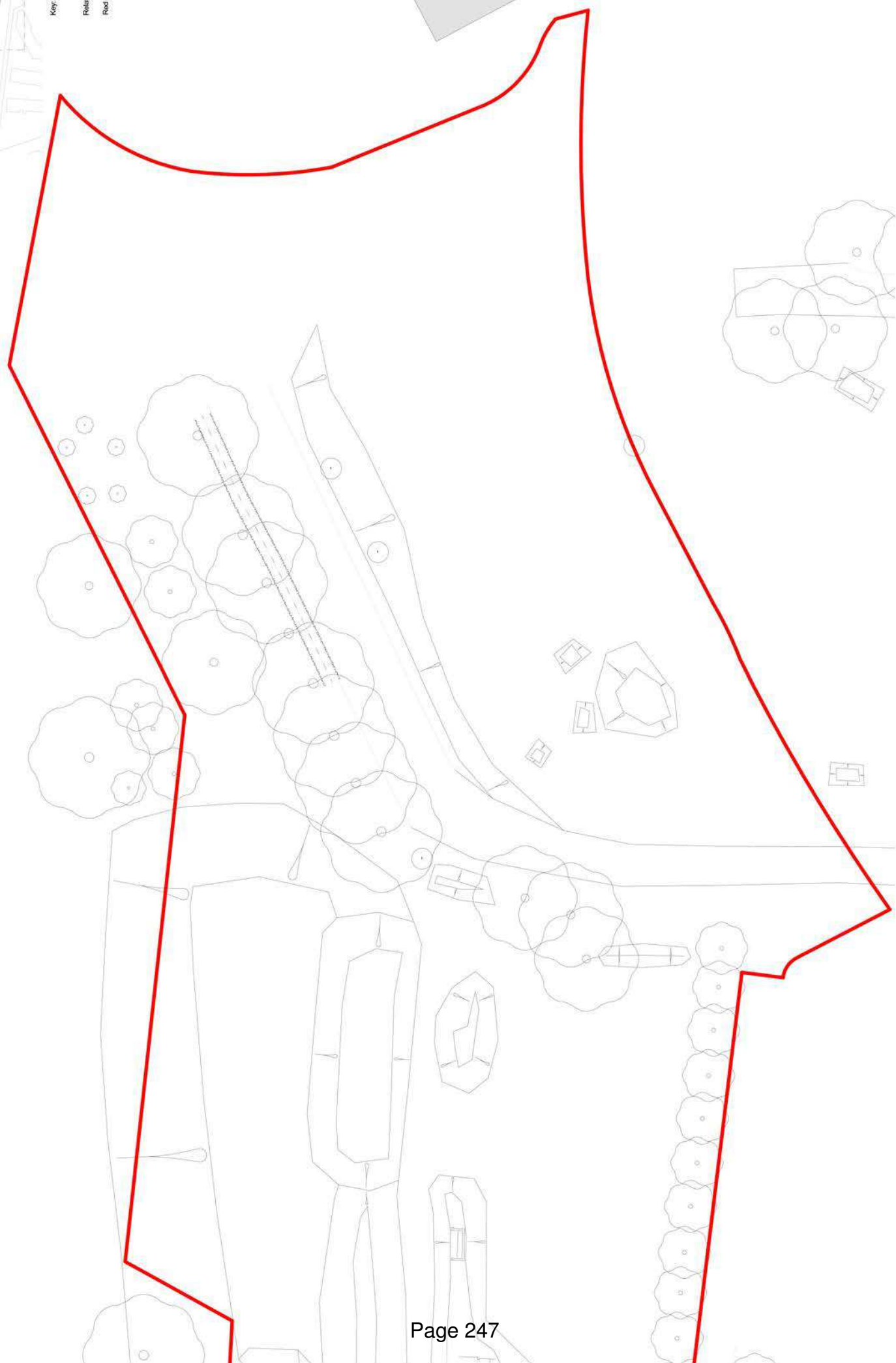
St Andrews Park Uxbridge
Basement Level

A6352-2009
REV
PLANNING



Key:

- Relocated part of site
- Red line boundary



Rev	Date	Description

Drawn	Checked	MC	FL

Date	Scale
08/15/16	1:200

Drawn	Checked	MC	FL

Date	Scale
08/15/16	1:200

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Block 7
1.6 - B
4 Levels

Block 6
1.6 - A
3 Levels

Block 5
1.16 - A
4 Levels

Block 4
1.14 - C
3 Levels

Churchill Road

Gray's Road



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Rev	Date	Description	Prepared

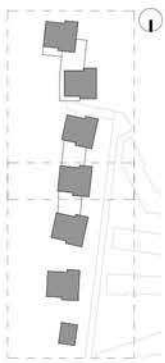
Drawn	Checked	MC
AL	FL	FL

Date: 09/15/16
Scale: @ A1 1:1200

St Andrews Park Uxbridge
Proposed Site Layout - South
Sheet 2

A6352-2008
REV -
PLANNING



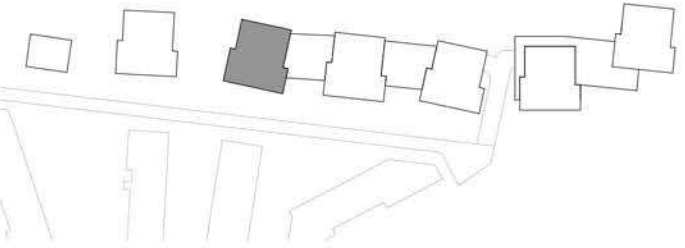


- Key:
- Related blocks
 - Related part of site
 - Road line boundary
 - Main entrance to the buildings
 - Entrance to courtyards
 - Flats that can be adapted to wheelchair flats
 - Wheelchair flats





Key:



CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All Intellectual Property rights reserved.

Designed with reference to the surveys, information and reports listed:
 XXX
 XXX
 XXX

Rev	Date	Description
*		First Issue

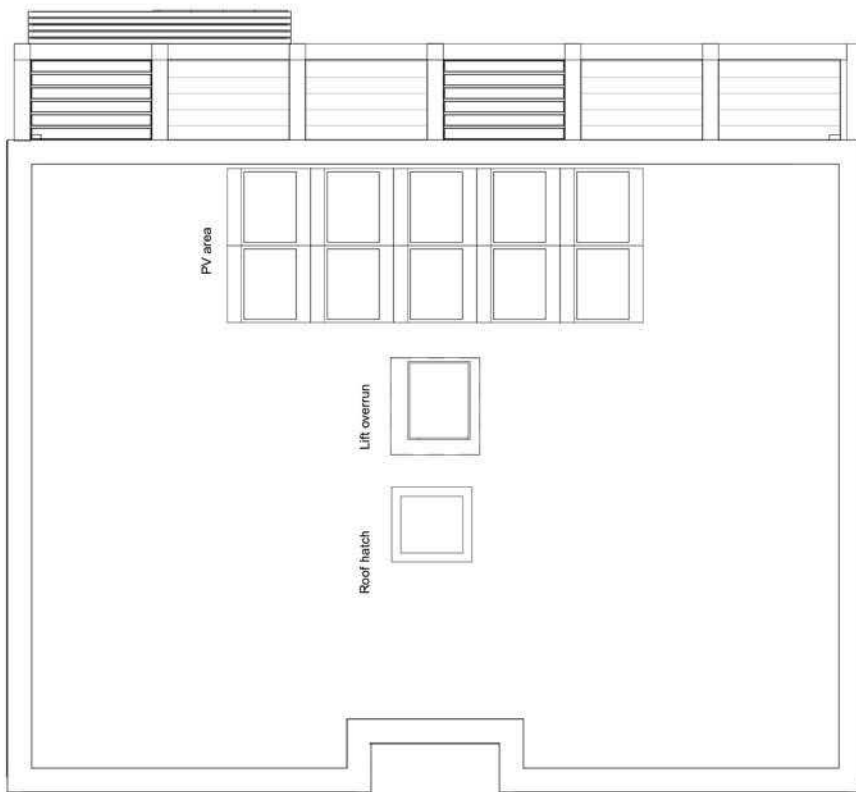
Own	Clk	Drawn	MC	FL

Checked	Date

St Andrews Park Uxbridge
 Proposed Level 0 Variation 1
 Scale @ A3

AA6352-2020
 REV -
 PLANNING





Key:

Related blocks



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Designed with reference to the surveys, information and reports listed:
 XXX
 XXX
 XXX

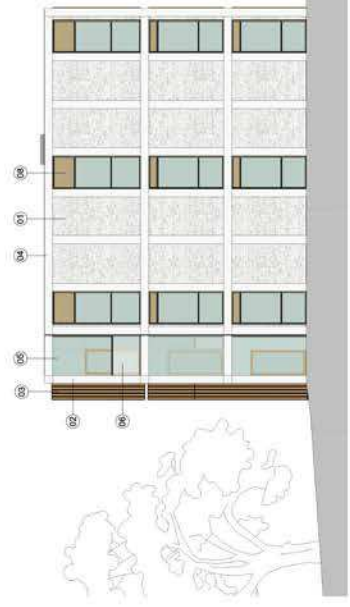
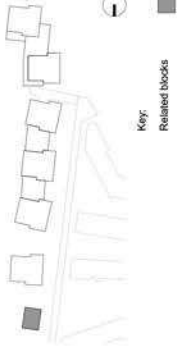
Rev	Date	Description
1		First Issue

Drawn	Checked	Date
MC	FL	09/12/16

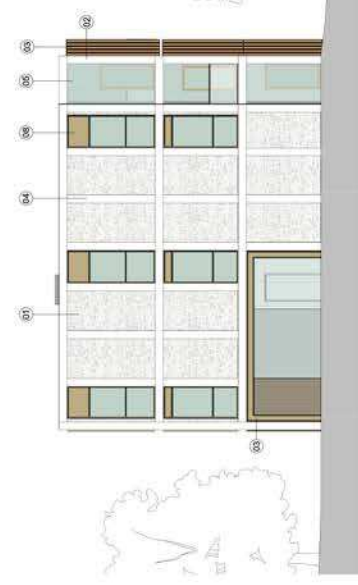
St Andrews Park Uxbridge
 Proposed Roof Plan - Block 1

AA6352-2019
 REV -
 PLANNING





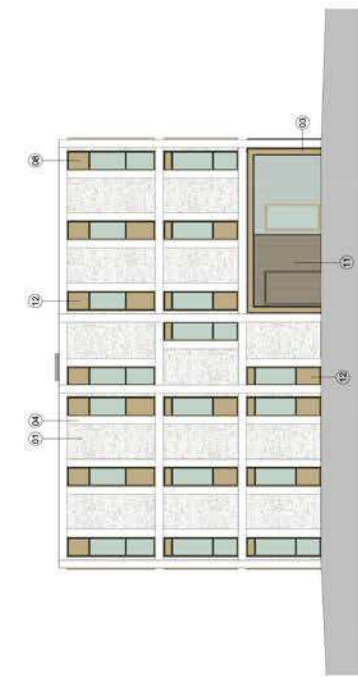
Elevation Block 1 North
1:100



Elevation Block 1 South
1:100



Elevation Block 1 East
1:100



Elevation Block 1 West
1:100

- Material Schedule**
- 01 White textured brick
 - 02 Exposed brick - Light colour
 - 03 Powder Coated Aluminum Frame - Light colour
 - 04 Cladding panel integrated within brickwork facade - Light colour
 - 05 Glass balustrade
 - 06 Glass balustrade
 - 07 Windows with deep reveal and top panel; window - aluminium powder coated, frame & panel - aluminium powder coated, light colour
 - 08 Windows with deep reveal and top panel; window - aluminium powder coated, frame & panel - aluminium powder coated, light colour
 - 09 Powder Coated Aluminum frame - Light colour
 - 10 Windows with deep reveal and top & bottom panel; window - aluminium powder coated, frame & panel - aluminium powder coated, light colour
 - 11 Powder Coated Aluminum frame - Light colour
 - 12 Windows with deep reveal and top & bottom panel; window - aluminium powder coated, frame & panel - aluminium powder coated, light colour

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Rev.	Date	Description	Prepared By

Drawn	Checked	MC
FL	FL	FL

A6352-2040
REV -
PLANNING



St Andrews Park Uxbridge
Elevations Block 1

Scale @ A1 1:100

Scale @ A1 1:100

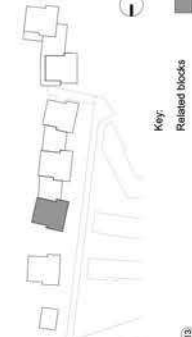
Scale @ A1 1:100

Scale @ A1 1:100

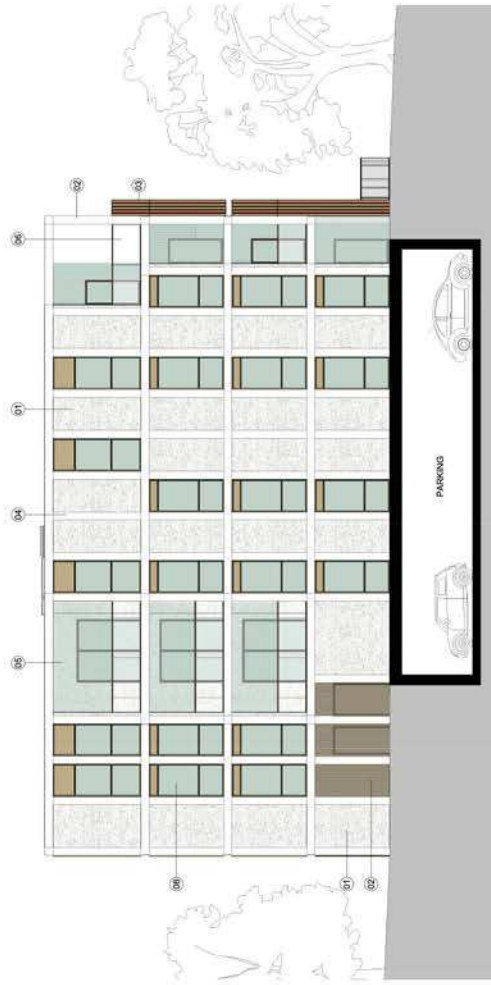
Scale @ A1 1:100

Scale @ A1 1:100

Scale @ A1 1:100



Elevation Block 3 North
1:100



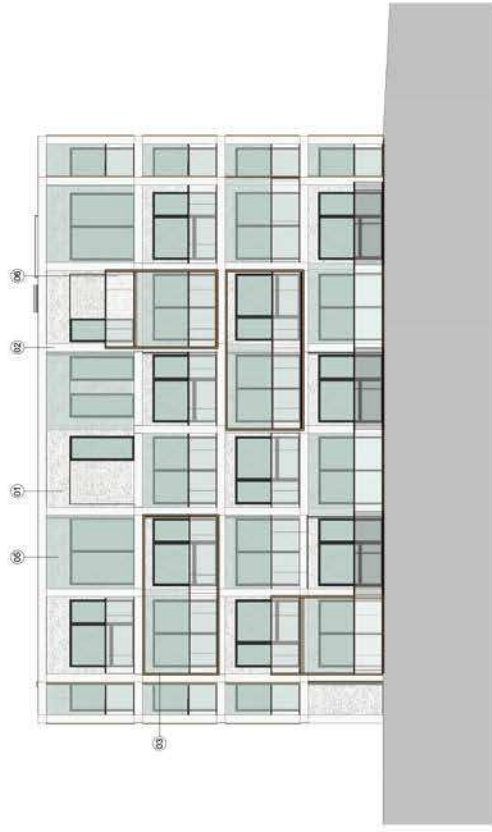
Elevation Block 3 South
1:100

Material Schedules

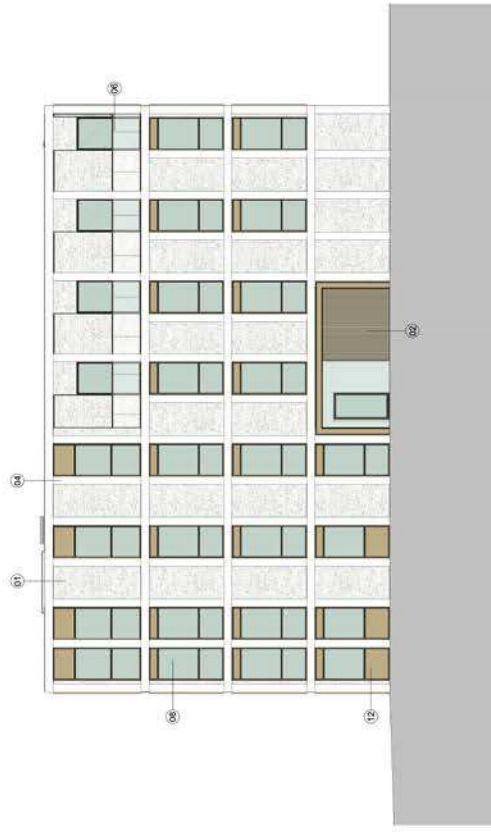
- 01 White rendered brick
- 02 Exposed structure - Light colour
- 03 Powder Coated Aluminum Frame - Light colour
- 04 Light colour
- 05 White/grey
- 06 Glass balustrade
- 08 Aluminium powder coated, light colour
- 09 Aluminium powder coated, light colour
- 10 Aluminium powder coated, light colour
- 11 Aluminium powder coated, light colour
- 12 Windows with deep reveal and top & bottom panel - window - colour black; frame & panel - aluminium
- 13 Windows with deep reveal and top panel; glass - opaque; window - colour black; frame & panel - aluminium powder coated; light colour
- 14 Windows with deep reveal and top panel; glass - opaque; window - colour black; frame & panel - aluminium powder coated; light colour
- 15 Windows with deep reveal and top panel; glass - opaque; window - colour black; frame & panel - aluminium powder coated; light colour
- 16 Windows with deep reveal and top panel; glass - opaque; window - colour black; frame & panel - aluminium powder coated; light colour

Material Schedules

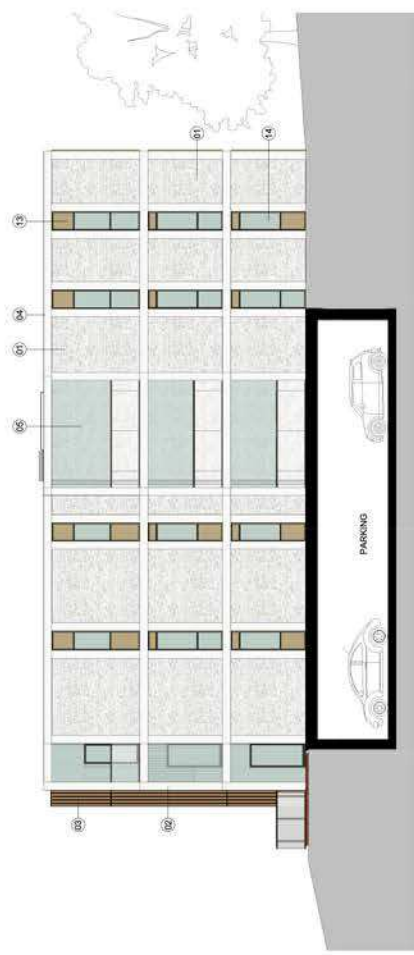
- 12 Windows with deep reveal and top & bottom panel - window - colour black; frame & panel - aluminium
- 13 Windows with deep reveal and top panel; glass - opaque; window - colour black; frame & panel - aluminium powder coated; light colour
- 14 Windows with deep reveal and top panel; glass - opaque; window - colour black; frame & panel - aluminium powder coated; light colour
- 15 Windows with deep reveal and top panel; glass - opaque; window - colour black; frame & panel - aluminium powder coated; light colour
- 16 Windows with deep reveal and top panel; glass - opaque; window - colour black; frame & panel - aluminium powder coated; light colour



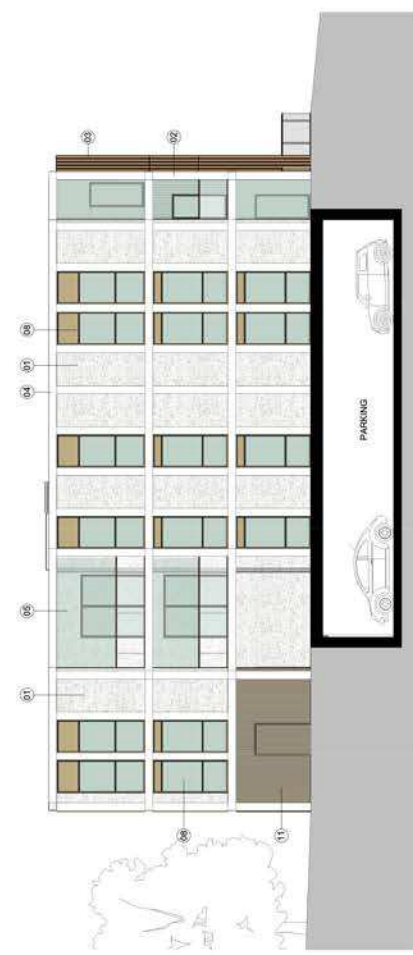
Elevation Block 3 East
1:100



Elevation Block 3 West
1:100



Elevation Block 4 North
1:100



Elevation Block 4 South
1:100



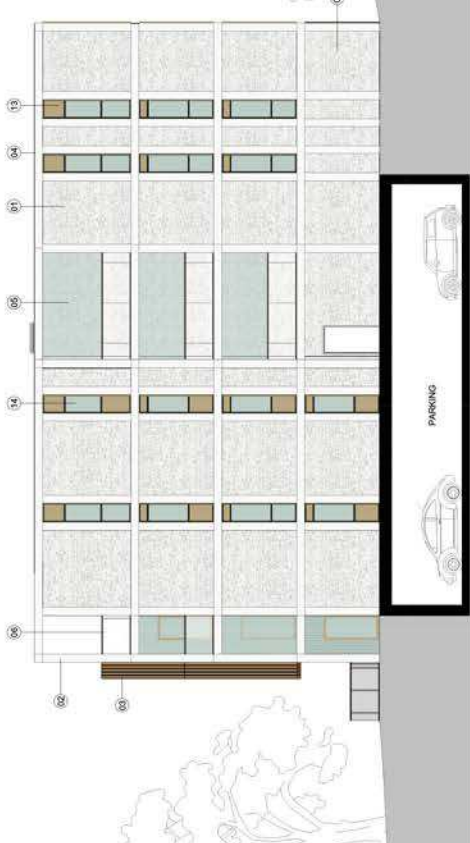
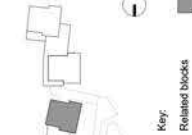
Elevation Block 4 East
1:100



Elevation Block 4 West
1:100

- Material Schedules**
- 11 Powder Coated Aluminium Louvers - Light colour
 - 12 Windows with deep reveal and top pane; glass - aluminium powder coated, light colour
 - 13 Windows with deep reveal and top pane; glass - aluminium powder coated, light colour
 - 14 Windows with deep reveal and top & bottom panel; glass - opaque window - colour black frame & panel - aluminium powder coated, light colour

- Material Schedules**
- 01 White textured brick
 - 02 Exposed masonry - Light colour
 - 03 Powder Coated Aluminium frame - Light colour
 - 04 Light colour powder coated window frame integrated with structural facade
 - 05 Wintergardens
 - 06 Glass balustrade
 - 07 Powder coated reveal and top pane; glass - colour black frame & panel - aluminium powder coated, light colour



Elevation Block 5 North
1:100



Elevation Block 5 East
1:100



Elevation Block 5 South
1:100



Elevation Block 5 West
1:100

- Material Schedules**
- 10 Gate to car park
 - 11 Powder Coated Aluminium baynets - Light colour
 - 12 Aluminium powder coated window - aluminium powder coated, light colour
 - 13 Aluminium powder coated window - aluminium powder coated, light colour
 - 14 Windows with deep reveal and top & bottom panels - aluminium powder coated, light colour

- Material Schedules**
- 01 White textured brick
 - 02 Exposed structure - Light colour
 - 03 Aluminium powder coated window - aluminium powder coated, light colour
 - 04 Cladding panel integrated with brickwork facade - Light colour
 - 05 Windows with deep reveal and top panel - aluminium powder coated, light colour
 - 06 Windows with deep reveal and top panel - aluminium powder coated, light colour
 - 07 Windows with deep reveal and top panel - aluminium powder coated, light colour
 - 08 Windows with deep reveal and top panel - aluminium powder coated, light colour
 - 09 Flat and miss vertical slats

Scale: 0m, 2m, 4m, 6m, 8m, 10m

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Design: with reference to the survey, information and reports listed above.

Drawn: [Name] | Checked: [Name] | Date: 08/11/18 | Scale: @ A1 | 1:100

Rev: [Number] | Date: [Date] | Description: [Text]

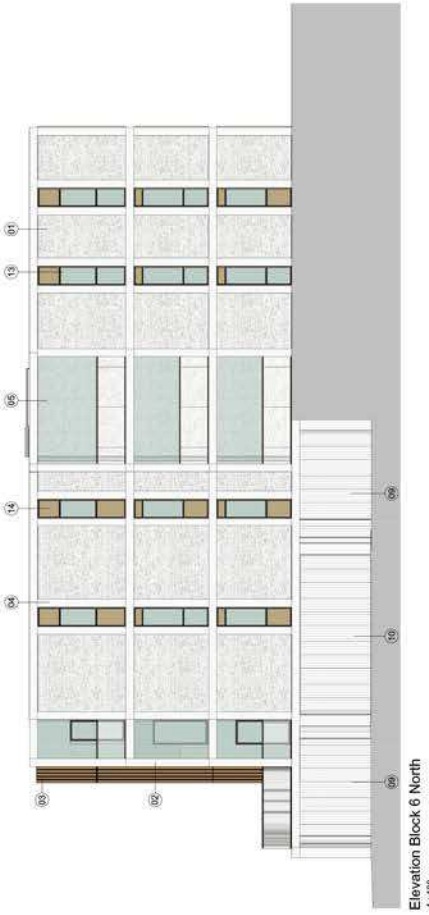
St Andrews Park Uxbridge
Elevations Block 5

A6352-2044
REV -
PLANNING

PRP



Key:
Related blocks



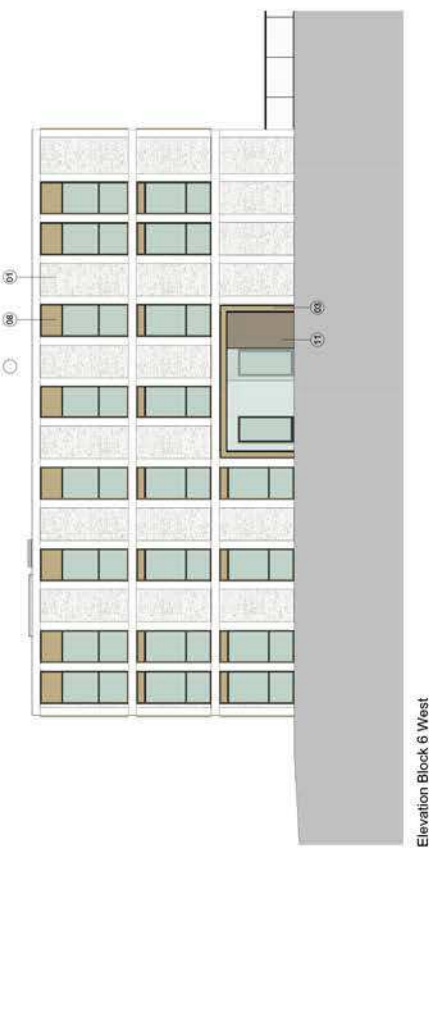
Elevation Block 6 North
1:100



Elevation Block 6 East
1:100



Elevation Block 6 South
1:100



Elevation Block 6 West
1:100

- Material Schedules**
- 01 White textured brick
 - 02 Expresso stucco - light colour
 - 03 Light colour
 - 04 Cladding panel integrated within brickwork facade - light colour
 - 05 White integrations
 - 06 Windows with deep reveal and top panel, window - colour black, frame & panel - light colour
 - 07 Windows with deep reveal and top panel, window - aluminium powder coated, light colour
 - 08 Hi and miss vertical slats
 - 09 Glass to car park
 - 10 Aluminium louvre - light colour
 - 11 Windows with deep reveal and top panel, glass - opaque, window - colour black, frame & panel - light colour
 - 12 Windows with deep reveal and top panel, glass - opaque, window - colour black, frame & panel - light colour
 - 13 Windows with deep reveal and top panel, glass - opaque, window - colour black, frame & panel - light colour
 - 14 Windows with deep reveal and top & bottom panel, glass - opaque, window - colour black, frame & panel - aluminium powder coated, light colour

- Material Schedules**
- 01 White textured brick
 - 02 Expresso stucco - light colour
 - 03 Light colour
 - 04 Cladding panel integrated within brickwork facade - light colour
 - 05 White integrations
 - 06 Windows with deep reveal and top panel, window - colour black, frame & panel - light colour
 - 07 Windows with deep reveal and top panel, window - aluminium powder coated, light colour
 - 08 Hi and miss vertical slats
 - 09 Glass to car park
 - 10 Aluminium louvre - light colour
 - 11 Windows with deep reveal and top panel, glass - opaque, window - colour black, frame & panel - light colour
 - 12 Windows with deep reveal and top panel, glass - opaque, window - colour black, frame & panel - light colour
 - 13 Windows with deep reveal and top panel, glass - opaque, window - colour black, frame & panel - light colour
 - 14 Windows with deep reveal and top & bottom panel, glass - opaque, window - colour black, frame & panel - aluminium powder coated, light colour



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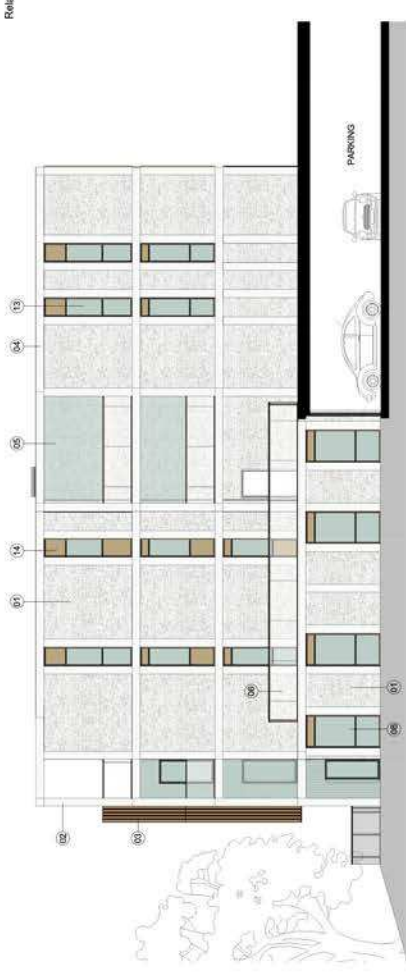
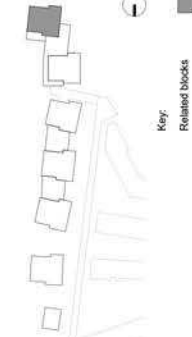
Rev	Date	Description	Prepared

Drawn	Checked	MC	FL

Date: 08/05/18
Scale: @ A1 1:100

St Andrews Park Uxbridge
Elevations Block 6
A6352-2045
REV -
PLANNING

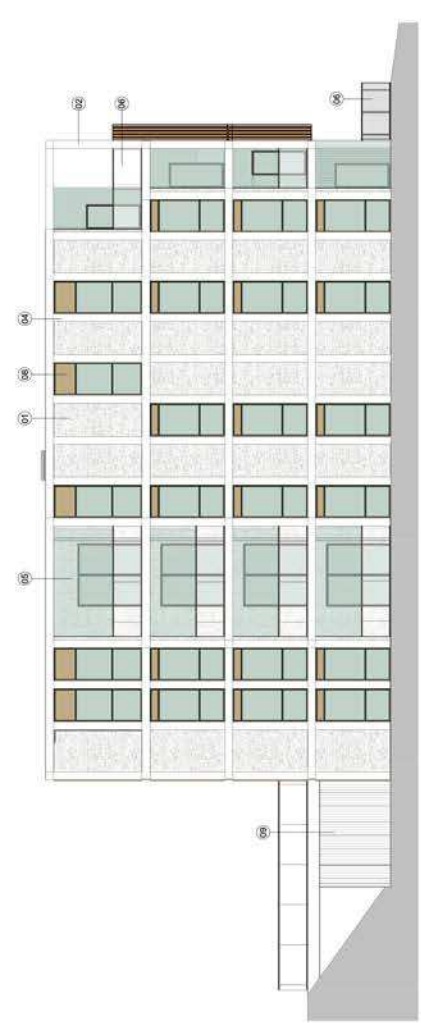




Elevation Block 7 North
 1:100



Elevation Block 7 East
 1:100



Elevation Block 7 South
 1:100



Elevation Block 7 West
 1:100

- Material Schedules**
- 01 White sintered brick
 - 02 Exposed structure - Light colour
 - 03 Powder Coated Aluminium Frame - Light colour
 - 04 Light colour
 - 05 Wintergardens
 - 06 Glass balustrade
 - 08 Aluminium powder coated, light colour
- Material Schedules**
- 09 Hi and rish vertical slats
 - 13 Windows with deep reveal and top panel, glass - aluminium powder coated, light colour
 - 14 Windows with deep reveal and top & bottom panel, glass - opaque window, colour black, frame & panel - aluminium powder coated, light colour

Notes
This drawing is subject to copyright.
Do not scale from this drawing.



Based on drawing by
Drawing number

LEGEND

- Application boundary
- Soft Landscape**
- Existing tree to be retained (refer 2682-TS-01 for tree protection and removal)
- Proposed tree planting (refer 2682-PP-01 and 02 for detail)
- Proposed feature shrub planting (refer 2682-PP-01 and 02 for detail)
- Proposed shrub and herbaceous planting (refer 2682-PP-01 and 02 for detail)
- Proposed evergreen hedge planting (refer 2682-PP-01 and 02 for detail)
- Amenity grade grass (with mown path, refer 2682-PP-01 and 02 for detail)
- Proposed wildflower meadow seeding (refer 2682-PP-01 and 02 for detail)
- Hard Landscape**
- Asphalt with exposed aggregate
- Tarmac
- 200x200mm Flag Paving, Aggregate Industries - Ecopave Textured, colour Grey Flock to entrance areas. Edging to be in kerb unless otherwise specified.
- Random Gauge Block Paving, Aggregate Industries - Andover Textured, mixed colours (Whites, Light Grey, Silver Grey and Midnight Grey). Edging to be in kerb unless otherwise specified.
- 200x100 Block Paving, Aggregate Industries, Herringbone Pattern - Andover Textured, mixed colours Silver Grey and Midnight Grey.
- 200x100 permeable Block Paving, Aggregate Industries, Herringbone Pattern - Andover Washed, mixed colours Silver Grey and Andracite to parking spaces. Parking spaces to be marked by Silver Grey coloured single solid course of blocks.
- 450x450mm Flag Paving, Aggregate Industries - Andover Textured, colour Cream
- 450x450mm Flag Paving, Aggregate Industries - Andover Textured, colour Silver Grey
- 300x300 Flag Paving, Aggregate Industries - Andover Textured, colour White to patio areas. Edging to be aluminium.
- Non-Slip timber decking
- Marshall's - Tegula Cobbles
Colour: Pennant Grey
Sizes: 80x80mm
- 600x600mm Flag Paving stepping stone, Aggregate Industries - Andover Textured, colour Cream
- Kerb edging - 145mm upstand, Aggregate Industries Charcon EcoKerb, colour Black Flock
- Kerb edging - drop kerb, Aggregate Industries Charcon EcoKerb, colour Black Flock
- Timber sleeper steps
- 500mm Raised brick built planter
- Boundary Treatments**
- 1.6m high vertical bar metal railing - black powder coated finish; gates to have min 850mm clear opening and to be easily operated from both sides; black powder coated finish.
- 1.2m high vertical bar metal railing with gates to private terraces
- Metal bollards
- Street Furniture**
- Marshall's Sineu graff Optima 3 seat with armrests within public realm
- Broxop Midway Seat with armrests within private courtyards
- Metal Letter Bin
Marshall's Diamond Point Elliptical within public realm
- Metal Letter Bin
Broxop Kingsley Litter Bin within private courtyards
- Recessed ground light
- Lighting column - positions to be confirmed at detailed design

NOTE
All items as specified or similar approved
All levels +1.500mm

Rev	Description	Date	Drawn	Checked

PLANNING

Allen Pyke Associates
Landscape architecture Urban design Environmental planning

The Factory, 2 Acre Road,
Kingston upon Thames,
Surrey KT2 6EJ

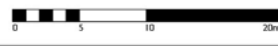
T 020 8549 3434 F 020 8547 1075
www.allenpyke.co.uk
KINGSTON UPON THAMES CAMBRIDGE

A registered practice of the Landscape Institute
Client: **SQM LUXBRIDGE** Scale: 1:200@A1

Project: **THE DICE, ST ANDREWS PARK** By/On: N/C/N/K

Drawing Title: **GENERAL ARRANGEMENTS PLAN** Date: 18/11/16
(Sheet 1 of 2)

Drawing Number: **2682-LA-02** Revision: **P1**



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APPAL FILE REFERENCE
2682-LA-02

Notes
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LEGEND

Application boundary
Application boundary

Soft Landscape

- Existing tree to be retained (refer 2682-TS-01 for tree protection and removal)
- Proposed tree planting (refer 2682-PP-01 and 02 for detail)
- Proposed feature shrub planting (refer 2682-PP-01 and 02 for detail)
- Proposed shrub and herbaceous planting (refer 2682-PP-01 and 02 for detail)
- Proposed evergreen hedge planting (refer 2682-PP-01 and 02 for detail)
- Amenity grade grass (with mown path, refer 2682-PP-01 and 02 for detail)
- Proposed wildflower meadow seeding (refer 2682-PP-01 and 02 for detail)

Hard Landscape

- Asphalt with exposed aggregate
- Tarmac
- 200x200mm Flag Paving, Aggregate Industries - Ecopave Textured, colour Grey Fleck to entrance areas. Edging to be in kerb unless otherwise specified.
- 200x100 Block Paving, Aggregate Industries - Andover Textured, mixed colours (White, Light Grey, Silver Grey and Midnight Grey). Edging to be in kerb unless otherwise specified.
- 200x100 Block Paving, Aggregate Industries, Herringbone Pattern - Andover Textured, mixed colours Silver Grey and Midnight Grey.
- 200x100 permeable Block Paving, Aggregate Industries, Herringbone Pattern - Andover Washed, mixed colours Silver Grey and Andracra to parking spaces. Parking spaces to be marked by Silver Grey coloured single soldier course of blocks.
- 450x450mm Flag Paving, Aggregate Industries - Andover Textured, colour Cream
- 450x450mm Flag Paving, Aggregate Industries - Andover Textured, colour Silver Grey
- 300x300 Flag Paving, Aggregate Industries - Andover Textured, colour White to patio areas. Edging to be aluminium.
- Non-Slip timber decking
- Marshall's - Tegula Cobbles Colour: Pennant Grey Sizes: 80x80mm
- 600x600mm Flag Paving stepping stone, Aggregate Industries - Andover Textured, colour Cream
- Kerb edging - 145mm upstand, Aggregate Industries Charcon EcoKerb, colour Black Fleck
- Kerb edging - drop kerb, Aggregate Industries Charcon EcoKerb, colour Black Fleck
- Timber sleeper steps
- 500mm Raised brick built planter

Boundary Treatments

- 1.6m high vertical bar metal railing - black powder coated finish; gates to have min 850mm clear opening and to be easily operated from both sides; black powder coated finish.
- 1.2m high vertical bar metal railing with gates to private terraces
- Metal bollards

Street Furniture

- Marshall's Sineu graff Optima 3 seat with armrests within public realm
- Broxop Midway Seat with armrests within private courtyards
- Metal Litter Bin Marshall's Diamond Point Elliptical within public realm
- Metal Litter Bin Broxop Kingsley Litter Bin within private courtyards
- Recessed ground light
- Lighting column - positions to be confirmed at detailed design

NOTE
All items as specified or similar approved.
All levels +1, 500mm

Rev	Description	Date	Drawn	Checked

Drawing Status
PLANNING

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KINGSTON UPON THAMES CAMBRIDGE

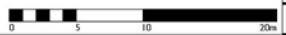
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Client: **VOM LUXBRIDGE** Scale: **1:2000@A1**

Project: **THE DICE, ST ANDREWS PARK** Bt/CN: **NIC/NK**

Drawing Title: **GENERAL ARRANGEMENTS PLAN** Date: **18/11/16**
(Sheet 2 of 2)

Drawing Number: **2682-LA-03** Revision: **P1**



DO NOT SCALE

REV

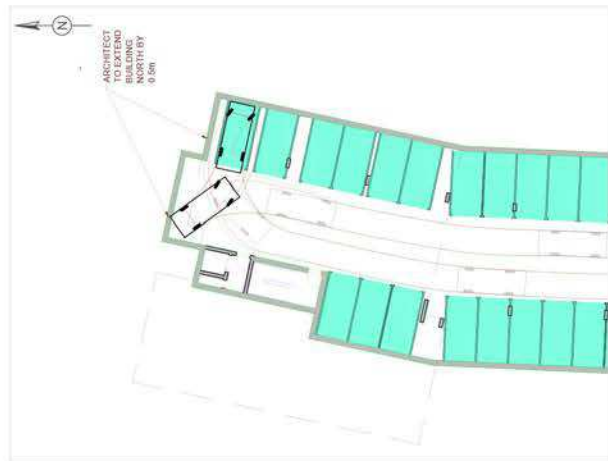
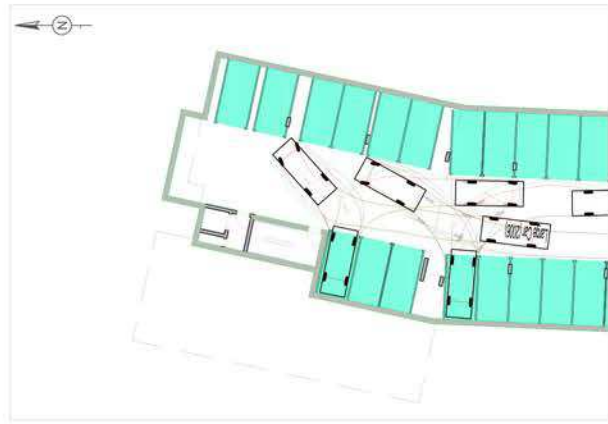
VEHICLE OVERHANG
VEHICLE TYRE TRACK

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4. BRAY ROAD LAYOUT TAKEN FROM ATKINS DRAWING REFERENCE 5105977-ATK-UXB-TCE-DR-0107 REV P17



Large Car (2006)
 Length 5.075m
 Wheelbase 1.872m
 Overall Width 2.20m
 Min Body Ground Clearance 0.315m
 Wheel to Lock Time 4.05m
 Kerb to Kerb Turning Radius 5.985m



PO1	5/10/16	UPDATED SWEEP PATH ANALYSIS COLLECTING REVISED ARCHITECT LAYOUT	RG	CN	CR
PO2	29/11/16	REVISED SWEEP PATH ANALYSIS TO THE SECOND ARCHITECT LAYOUT	ZB	CN	CR
PO3	5/12/16	SWEEP PATH OBSERVATION	ZB	CN	CR

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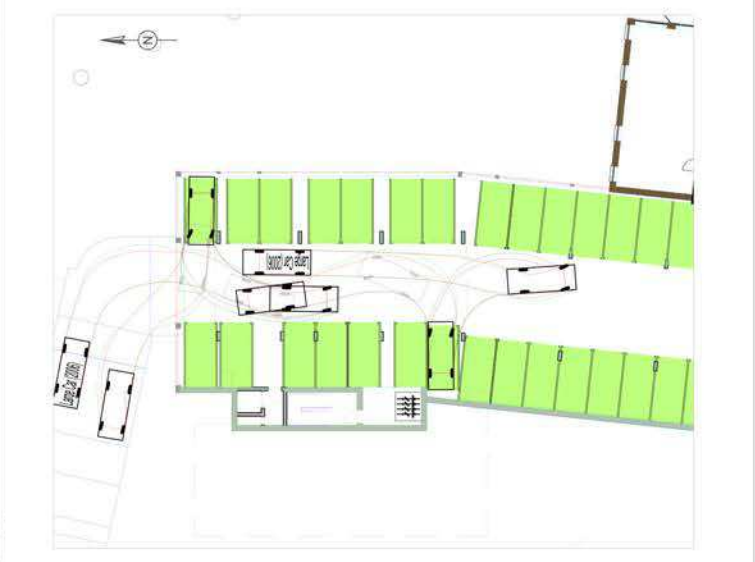
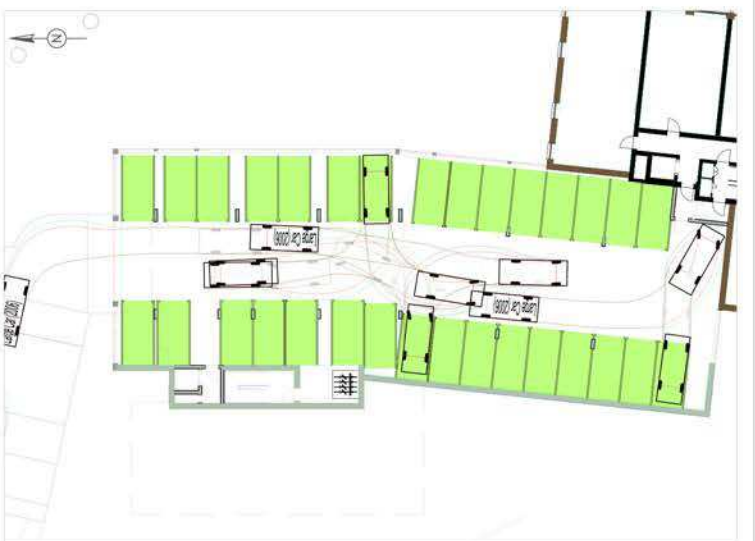
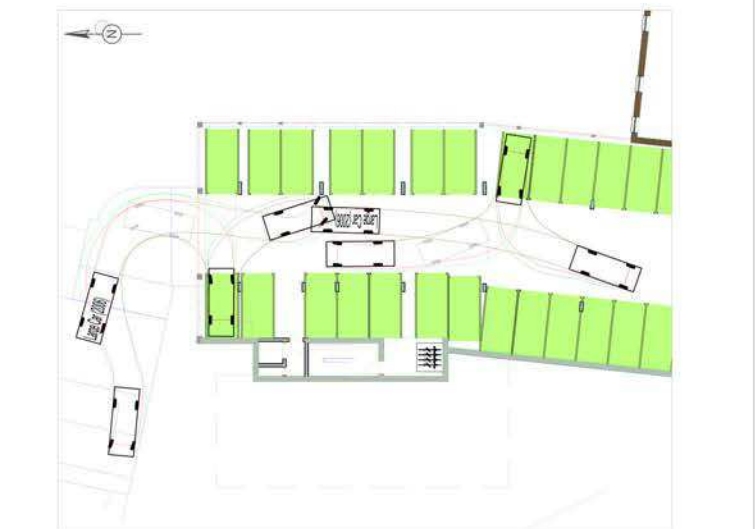
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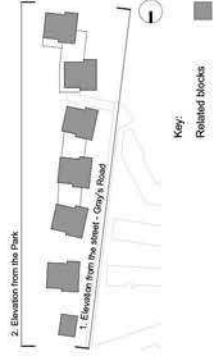
VSM ESTATES LTD

Project File
**ST ANDREW'S PARK
 THE DICE
 RESIDENTIAL PHASE**

Drawing Title
**PROPOSED BASEMENT CAR PARK
 SWEEP PATH ANALYSIS**

Scale	1:200	Checked	ZB	Checked	CN	Approved	MR	
Original Size	A1	Date	04/10/16	Date	04/10/16	Date	05/10/16	
Drawing Number	5105977-ATK-UXB-TCE-DR-0110							P03





1. Elevation from the street - Gray's Road
1:200

2. Elevation from the Park
1:200

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Based on drawing by Drawing number: _____

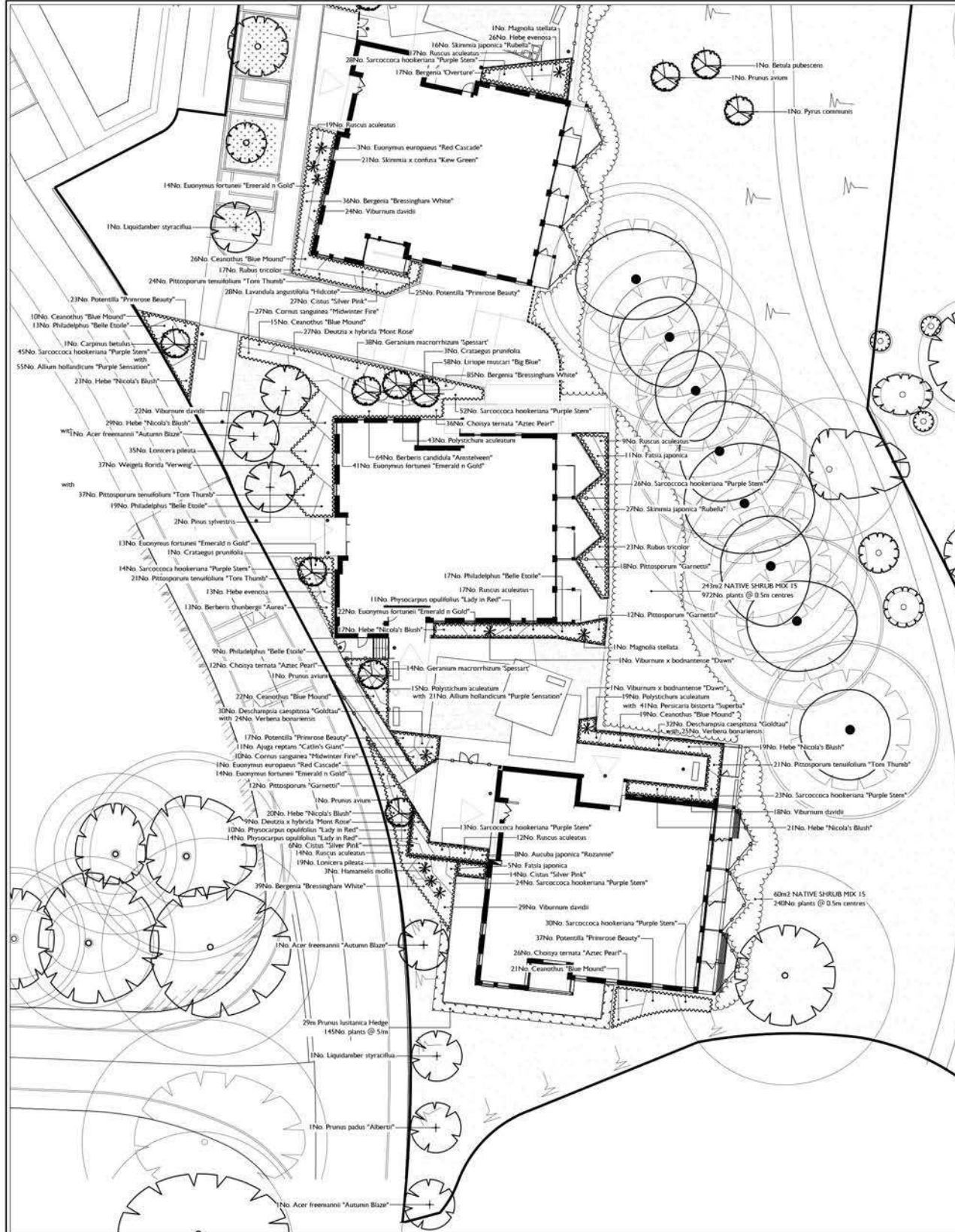


LEGEND

- Application boundary
- Soil Landscape
- Proposed semi-mature tree planting (30-25 girth)
- Proposed heavy standard tree planting (18-20 girth)
- Proposed feature shrub planting
- Proposed shrub and herbaceous planting
- Proposed evergreen hedge planting
- Proposed amenity grade turf
- Proposed wildflower meadow seeding - Ensurecote 2713 Special General Purpose mix or similar approved

- HORTICULTURAL NOTES**
- All work to be carried out to the satisfaction of the Landscape Architect.
 - No planting position shall be altered without the approval of the Landscape Architect.
 - Engineer to confirm foundation details in accordance with practice note 4.2 of the NBC Guide.
 - All topsoil and subsoil to be analyzed by a qualified soil scientist and the findings supplied in report form including recommendations to bring soils up to specification. The soil survey shall include analysis of representative topsoil and subsoil samples (sample numbers to be determined by the soil scientist) in accordance with the testing schedule.
 - Landscape areas shall be top soiled to the following minimum depths: Amenity grassed areas - 100mm. Shrub areas - 300mm. Topsoil to BS3882:2015.
 - Plant areas to be re-graded and topsoil leveled as required, remove debris and stones above 20mm dia. Add pre-seeding fertilizer to manufacturer's specification. Turf shall be weed free, laid from plants (to avoid damage) with broken joints and well watered up. Water as necessary to avoid shrinkage.
 - Trees to be selected and planted in accordance with BS 5545:2014. Free pits in soil should be no deeper than the existing rootball or container depth and should have a diameter at least 75mm greater than the root system. Unless specified trees are to be secured by stakes. 14.6cm girth trees and below by single stake and 18-20cm girth trees and above to be double staked. Trees to be secured at low level (500mm) with biodegradable ties. Stakes to be placed outside of the rootball and extend at least 450mm into the ground. Once the tree has established stakes should be removed.
 - Each new tree pit shall incorporate a step hose system to facilitate a hose being inserted to avoid unnecessary water flows. All trees planted in grass shall be fitted with recover for mowers guards or mulched with a main 1000mm diameter circle of mulch away from the main stem/trunk.
 - Where trees are to be planted in close proximity to public services such as foot, surface and main water, an appropriate root barrier such as RootShield to 2000 or equivalent is to be installed to a depth below invert level of services.
 - All preparations, both hard and soft underlaid trees to be retained must be carried out by hand to avoid root damage.
 - Contractors to ensure all planting beds and tree pits are free draining.
 - All plant material procedures are to conform to the relevant British Standards (19:36/4:028) codes of practice and the specification.
 - All shrubs are to be furnished with at least 3 strong breaks and supplied container grown. Shrubs to be planted in holes big enough to accommodate the plant without damaging the roots (max 100mm) Plans to be re-level, watered in and deadheaded/branches removed after planting.
 - The use of pesticides (herbicides, insecticides, fungicides and slug pellets etc) should be discouraged to prevent cumulative fatal effects to animals via the food chain, particularly invertebrates, birds and/or mammals. Any pesticides used should be non-residual.
 - A slow release fertilizer shall be applied after planting in accordance with manufacturer's instructions.
 - All plant beds where access to ground floor windows is required are to have 100mm gravel strip runoff from building facade. Gravel to be pea shingle or similar aggregate bark mulch to a minimum depth of 50mm after plants have been watered. Care must be taken not to smother the plants.
 - Planting will commence during the first planting season (end November/ March) after substantial completion of the site.
 - Where appropriate hedge species shall be grown by up to one third to promote bushy growth.
 - Any tree, shrub or area of grass shall be replaced within a period of five years if they die within the next planting season after planting with another such plant of similar size and species.

- PODIUM DECK HORTICULTURAL NOTES**
- All work to be carried out to the satisfaction of the Landscape Architect.
 - Landscape areas on podiums shall be cultivated to the following minimum depths: Trees up to 200mm girth and multi-stems - 1000 x 1000 x 900mm. Shrub areas - 500mm. Grass areas - 300mm with attenuation layer below and 250mm without attenuation. Back fill landscape areas with multi-purpose topsoil to BS 3882:2007 (to be confirmed with structural engineer) to a maximum depth of 350mm. Install free-draining, sandy subsoil below.
 - Prior to filling of planters with topsoil the contractor shall inspect planters and ensure sufficient drainage is provided. Any lack of drainage holes shall be remedially brought to the attention of the design team.
 - All trees to be underdrained gaged with gurgling wires attached to podium slab. Each tree pit shall incorporate a step hose system to facilitate a hose being inserted to avoid unnecessary water loss.



Plant Schedule

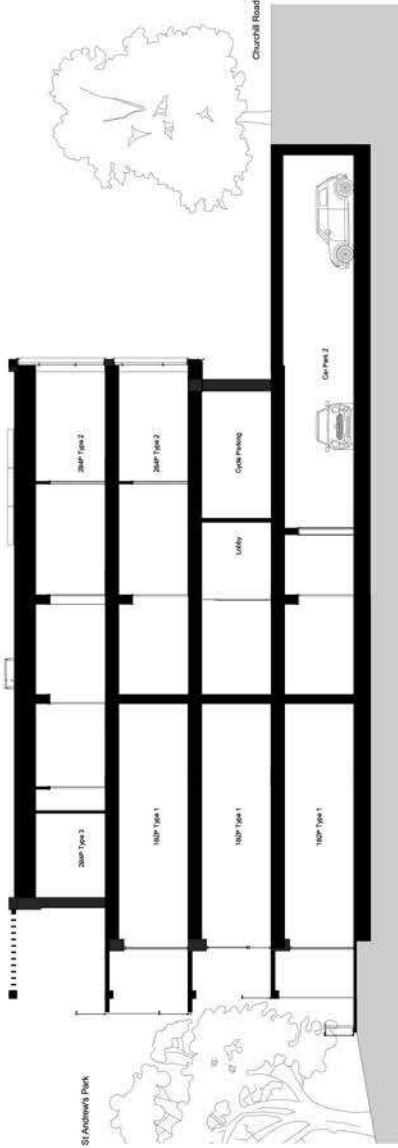
QTY	UNIT	PLANT NAME	STOCK	GIRTH	HEIGHT	NOTES + HEIGHT AFTER 3YRS
2	No.	Acer sanguinea	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m
7	No.	Acer freemanii 'Autumn Blaze'	C	10-25cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m
7	No.	Betula pubescens	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m
1	No.	Betula utilis 'Jaquetonni'	C	14-18cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m
2	No.	Corylus avellana	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m
6	No.	Crataegus prunifolia	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 6m
2	No.	Liquidambar styraciflua	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m
1	No.	Prunus avium	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m
1	No.	Prunus padus 'Alberti'	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m
1	No.	Prunus communis	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 6m
5	No.	Tilia cordata 'Green Spire'	C	18-20cm	Pln. 4.5	2m clear stem, semi mature - Mature Height 10m

PERCENT	QTY	PLANT NAME	STOCK	SIZE
438m2	NATIVE SHRUB MIX 15	planted @ 0.5m centres	3 Trans	80-100cm
5%	120	Cornus sanguinea	8 Trans	60-80cm
10%	240	Corylus avellana	8 Trans	80-100cm
55%	4080	Crataegus monogyna	8 Trans	100-125cm
5%	240	Ilex aquifolium	C SL	60-80cm
5%	240	Podocarpus neriifolia	C SL	30-40cm
5%	240	Prunella vulgaris	8 Trans	60-80cm
5%	240	Rosa canina	8 Trans	60-80cm

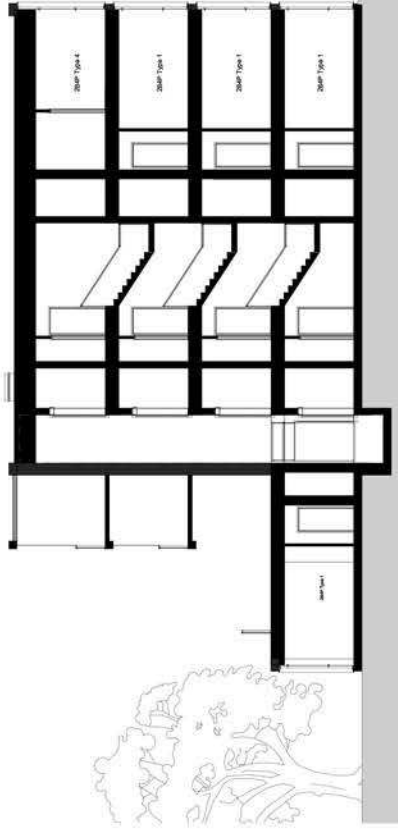
QTY	UNIT	PLANT NAME	STOCK	SIZE
29	No.	Prunus laetiflora	C SL	40-60cm
145	No.	Plants spaced @ 5m in a Single Row		

QTY	UNIT	PLANT NAME	STOCK	SIZE	SPACING
111	No.	Aucuba japonica 'Rozanne'	C SL	40-60cm	5m/2
124	No.	Berberis canadensis 'Aurea'	C SL	40-60cm	5m/2
40	No.	Berberis thunbergii 'Aurea'	C SL	30-40cm	5m/2
124	No.	Ceanothus 'Blue Mound'	C SL	40-60cm	5m/2
114	No.	Choysa ternata 'Aztec Pearl'	C SL	40-60cm	5m/2
83	No.	Cistus 'Silver Pink'	C SL	40-60cm	5m/2
50	No.	Cistus 'Silver Pink'	C SL	40-60cm	5m/2
34	No.	Cistus x daronianus 'Discobans'	C SL	40-60cm	7m/2
67	No.	Cornus sanguinea 'Midwinter Fire'	C SL	40-60cm	5m/2
67	No.	Crataegus sanguinea 'Midwinter Fire'	C SL	40-60cm	5m/2
43	No.	Deutzia x hybrida 'Mont Rose'	C SL	60-80cm	5m/2
2	No.	Eucynymus europaeus 'Red Cascade'	C 10L	80-100cm	1m/2
232	No.	Eucynymus fortunei 'Emerald n Gold'	C SL	30-40cm	5m/2
50	No.	Fatsia japonica	C SL	30-40cm	5m/2
33	No.	Fuchsia magellanica var. molinae	C SL	20-30cm	5m/2
10	No.	Hamamelis mollis	C 10L	60-80cm	1m/2
218	No.	Hebe 'Nicola's Blush'	C SL	40-60cm	5m/2
189	No.	Hebe everensis	C SL	20-30cm	5m/2
71	No.	Ilex cornuta	C SL	40-60cm	5m/2
32	No.	Landscota argenteoloba 'Hidcote'	C SL	20-30cm	5m/2
212	No.	Lonicera pileata	C SL	40-60cm	5m/2
7	No.	Magnolia stellata	C 15L	60-80cm	1m/2
67	No.	Philadelphus 'Belle Etoile'	C SL	40-60cm	4m/2
67	No.	Physocarpus opulifolius 'Lady in Red'	C SL	40-60cm	5m/2
67	No.	Rubus tricolor	C SL	20-30cm	4m/2
183	No.	Ruscus aculeatus	C SL	30-40cm	5m/2
389	No.	Sarcococa hookeriana 'Purple Stem'	C SL	40-60cm	5m/2
183	No.	Stemona x confusa 'Kew Green'	C SL	40-60cm	5m/2
203	No.	Viburnum davidii	C SL	30-40cm	5m/2
4	No.	Viburnum x bodnantense 'Dawn'	C 15L	60-100cm	1m/2
36	No.	Wrightia florida 'Verweij'	C SL	30-40cm	5m/2

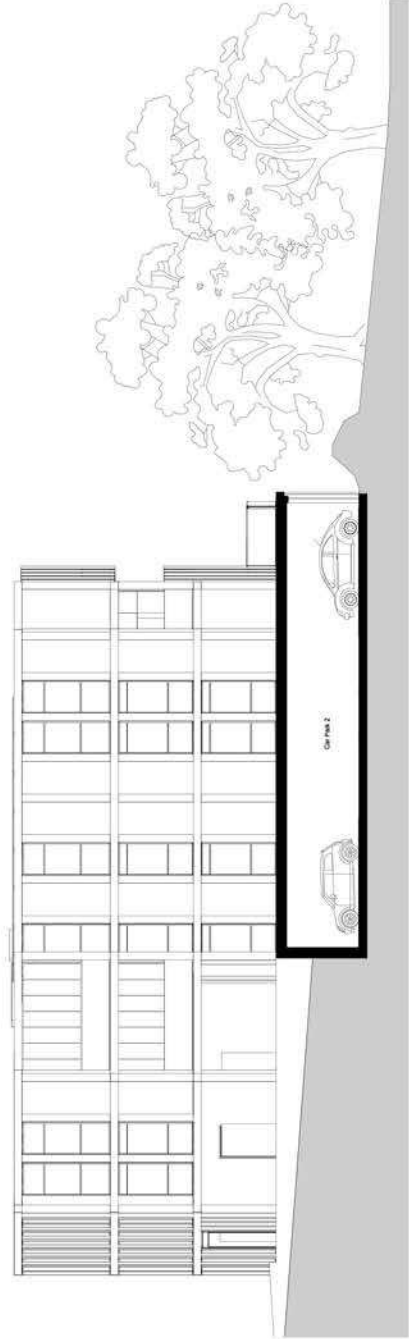
QTY	UNIT	PLANT NAME	STOCK	SIZE	SPACING
37	No.	Alage repens 'Celtis Giant'	C SL	40-60cm	7m/2
76	No.	Allium hollandicum 'Purple Sensation'	C SL	40-60cm	7m/2
138	No.	Bergenia 'Bressingham White'	C SL	30-40cm	9m/2
82	No.	Bergenia 'Bressingham White'	C SL	40-60cm	7m/2
73	No.	Deschampsia cespitosa 'Goldtau'	C SL	40-60cm	7m/2
44	No.	Echinacea purpurea	C SL	40-60cm	7m/2
50	No.	Geranium macrorrhizum 'Album'	C SL	40-60cm	7m/2
50	No.	Geranium macrorrhizum 'Spartan'	C SL	40-60cm	7m/2
25	No.	Hebe 'Nicola's Blush'	C SL	40-60cm	7m/2
94	No.	Penstemon bestoria 'Superta'	C SL	40-60cm	7m/2
199	No.	Polystichum aculeatum	C SL	40-60cm	5m/2
19	No.	Salix officinalis 'Purpureascens'	C SL	40-60cm	7m/2
60	No.	Tiaris cordifolia	C SL	40-60cm	7m/2
49	No.	Verbena bonariensis	C SL	40-60cm	7m/2



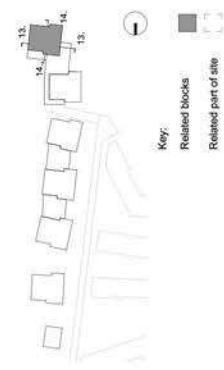
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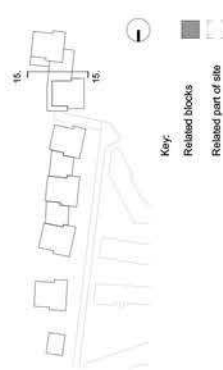
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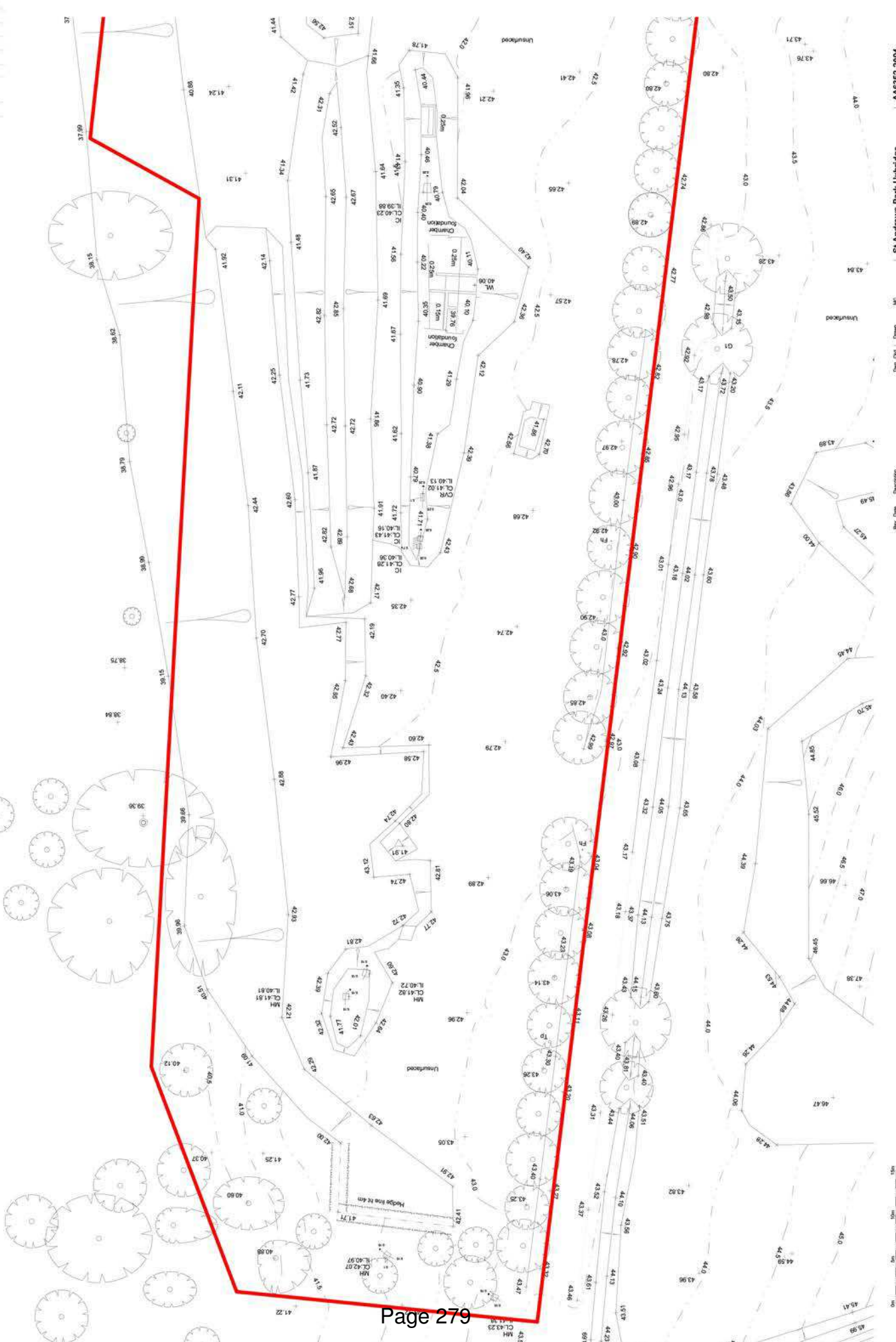
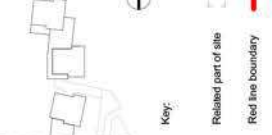
15. Section Semi Basement 2
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 Related part of site



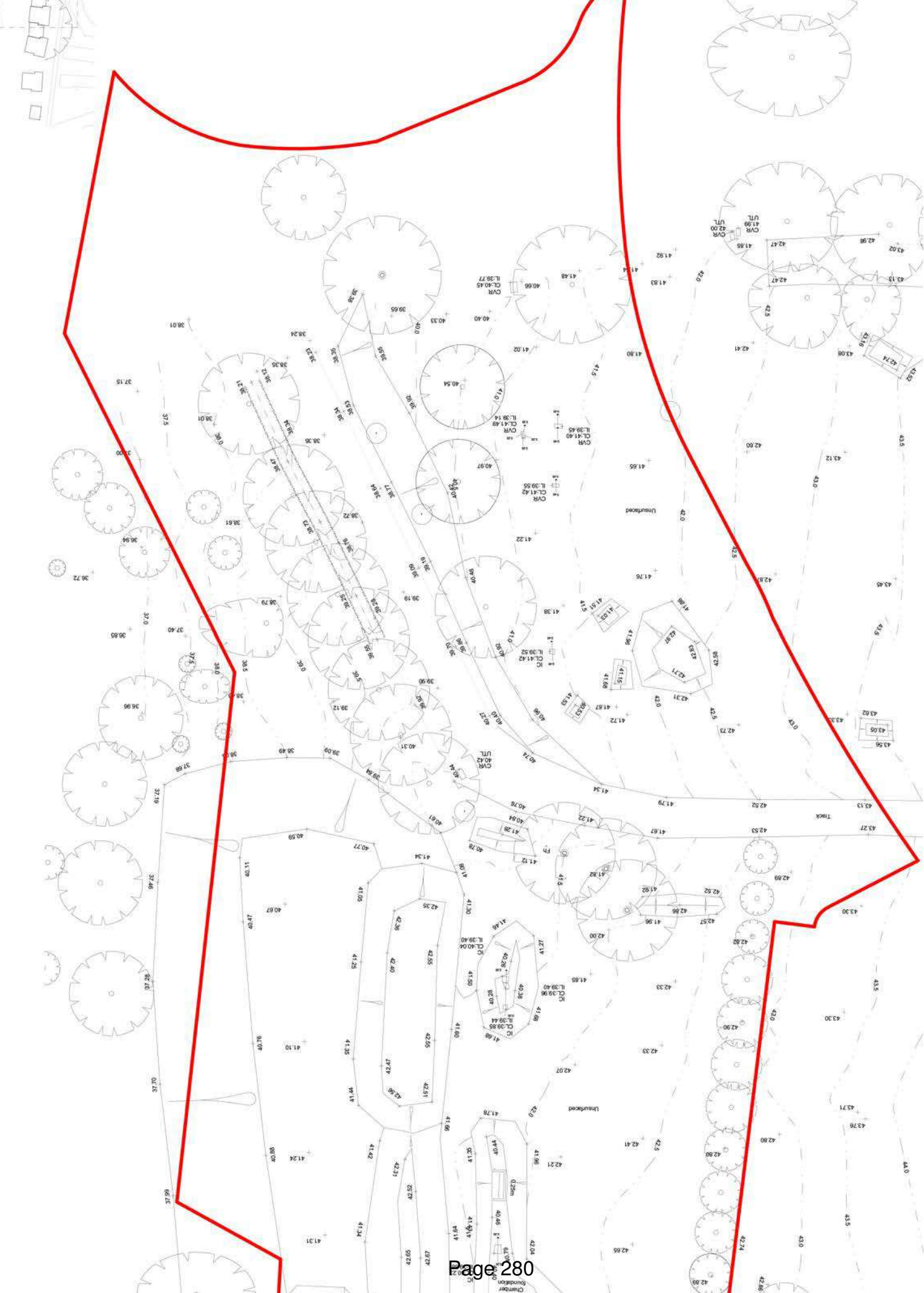
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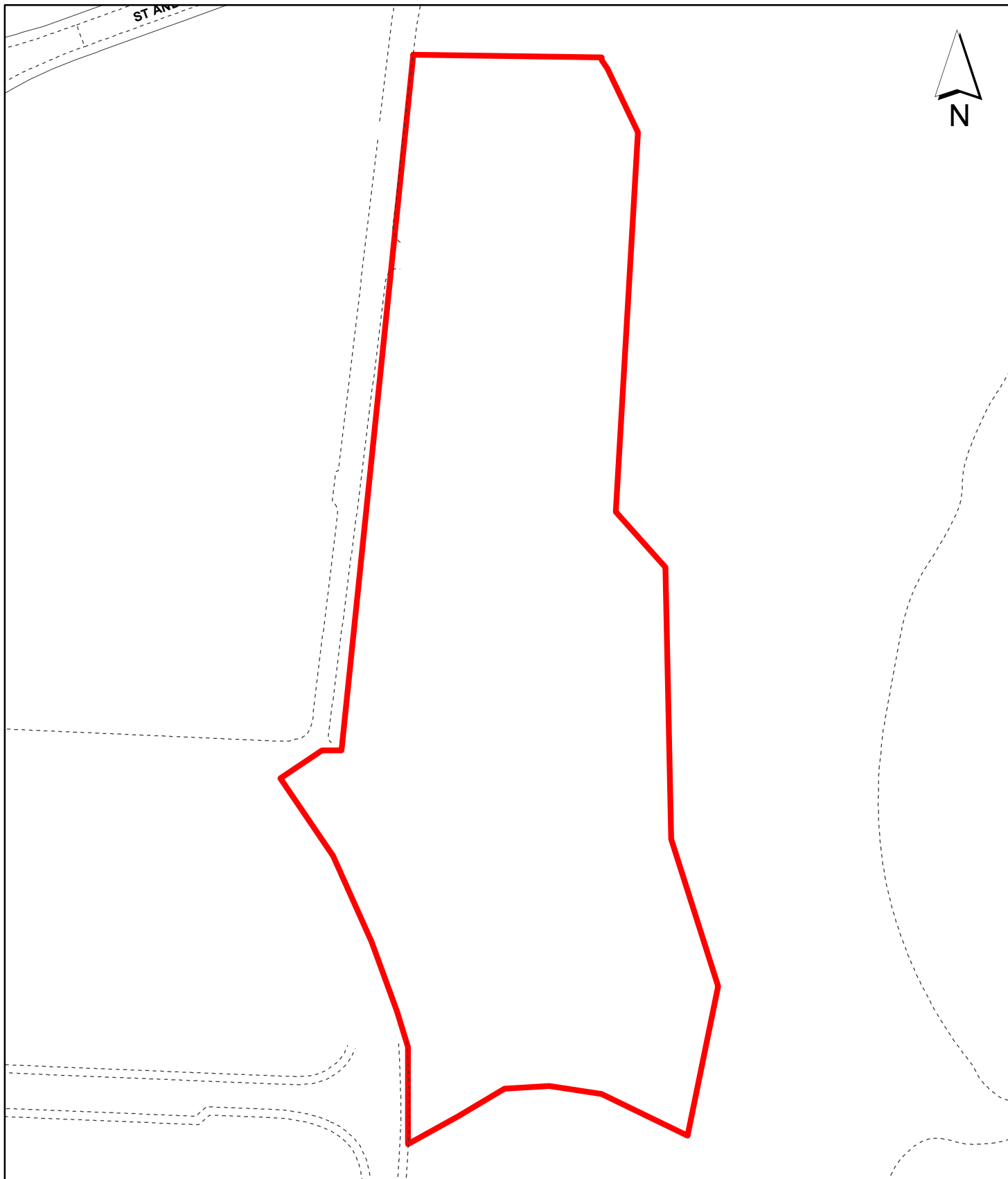


Key

Released part of site

Red line boundary





<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;">Dice St, Andrews Park</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;">585/APP/2016/4442</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;">January 2018</p>	

Report of the Head of Planning, Sport and Green Spaces

Address 205 & 207 HAREFIELD ROAD UXBRIDGE

Development: Extensions to both existing properties to create a single block of 20 flats comprising 5 x studio flats, 9 x 1-bed flats and 6 x 2-bed flats with on-site parking and amenity space, new access point, landscaping and ancillary development.

LBH Ref Nos: 73106/APP/2017/2980

Date Plans Received: 14/08/2017

Date(s) of Amendment(s): 06/10/2017

Date Application Valid: 14/08/2017

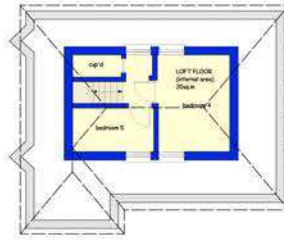
03/10/2017

14/08/2017

06/12/2017



205 & 207 EXISTING ROOF FLOOR PLAN
scale:- 1:100@A1



205 - Site Area:- (approx) - 1,460sq.m/15,715sq.ft 0.360ACRES

ACCOMMODATION TO SITE:-

loft floor:- 00sq.m
first floor:- 80sq.m
ground floor:- 75sq.m
lower floor:- 00sq.m
TOTAL:- 155sq.m/1,668sq.ft (habitable)

Parking onsite: 5 bay
amenity space:- 1011sq.m

207 - Site Area:- (approx) - 1,439sq.m/15,489sq.ft 0.355ACRES

ACCOMMODATION TO SITE:-

loft floor:- 20sq.m
first floor:- 58sq.m
ground floor:- 75sq.m
lower floor:- 10sq.m
TOTAL:- 163sq.m/1,755sq.ft

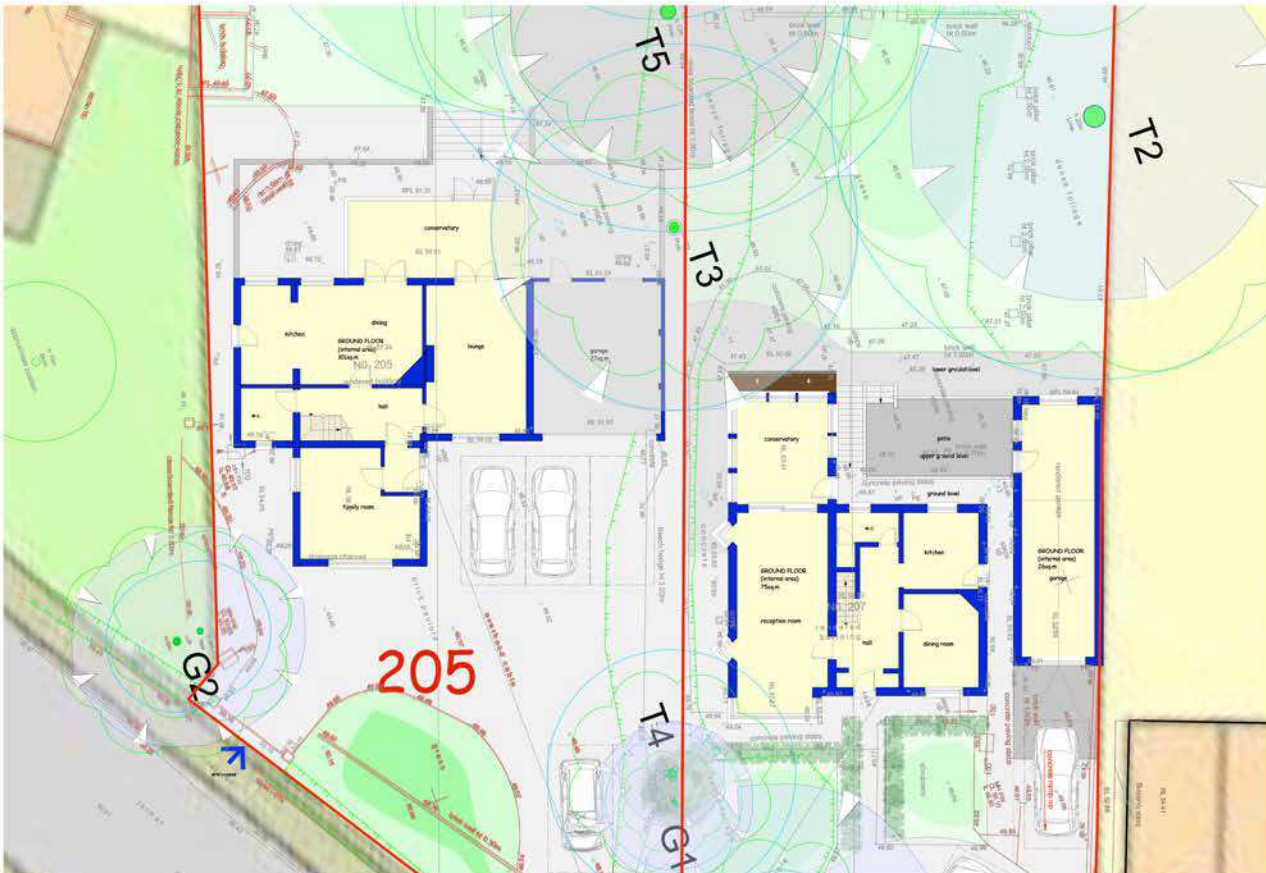
Parking onsite: 3 bay
amenity space:- 974sq.m



205 & 207 EXISTING FIRST FLOOR PLAN
scale:- 1:100@A1



207 EXISTING LOWER GROUND FLOOR PLAN



205 & 207 EXISTING GROUND FLOOR PLAN
scale:- 1:100@A1

REV.	DATE	DESCRIPTION

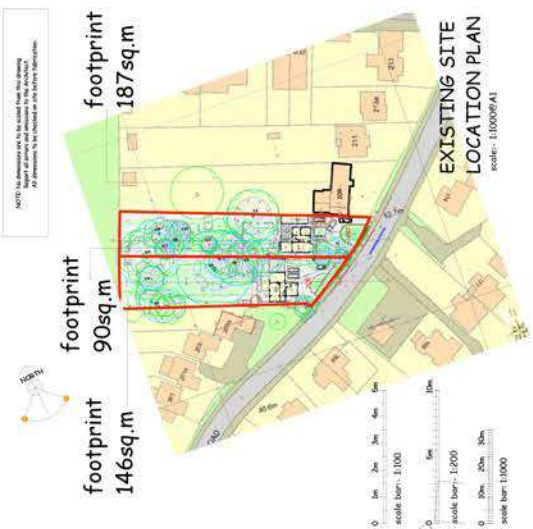


Arch Natural Design Services
No. 11 Gables
Suite 402
25, Sun Road, Uxbridge,
Middlesex
UB7 3AP
email: info@archnaturaldesign.com
www.archnaturaldesign.com

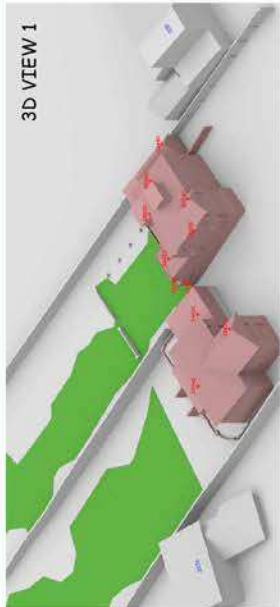
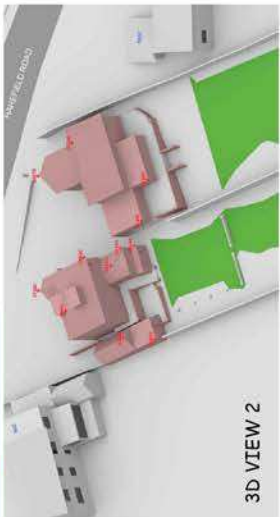


PROJECT	
205 to 207 HAREFIELD ROAD UXBRIDGE	
DRAWING	
EXISTING PLANS	
CLIENT	DATE
1:100/1:200/1:1000 © A1	Jan/2017
Drawing No	
205/207/UXB/PL04B	
© copyright retained	

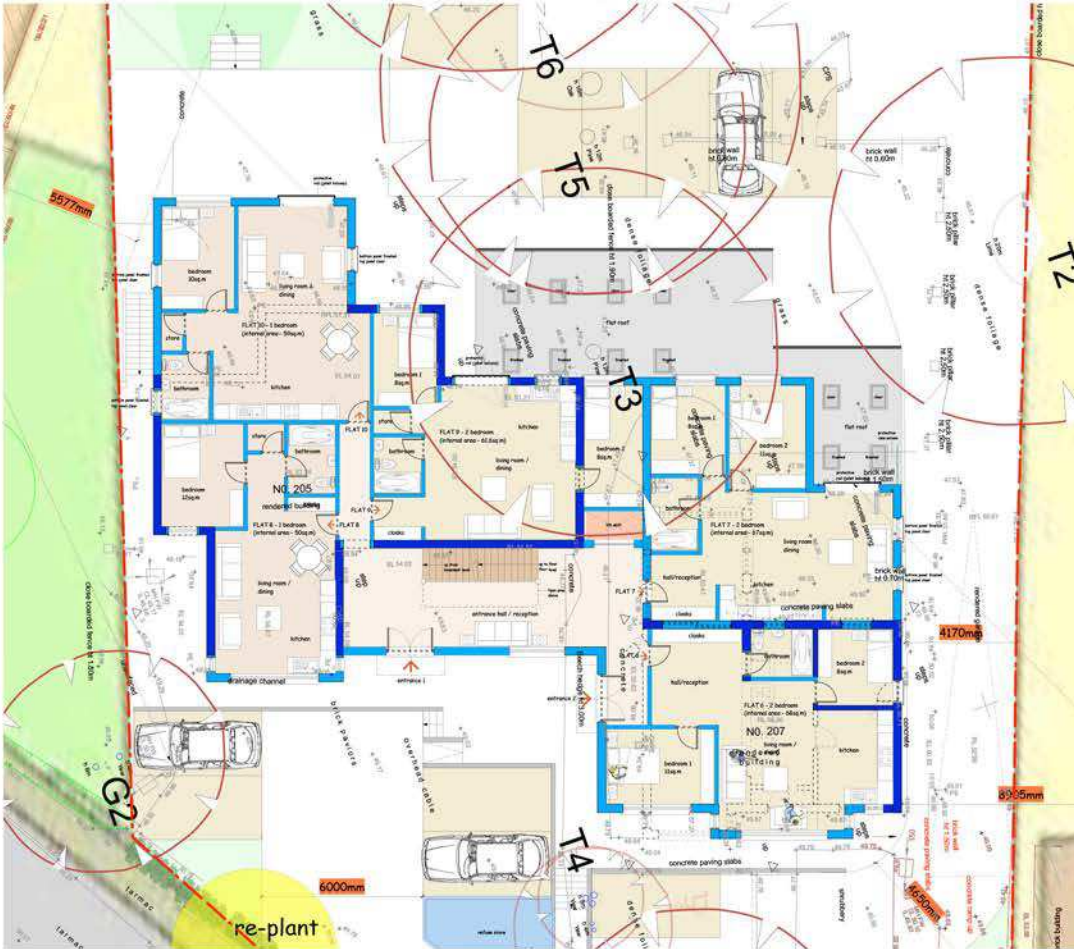
NOTE: All dimensions are to be taken from the drawings. All dimensions to be rounded up to the nearest millimetre.



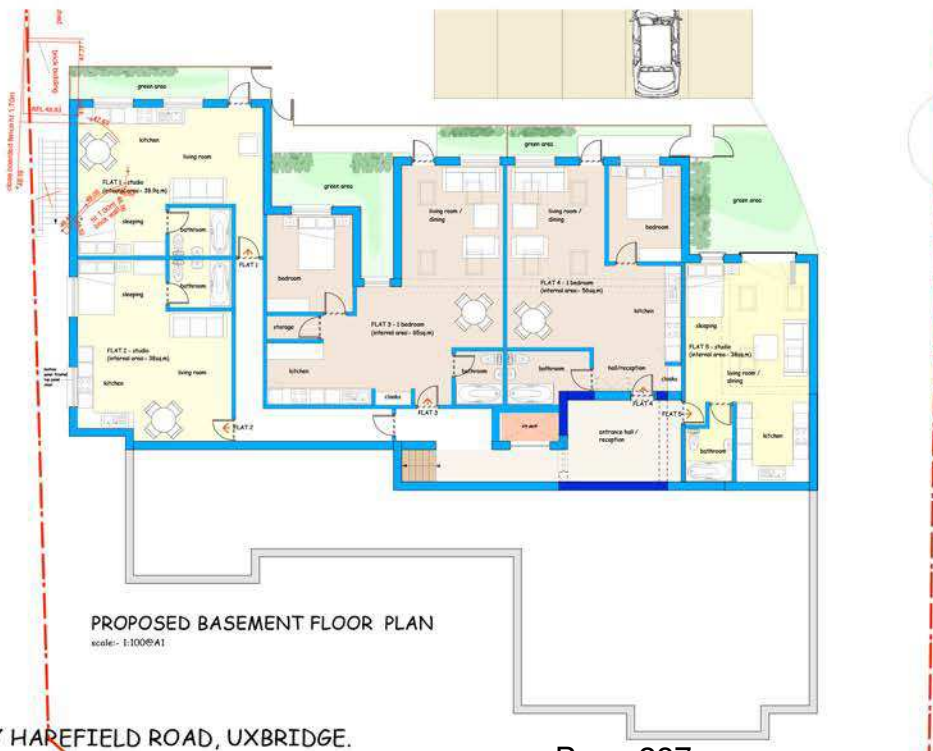
REV.	DATE	DESCRIPTION
1	20/07/2017	Issue for comment
2	20/07/2017	Issue for comment
3	20/07/2017	Issue for comment
4	20/07/2017	Issue for comment
5	20/07/2017	Issue for comment
6	20/07/2017	Issue for comment
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100	20/07/2017	Issue for comment



PROJECT	205 to 207 HAREFIELD ROAD
DRAWING	EXISTING ELEVATIONS INFORMATION
CLIENT	205/207/UXB/PL03D
SCALE	1:300 @ A1
DATE	July 2017
ISSUED BY	205/207/UXB/PL03D
DATE	July 2017
SCALE	1:300 @ A1
PROJECT	205 to 207 HAREFIELD ROAD
DRAWING	EXISTING ELEVATIONS INFORMATION
CLIENT	205/207/UXB/PL03D
SCALE	1:300 @ A1
DATE	July 2017
ISSUED BY	205/207/UXB/PL03D
DATE	July 2017
SCALE	1:300 @ A1



PROPOSED GROUND FLOOR PLAN
scale:- 1:100@A1



PROPOSED BASEMENT FLOOR PLAN
scale:- 1:100@A1

GROUND FLOOR LEVEL:-
 2 X 1 bedroom flats
 3 X 2 bedroom flats
 total:- 5 flats

BASEMENT LEVEL:-
 3 X studio flats
 2 X 1 bedroom flats
 total:- 5 flats

WALL CONSTRUCTION

- existing wall
- proposed wall

0 1m 2m 3m 4m 5m
 scale bar:- 1:100

REV. NO. DATE DESCRIPTION



App. Level: _____

Architectural/Design Services
 No. 2, Lower
 25 West Road, Uxbridge,
 Middlesex
 Uxbridge, Middlesex
 Uxbridge, Middlesex
 Uxbridge, Middlesex

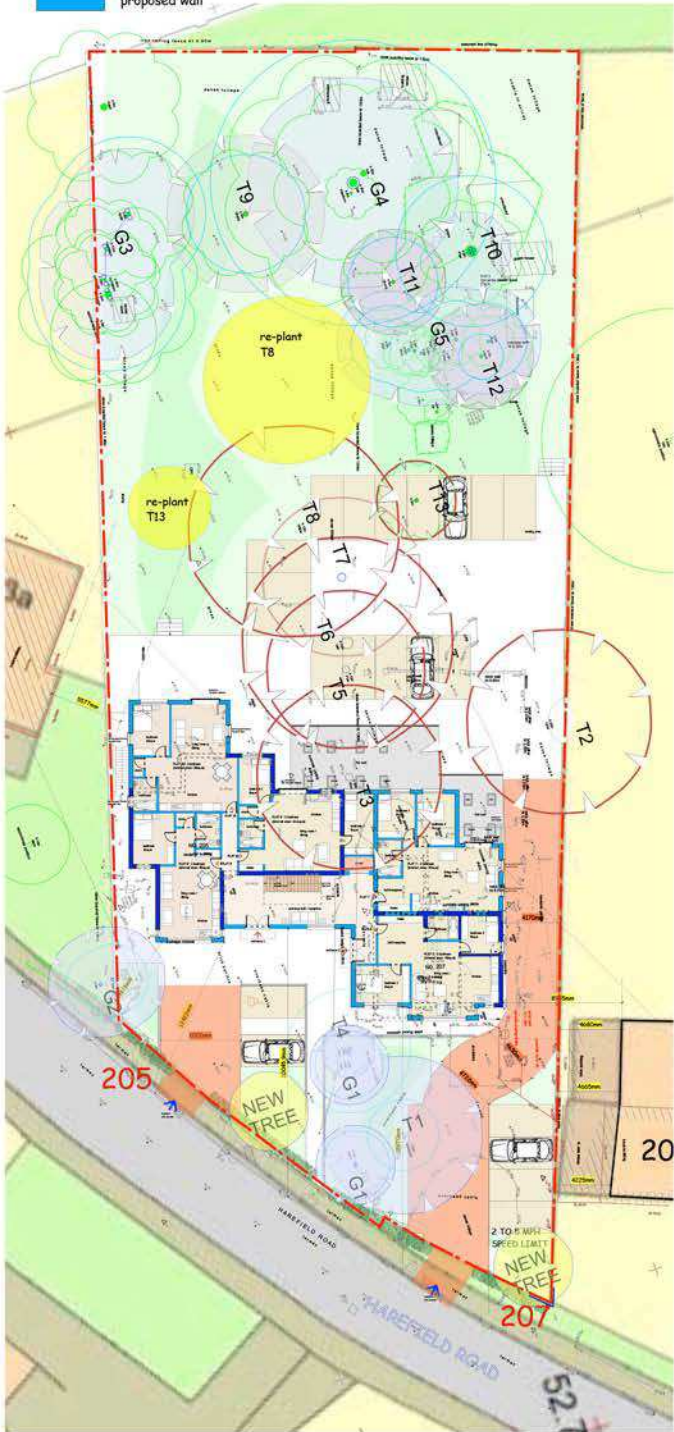


PROJECT 205 TO 207 HAREFIELD ROAD UXBRIDGE	
DRAWING PROPOSED INFORMATION	
CLIENT	DATE
SCALE 1:100 @ A1	JULY/2017
DRAWING No. 205/207UXB/PL11A	
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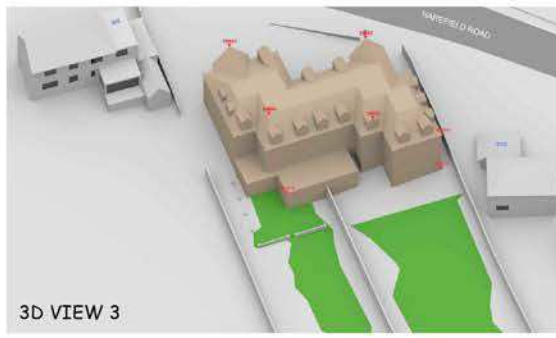
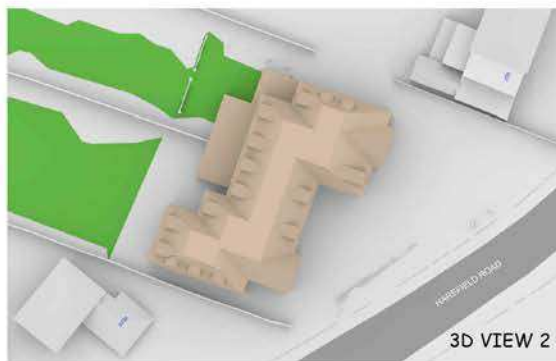
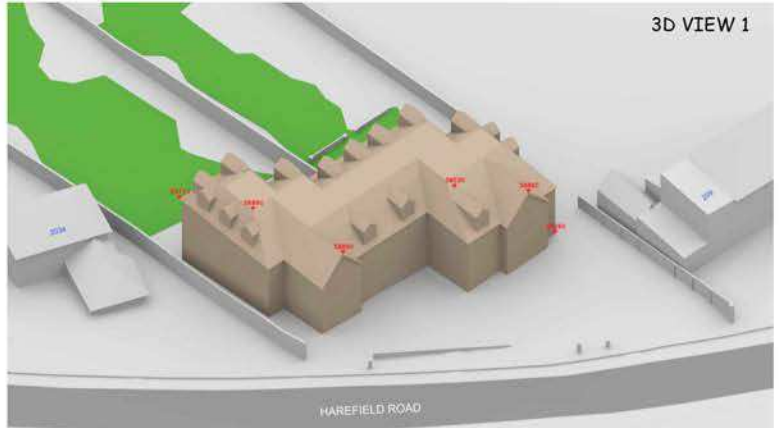


WALL CONSTRUCTION

- existing wall
- proposed wall



PROPOSED GROUND FLOOR PLAN
scale:- 1:200@A1



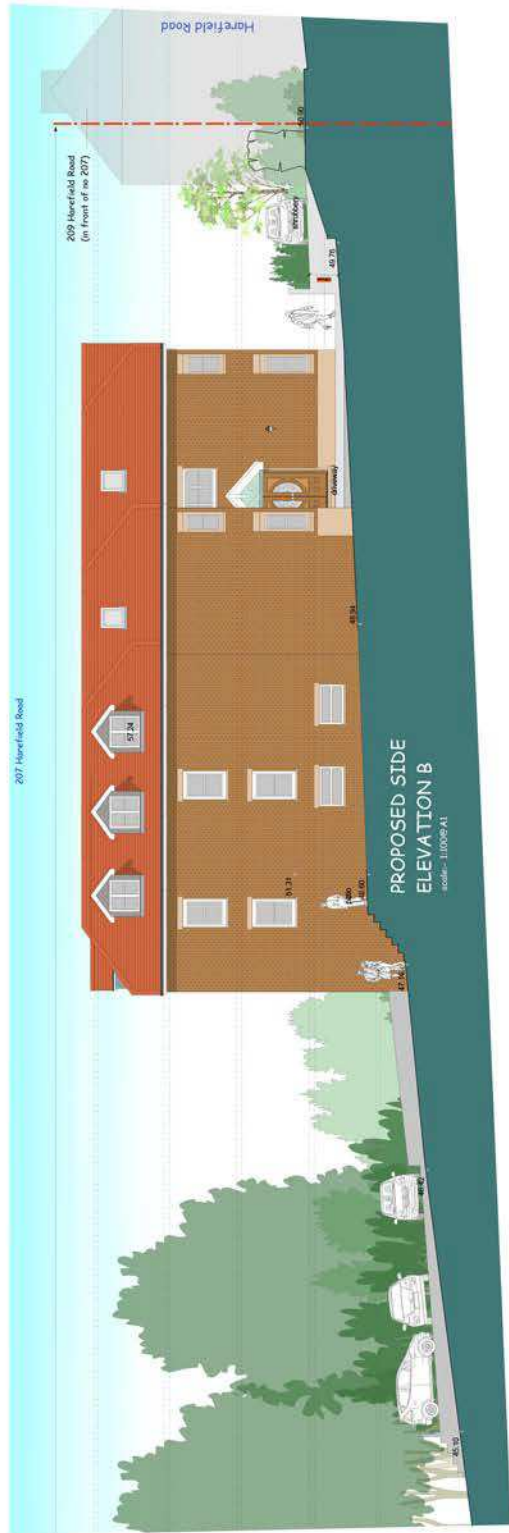
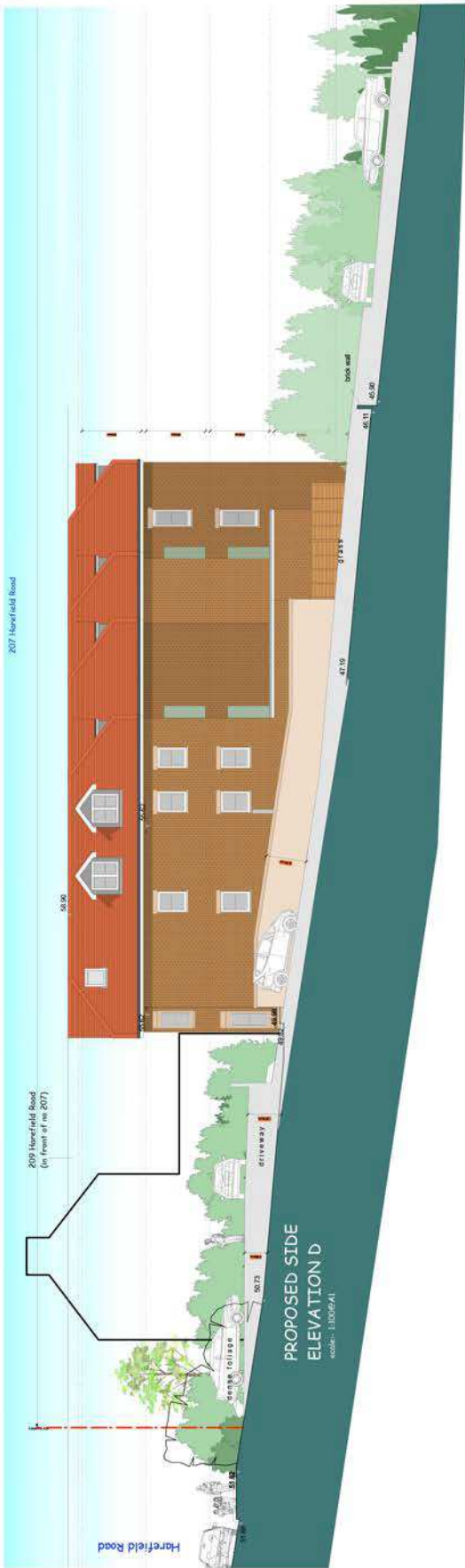
0 5m 10m 20m 30m
scale bar:- 1:1000
0 5m 10m
scale bar:- 1:200

REV	DATE	DESCRIPTION
1	20/07/2017	ISSUED FOR PERMIT

Architectural Design Services
Mr. J. Lewis
205 to 207 Harefield Road, Uxbridge
Middlesex
UB8 3PH
architect: jameslewisdesign.com
enquiries: james@jldesign.co.uk

PROJECT 205 TO 207 HAREFIELD ROAD UXBRIDGE	
DRAWING PROPOSED INFORMATION	
CLIENT	DATE
SCALE 1:200/1:1000 @ A1	JULY 2017
DRAWING No 205/207UXB/PL10F	
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NOTES: 1. All elevations are to be checked from the ground level. 2. All elevations are to be checked from the ground level. 3. All elevations are to be checked from the ground level.



REV.	DATE	DESCRIPTION
1	10/06/11	PROPOSED ELEVATIONS (B & D)

Architects and Design Services
 No. 2, Spence
 15, The Street, (Barnack)
 Cambridgeshire, CB23 9BB
 Telephone: 01223 810000
 Fax: 01223 810001
 Email: info@theambulanceproduction.co.uk

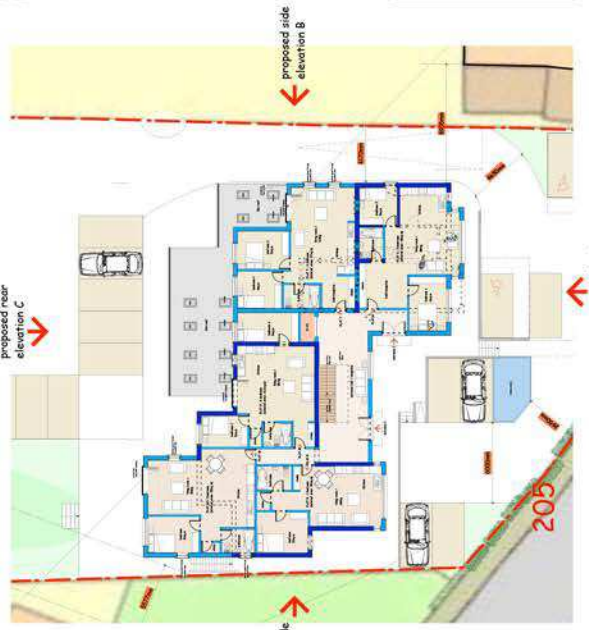
PROJECT: 205 to 207 HAREFIELD ROAD
 UNBRIDGE
 DRAWING: PROPOSED ELEVATIONS (B & D)
 CLIENT: 11000 @ A1
 DATE: June 2007
 DRAWING No: 205/207/UXB/PL15
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PROPOSED FRONT ELEVATION A
scale: 1:1000 @ A1

PROPOSED SIDE ELEVATION D
scale: 1:1000 @ A1

PROPOSED SIDE ELEVATION B
scale: 1:1000 @ A1



proposed rear elevation C

proposed side elevation D

proposed front elevation A



PROPOSED REAR ELEVATION C
scale: 1:1000 @ A1

0 1m 2m 3m 4m 5m
scale bar - 1:1000

0 1m 2m 3m 4m 5m
scale bar - 1:200

KEY: PROPOSED EXISTING

at ambulance FOUNDATION

Architectural Design Services
No. 2, Aspen
St. Leonards (Avenue)
Rushmore, Wokingham, RG5 2AA
Tel: 0118 708 0000
www.atambulance.com

PROJECT: 205 TO 207 HAREFIELD ROAD
UXBRIDGE

DRAWING: PROPOSED INFORMATION

CLIENT:

SCALE: 1/500 @ A1 DATE: JULY 2017

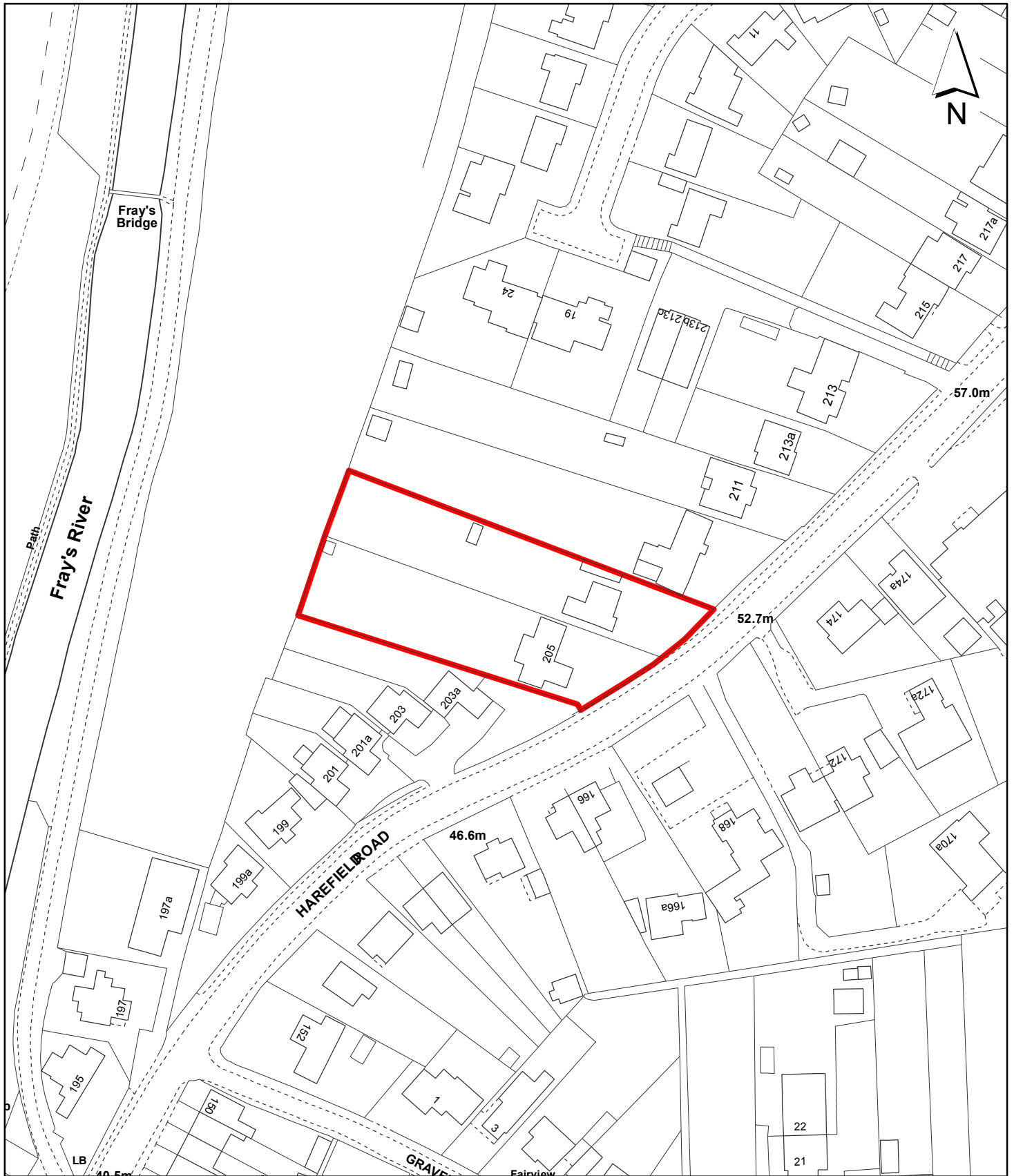
DRAWN BY:

CHECKED BY:


PROJECT NO: 205/207UXB/PL13A

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205 to 207 HAREFIELD ROAD, UXBRIDGE.
PROPOSED INFORMATION - 20 FLATS WITH EXISTING HOUSE
CONVERSIONS / LINKING BOTH HOUSES INTO ONE



Notes

 Site boundary

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Site Address

205 & 207 Harefield Road

LONDON BOROUGH OF HILLINGDON Residents Services

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

Planning Application Ref:

73106/APP/2017/2980

Scale

1:1,250

Planning Committee

Major Application

Date

January 2017



HILLINGDON
LONDON

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