



HILLINGDON  
LONDON



# Major Applications Planning Committee

**Date:** TUESDAY, 20 FEBRUARY  
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

**Published:** Monday, 12 February 2018

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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,  
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW  
[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

# Useful information for residents and visitors

## *Watching & recording this meeting*

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

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

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# A useful guide for those attending Planning Committee meetings

## Security and Safety information

**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

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## CHAIRMAN'S ANNOUNCEMENTS

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

## PART I - Members, Public and Press

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

## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	1 The Square, Furzerground Way -  37506/APP/2017/4534	Botwell	Erection of a side extension and roof extension including recladding of existing building, provision of new decked car parking including hard and soft landscaping and ancillary works.  <b>Recommendation: Approval + Sec 106</b>	5 - 28  150 - 178
7	Summit Centre, Skyport Drive -  9420/APP/2017/4321	Heathrow Villages	Provision of 1.8 metre high metal palisade fence and automated gates to control access to service yards associated with Units 1-6.  <b>Recommendation: Approval</b>	29 - 38  179 - 183



8	ACOL Crescent Early Learning Centre -  67607/APP/2017/4627	South Ruislip	Demolition of all existing buildings and replacement with new part two, part three-storey building accommodating 33 (14 x 1 bedroom and 19 x 2 bedroom) social housing flats with associated access, parking and landscaping  <b>Recommendation: Approval</b>	39 - 76  184 - 202
9	Hayes Civic Hall Car Park -  18520/APP/2017/4379	Townfield	Installation of metal powder coated guard fencing and lighting columns along perimeter of car park roof.  <b>Recommendation: Approval</b>	77 - 86  203 - 208
10	401 Uxbridge Road -  23799/APP/2017/4648	Townfield	Demolition of existing day care centre and erection of a new primary healthcare facility for two GP surgeries plus 2 storey residential scheme above comprising a total of 20 flats (4 x 1 bed, 14 x 2 bed and 2 x 4 bed), new car parking and all associated external works and landscaping  <b>Recommendation: Approval</b>	87 - 118  209 - 218
11	Battle of Britain Museum & Visitor Centre, Wren Avenue  - 585/APP/2017/4005	Uxbridge North	Retention of existing temporary visitors centre and external redecoration.  <b>Recommendation: Approval</b>	119 - 130  219 - 223
12	Battle of Britain Museum & Visitor Centre, Wren Avenue  - 585/APP/2017/4538	Uxbridge North	Installation of a 5.4m high sculpture of Sir Keith Park.  <b>Recommendation: Approval</b>	131 - 140  224 - 228

13	Battle of Britain Museum & Visitor Centre, Wren Avenue  - 585/ADV/2017/139	Uxbridge North	Erection of 18 x 6m high flag poles to hang flags such as the Hillingdon coat of arms, military or naval flags, royal cypher flags, flags produced specifically for special national events/occasional use (e.g. flags to mark royal weddings or historical military events), or any non-commercial flags which existed at the time of the Battle of Britain.  <b>Recommendation: Approval</b>	141 - 148  229 - 234
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**PART I - Plans for Major Applications Planning Committee      149 - 234**

# Agenda Item 3

## Minutes



HILLINGDON  
LONDON

MAJOR Applications Planning Committee

31 January 2018

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Jazz Dhillon, Henry Higgins, John Oswell, Brian Stead and David Yarrow</p> <p><b>LBH Officers Present:</b> Manmohan Ranger (Transport Consultant), Zenab Haji-Ismail (Principal Planning Officer), Mandip Malhotra (Strategic &amp; Major Applications Manager), Roisin Hogan (Planning Lawyer) and Neil Fraser (Democratic Services Officer)</p>
119.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillors Duncan and Morgan.</p>
120.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>None.</p>
121.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meetings held on 13 December 2017 and 10 January 2018 be approved as a correct record.</p>
122.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
123.	<p><b>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</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in public.</p>
124.	<p><b>11720/APP/2017/4058 - SIPSON RECREATIONAL GROUND</b> (<i>Agenda Item 6</i>)</p> <p><b>Replacement sports club building with associated external works.</b></p> <p>Officers introduced the report, and tabled an addendum. Officers confirmed that the application was for the replacement of a sports club building situated on recreational grounds.</p>

	<p>The proposed replacement building was deemed to offer an improvement on the current arrangements in terms of size, durability and flexibility, and was not felt to detract from the character and appearance of the surrounding area, or to cause unacceptable harm towards the amenities of neighbouring residents. The application was therefore recommended for approval.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved.</b></p>
125.	<p><b>10112/APP/2017/2077 - LONDON SCHOOL OF THEOLOGY</b> (<i>Agenda Item 7</i>)</p> <p><b>Erection of 12 apartments with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage following demolition of existing residential block and pair of semi-detached houses.</b></p> <p>Officers introduced the report, and confirmed that a permission had previously been granted for 9 units on site. The new proposal was for the rationalisation of internal space, with the addition of 3 further units, to a total of 12 units. A previous application for 10 units had been refused due to concerns relating to quality of accommodation for future occupiers of a 'study' room, though this was no longer a concern owing to improvements made to that unit space. Light to basement units was considered acceptable.</p> <p>It was confirmed that the application proposed no changes to the consented scheme, and would include a defensive level between the units at basement level and the communal amenity space to be used by the rest of the residents.</p> <p>The application included a contribution towards off-site affordable housing. This had been independently reviewed by the Council's surveyor, and would form part of the S106 agreement. Officers informed Members that registered providers sometimes found it difficult to deliver affordable housing on small sites and as a result, off-site contributions were a suitable alternative.</p> <p>The addendum was highlighted, which set out an amendment to condition 7 part 2 which confirmed that parking layouts would include 24 car parking spaces, inclusive of 2 disabled spaces, 2 motorcycle spaces, 5 active electrical charging points, and 5 passive electrical charging points.</p> <p>The officer recommended that the application be approved. This was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved, subject to addendum changes.</b></p>
126.	<p><b>5505/APP/2017/3179 - AIRLINK HOUSE</b> (<i>Agenda Item 8</i>)</p> <p><b>Variation of Conditions 2 (Approved Plans), 3 (Supporting Documents), 6 (Landscaping) and 13 (Car Parking) of planning permission ref: 5505/APP/2015/1546 dated 29/04/2017 (Erection of a 3 storey side extension to existing hotel and conversion of banqueting hall and first floor bathrooms to create a 52 bedroom hotel with associated undercroft driveway and car parking) to reflect changes to the internal layout, landscaping and fenestration</b></p>

	<p>Officers introduced the report, and confirmed that the application was for retrospective variation to conditions on an implemented site. Key changes were internal, where hotel rooms had been repositioned. It was confirmed that there were no changes to height or footprint, and permission for minor changes to landscaping, rear windows and a roof vent (facing away from residential properties) was sought.</p> <p>It was deemed that the minor changes sought would not affect local amenity and were in keeping with the character of the area. It was therefore recommended that the application be approved.</p> <p>Members sought clarity on the inclusion of charging points for electric vehicles. Officers confirmed that this had been conditioned as part of the prior consented application, and that this condition had since been discharged.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved.</b></p>
127.	<p><b>18218/APP/2017/3711 - KICHENER HOUSE</b> (<i>Agenda Item 9</i>)</p> <p><b>Retrospective Application) Variation of Conditions 2 (Approved Plans) of planning permission ref: 18218/APP/2013/2183 dated 14-02-2014 (Erection of a part single, two, three and 4 storey building to provide 23 residential units, consisting of 14 x 2 bedroom, 9 x 1 together with 250sqm of retail/commercial space, with associated parking, cycle and bin storage and amenity space, involving demolition of existing buildings) to provide 24 units (13 x 2 bedroom, 10 x 1 bedroom and 1 x studio).</b></p> <p>Officers introduced the report and tabled an addendum. Officers confirmed that the application was for a retrospective variation of conditions to previously approved plans. A formerly duplex unit had since been split into 2 units, comprising of a studio and a 1 bed unit. The units complied with Council standards, and there were no changes to external footprint, height or layout.</p> <p>A viability assessment had resulted in a contribution from the applicant towards off-site affordable housing. This was a change to the previously approved application, which had not included a contribution towards affordable housing. It was recommended that the application be approved.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved, subject to addendum changes.</b></p>
	<p>The meeting, which commenced at 6.00 pm, closed at 6.13 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Neil Fraser on 01895 250692. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

**The public part of this meeting was filmed live on the Council's YouTube**

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**Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.**



# Agenda Item 6

## Report of the Head of Planning, Sport and Green Spaces

**Address** 1 THE SQUARE FURZEGROUND WAY STOCKLEY PARK

**Development:** Erection of a side extension and roof extension including recladding of existing building, provision of new decked car parking including hard and soft landscaping and ancillary works.

**LBH Ref Nos:** 37506/APP/2017/4534

**Drawing Nos:** Noise Impact Assessment [Scotch Partners, November 2017]  
20.201 P1  
20.202 P1  
20.203 P1  
20.204 P1  
20.251 P1  
20.252 P1  
20.271 P1  
20.272 P1  
20.273 P1  
20.274 P1  
30.601 P1  
30.602 P1  
30.603 P1  
30.604 P1  
Energy Statement [Scotch Partners, December 2017]  
Transport Assessment [Cannerpo Associates, December 2017]  
Air Quality Assessment [Wardell Armstrong, December 2017]  
10.251 P1  
10.202 P1  
10.203 P1  
10.252 P1  
10.271 P1  
10.272 P1  
10.273 P1  
10.274 P1  
Arboricultural Impact Assessment [Broad Oak Tree Consultants, December 2017]  
Design and Access Statement [December 2017]  
Planning Statement [Smith Jenkins, December 2017]  
10.201 P1  
TM303LS01  
TM303L01  
Tree Removal Plan  
00.101 P1  
Covering Letter [Smith Jenkins, 15 December 2017]

**Date Plans Received:** 15/12/2017                      **Date(s) of Amendment(s):**

**Date Application Valid:** 19/12/2017

## **1. SUMMARY**

This application relates to an existing office building within Stockley Park. The application proposes a comprehensive refurbishment, recladding and a single storey and side extensions to provide 2,360 sqm GIA of office floorspace. Also proposed is a decked car park and associated hard and soft landscaping.

The proposal is considered to provide a high quality design that is appropriate and reflects the character of Stockley Park. The application is deemed to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and subject to the attachment of appropriate conditions is recommended for approval.

## **2. RECOMMENDATION**

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

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

**Non-monetary contributions:**

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

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

**Monetary contributions:**

**iii) Highways Contribution £90,000 to local highway improvements**

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

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

**C) If the Legal Agreements have not been finalised by 20 March 2018 (or such other time frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:**

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

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

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 20.201 P1, 20.202 P1, 20.203 P1, 20.204 P1, 20.251 P1, 20.252 P1, 30.601 P1, 30.602 P1, 30.603 P1, 20.271 P1, 30.604 P1, 20.272 P1, 20.273 P1, 20.274 P1, TM303LS01, and TM303L01 and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**3 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents: Covering Letter [Smith Jenkins, 15 December 2017], Planning Statement [Smith Jenkins, December 2017], Design and Access Statement [December 2017], Arboricultural Impact Assessment [Broad Oak Tree Consultants, December 2017], Tree Removal Plan, Transport Assessment [Canerpo Associates, December 2017], Energy Statement [Scotch Partners, December 2017], Noise Impact Assessment [Scotch Partners, November 2017] and Air Quality Assessment [Wardell Armstrong, December 2017].

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

**REASON**

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

#### **4 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 BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **5 RES10 Tree to be retained**

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

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

#### **REASON**

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

#### **6 RES8 Tree Protection**

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

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

of 1.5 metres.

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

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

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

#### REASON

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

#### **7 RES9 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 Secure Cycle Storage for 58 spaces
  - 2.c Means of enclosure/boundary treatments for the decked car park
  - 2.d Car Parking Layouts including layout of 12 disabled car parking spaces, 13 active and 7 passive electric vehicle charging points and 12 motor cycle 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 surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation
6. Other
  - 6.a Existing and proposed functional services above and below ground

## 6.b Proposed finishing levels or contours

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

### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 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 COM17 Control of site noise rating level**

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

### REASON

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

## **9 COM16 Scheme for site noise control**

Prior to use, machinery, plant or equipment and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

### REASON

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

## **10 COM30 Contaminated Land**

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

### REASON

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



**11 OM19 Construction Management Plan**

Prior to commencement of the development hereby approved, a construction management plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

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

**REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**12 COM15 Sustainable Water Management**

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

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

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

**REASON**

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

**13 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 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.

**14 H6 Car parking restriction**

The car parking arrangements hereby approved shall only be used by the occupiers or visitors to the office. The car parking shall not be sold or leased to third parties.

**REASON**

To ensure that adequate facilities are provided in accordance with Policies AM14, AM15 and the parking standards as set out in the adopted Hillingdon Unitary Development Plan Saved 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 (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.
AM15	Provision of reserved parking spaces for disabled persons
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE25	Modernisation and improvement of industrial and business areas
LE2	Development in designated Industrial and Business Areas
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.2	(2016) Offices

LPP 6.9	(2016) Cycling
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 7.19	(2016) Biodiversity and access to nature
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
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**

1. Induction loops should be specified to comply with BS7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.
4. The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to ensure that all reasonable provisions to improve accessibility are included as part of any refurbishment works.

#### **5**

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.

## 6

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.

## 7

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](mailto: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](http://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 building comprises 4,250 GEA of office space (Use Class B1) and was designed by Eric Parry Architects and was completed in 1991. It was the first building completed of the second phase of Stockley Park and consists of two storeys over ground and first floors with a sunken plant area at roof level. The site occupies a plot extending 0.93ha fronting The Square. Car parking is located to the south and a lake to the west. The primary entrance into the building is on its western elevation. The building consists of two office wings angled off a central double height atrium reception area. The building is set within a high quality landscaped setting, with the landscaping maintained by the Stockley Park Estates Company.

Stockley Park is a large office and industrial park located within an Industrial & Business Area, as identified in the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and falls inside of the Heathrow Opportunity Area as defined in the London Plan.

The surrounding area is made up of commercial offices buildings built sometime in the latter part of the 20th Century. The business park was constructed between 1984 and 1998 as the UK's first out of town business park occupying 150 acres with 25 buildings that provide 165,000 sqm of office space. It was designed in tandem with a detailed landscape masterplan for the site, which is a notable feature of the park.

The park was planned to be completed in three phases. Phases 1 and 2 are already complete, whilst Phase 3 was granted planning permission in September 2015 under application reference 37977/APP/2015/1004. Phase 3 will provide a significant uplift of up to 45,000 sqm of new floorspace for light industrial, storage and distribution uses. The buildings at Stockley Park range in height from two to four storeys and sit in their own landscaped setting.

The site has a public transport accessibility level (PTAL) of 2 and is within a developed area as designated by the policies contained within the Hillingdon Local Plan (November 2012).

### 3.2 Proposed Scheme

The proposed development for which planning permission is sought comprises:

- A single storey roof and side extension to provide 2,360 sqm GIA additional office floor space.

- A comprehensive refurbishment of the existing office and re-cladding. The building's existing envelope and cladding will be removed and fully re-clad with new curtain walling to improve the thermal insulation of the building and bring it upto modern standard. Inclusion of a recessed roof terrace.

- 62 additional car parking spaces are being provided through the addition of a single storey decked car park. This includes the provision of 12 disabled car parking spaces, 13 electric vehicle charging points, a further 6 spaces with passive provision and 12 motorcycle parking spaces. The structure will comprise of a living wall to blend into the high quality landscape of Stockley Park. The proposal also includes the increase in cycle parking spaces to 58 spaces with shower and changing facilities provided within the building. Landscaping within the car park will be altered through removal of 34 trees (young London Planes) and one section of young Hornbeam hedge, all of which are either category C or U (of poor quality or dying), and their replacement with a colonnade of closely planted fastigate trees to the lake frontage, other tree planting, and climbing plants to three sides of the car park deck.

- New landscaping is being provided on all sides to improve the prominence of the building and its relationship with the lake feature to the west. New paving and lighting is proposed in this area, combined with an architectural feature in the form of 'fins' extending from the building entrance towards the car park, and new soft landscaping. To the north a new soft and permeable landscape treatment is proposed to improve the relationship with Furzeground Way.

### 3.3 Relevant Planning History

37506/APP/2001/337      1 The Square Furzeground Way Stockley Park  
ERECTION OF A NEW PLANT ENCLOSURE

**Decision:** 15-03-2001    Approved

37506/APP/2002/1256    1 The Square Furzeground Way Stockley Park  
INSTALLATION OF WALKWAY WITH RAILINGS OVER SUNKEN FLOWERBEDS

**Decision:** 26-07-2002 Approved

37506/APP/2003/2145 1 The Square Furzeground Way Stockley Park

WIDENING OF EXISTING CAR PARK ENTRANCE AND INSTALLATION OF A RISING BARRI  
FOR VEHICULAR ACCESS

**Decision:** 29-10-2003 Approved

37506/APP/2008/2934 1 The Square Furzeground Way Stockley Park

Provision of brise soleil to external elevations of building, new entrance lobby/canopy to westerr  
elevation and replacement chiller unit plant area on roof

**Decision:** 04-12-2008 Approved

37506/APP/2009/1134 1 The Square Furzeground Way Stockley Park

Installation of front entrance canopy and chiller units and louvred screen to roof.

**Decision:** 22-07-2009 Approved

37506/APP/2011/2991 1 The Square Furzeground Way Stockley Park

Installation of air conditioning condenser units

**Decision:** 09-02-2012 Approved

#### **Comment on Relevant Planning History**

#### **4. Planning Policies and Standards**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2016)  
National Planning Policy Framework

#### **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:

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
BE13	New development must harmonise with the existing street scene.
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LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.2	(2016) Offices
LPP 6.9	(2016) Cycling
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 7.19	(2016) Biodiversity and access to nature
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **29th January 2018**

**5.2** Site Notice Expiry Date:- **29th January 2018**

## **6. Consultations**

### **External Consultees**

This application was consulted upon and a site notice was displayed between 08/01/2018 and

29/01/2018. No objections were received to this application.

Highways England

No objections.

#### **Internal Consultees**

##### SUSTAINABILITY

The Officer raised no objection to this application.

##### CONSERVATION

No objections.

##### LANDSCAPE ARCHITECT

The proposals are understood to have been the subject of pre-application discussion. A tree report and arboricultural implications assessment has been prepared by Broad Oak tree Consultants. The report has identified and assessed a total of 66 individual trees and linear groups. There are no 'A' grade trees and only 4 'B' grade: G1 a group of limes, T2 horse chestnut, T3 horse chestnut and T66 a pine.

There are 24 'U' grade trees whose poor condition, value and short useful life expectancy justifies removal. The remaining trees are 'C' grade - whose quality and value would not generally be seen as a constraint to site development.

The report confirms (table 9.1) that all A and B grade trees will be retained and protected. 10 individual and part of one group of C grade trees will be removed together with the 24 U grade trees.

Tree protection details have been provided to safeguard the retained trees during the construction phase. A Landscape Design Statement, by Turkington Martin, describes the site and the key design objectives. In addition to removing tired / failing plants the design seeks to enhance the road frontage and entrance landscape, soften / screen the new decked car park and improve the lack frontage.

The proposed planting mix introduces some new species to the existing restrained palette. Tree removals and new / replacement landscape proposals have been summarised on Turkington Martin's 'Tree Removals' plan ref. TM303L02 Plan' e'Landscape Proposals' plan ref. TM303L01. The masterplan proposals include approximately 30 new /replacement trees, shrubs and herbaceous perennials.

The proposals continue the landscape-led spirit of Stockley Park and are in accordance with saved policy BE38. No objection subject to conditions RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

##### FLOOD WATER MANAGEMENT

This is a major application due to the size. Although the planning statement refers to the adequate capacity within the Stockley Park System not details are provided of this review. The system will not have been designed to current standards and it is critical that there is reliance in any system to allow for and manage for example climate change. SuDs should therefore be incorporated within the landscaping works being undertaken.

## HIGHWAYS

There is an existing Travel Plan for Stockley Park that is in place to try to limit the amount of car borne commuting that occurs on the business park. The site has a PTAL of 2 (poor) so there is a strong chance of car commuting on the site. The existing office building has an area of 4250 sq.m (GEA) along with 164 car parking spaces which equates to 1 space per 25 sq.m. The applicant has supplied a Transport Statement by Caneparo Associates in support of the application.

The proposal is to increase the floor area by 2250 sq.m GEA and provide an additional 59 car parking spaces resulting in a total area of 6500 sq.m and 223 spaces (1 space per 29 sq.m). This figure shows a small car parking rate reduction but the figure is still considerably greater than the existing rate for B1 use of 1 car parking space per 100sq.m.

The applicant suggests they will increase cycle parking on site to 46 spaces which is supported. Other cycle related facilities on the site will also be increased. The TS estimates that the proposal will add another 33 AM peak hour car trips and 27 PM car trips. This level of activity will then add to the existing queues in and out of the area at peak times. The TS goes on to suggest that the Stockley Park Travel Plan has achieved some success in reducing travel by car in the past and a 15% reduction would be expected in the future.

The TS suggests there will be Travel Plan initiatives enacted as part of the overall package of measures including cycle parking. There have been similar increases in office space approved by the Council in the recent past at Stockley Park. The Council is planning on upgrading access junctions to the business park using developer contributions and we would expect this applicant to make a financial contribution of £90,000 to local highway improvements as part of the expansion.

## AIR QUALITY

This application is air quality neutral, however it brings additional vehicles onto the network as below, with a total of additional 465 Annual Average Daily Traffic flows, which may have an impact on the adjacent Hays Focus Area. The following condition will be required.

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall include standard mitigation plus the following components:

- Travel plan including mechanisms for discouraging high emission vehicle use and encouraging the uptake of low emission fuels and technologies
- A Welcome Pack available to all new staff online and as a booklet, containing information and incentives to encourage the use of sustainable transport modes
- Eco-driver training and provision of eco-driver aid to all staff
- Car club provision within development or support given to local car club/eV car clubs
- Designation of parking spaces for low emission vehicles
- Adequate provision of secure cycle storage; offer season ticket loans to staff; and offer tax-free loans to allow for the purchase of cycle for travel to work, or sign up to the government's cycle to work scheme
- Differential parking charges depending on vehicle emissions for staff
- Public transport subsidy for employees
- All commercial vehicles should comply with either current or previous European Emission Standard
- Fleet operations should provide a strategy for considering reduced emissions, low emission fuels and technologies
- Use of ultra low emission service vehicles

## ACCESS

Twelve accessible parking bays are shown on plan and are shown on plan to be within close proximity of the proposed entrance. A new toilet block is proposed within the extended element and two passenger lifts are shown on plan, which would also provide access to the proposed new second floor. No objections are raised from an accessibility standpoint at this early planning stage, however, the following informative should be attached to any grant of planning permission.

### Recommended Informatives

1. Induction loops should be specified to comply with BS7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.
4. The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to ensure that all reasonable provisions to improve accessibility are included as part of any refurbishment works.

### EPU

I do not have any objections to the development and suggest the following conditions should you be mindful to grant the application.

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works.

Prior to commencement of the development hereby approved, a construction management plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site.

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment.

Prior to use, machinery, plant or equipment and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration.

NATS

No response received to date.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Policy E1: Managing the Supply of Employment Land states: "The Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL) including the designation of 13.63 hectares of new employment land." Stockley Park is shown indicatively as a Locally Significant Employment Location (LSEL).

The London Plan (2016) identifies Stockley Business Park as part of the Heathrow Opportunity Area. It notes that the park has a particular draw for a diverse range of offices, including marketing, research and development. It also provides headquarters for prestigious national and European organisations.

The business park was designated as an Industrial and Business Area (IBA) by the Local Plan: Part Two (November 2012), and continues to be one of the preferred locations for new office development. The principle of office use within the site is therefore well established. The principle of the decked car park to service the extended office and landscaping alterations is considered acceptable subject to compliance with relevant planning considerations.

### **7.02 Density of the proposed development**

Not applicable to the determination of this application.

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

This site is not Listed nor does it lie within a Conservation Area.

### **7.04 Airport safeguarding**

This application is awaiting comments from NATS. This will reported through the addendum.

### **7.05 Impact on the green belt**

Not applicable as the site lies outside the Metropolitan Green Belt.

### **7.07 Impact on the character & appearance of the area**

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development that would fail to harmonise with the character of an area. New developments are expected to complement the amenity of the area.

The existing building is situated on a prominent site and features a low horizontal form. The majority of the existing building is clad with a capped curtain walling system, with silicone bonded glass block panels dividing the bands of windows. The building is as originally constructed and currently the building is not thermally efficient and now needs to be brought up to relevant standards. The building is prone to overheating in the summer and appearance of the existing building is underwhelming and somewhat hidden. The entrance to the building is also perceived to be weak and the building's lakeside setting underutilised

The height of buildings in Stockley Park in Phase 1 range from 2 storeys up to 3 storeys, while the buildings completed later in Phase 2 are generally higher with the majority 4 storeys. The proposal would raise the building from two storeys to three. The proposed increase in height is considered to be appropriate within the context of this part of Stockley Park.

This application proposes a comprehensive refurbishment and the complete re-cladding of the building. The proposed design retains the strong horizontal emphasis and introduces a vertical emphasis to the entrance as a visual marker as for the entrance of the building. The vertical fins are proposed to be light in colour and extend up over the terrace and reappear to the rear part of the building. The horizontal bands give the building texture and colour and the proposed fins provide a clear visual marker. The proposed roof terrace is recessed overlooking the entrance and lake, this is considered to be acceptable given its low profile.

The proposed decked car park is considered to be unique for Stockley Park which will be screened. This application seeks to use a combination of climbing plants and new trees to integrate this addition into the high quality landscape of Stockley Park. The proposal also provides enhanced hard landscaping and features such as timber seating, lighting and architectural fins between the car park and the approach to the entrance to enliven this space.

Overall it is considered that the comprehensive refurbishment, the recladding and landscaping would provide high quality design and the proposal accords with the requirements of Policy BE1 of the Local Plan: Part 1 (November 2012) and Policies BE13 and BE19 of the Local Plan Part Two (November 2012).

#### **7.08 Impact on neighbours**

The NPPF encourages positive planning to achieve high-quality architecture, reflective of local surroundings and materials with a good standard of amenity for all existing and future occupants of land and buildings (paras. 12 and 58).

The nearest residential unit is approximately 500m away. It is considered that given the scale of the proposal and the site's context, the proposal would not result in harm to the amenity of neighbouring occupiers.

#### **7.09 Living conditions for future occupiers**

Not applicable to the determination of this application.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**



Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

Furzeground Way is a private road within the Stockley Park Business Estate. There is an existing Travel Plan for Stockley Park that is in place to try and limit the amount of car borne commuting that occurs on the business park. The site has a PTAL of 2 (poor) so there is a strong chance of car commuting on the site. The existing office building has an area of 4250 sq.m (GEA) along with 164 car parking spaces which equates to 1 space per 25 sq.m.

The proposal is to increase the floor area by 2,250 sq.m and an additional 59 car parking spaces resulting in an area of 6,500 sq.m and 223 spaces (1 space per 29 sq.m). This figure shows a car parking rate reduction but the figure is still considerably greater than the existing rate for B1 use of 1 car parking space per 100sq.m. This level of car parking is considered acceptable.

It is intended to increase cycle parking and other cycle related facilities on the site. The Transport Statement (TS) estimates that the proposal will add another 33 AM peak hour car trips and 27 PM car trips. This level of activity will then add to the existing queues in and out of the area at peak times, which cause considerable problems at Stockley Park at present.

The TS goes on to suggest that the Stockley Park Travel Plan has achieved some success in reducing travel by car in the past and a 15% reduction would be expected in the future. The TS suggests there will be Travel Plan initiatives enacted as part of the overall package of measures including cycle parking.

A highways contribution is being sought towards improvements to the capacity of the junction between Bennetsfield Road and Stockley Park roundabout. The improvements would provide a dedicated left turn allowing free movement of traffic. A design is in place and given that this application would result in an increase in congestion, it is considered that £90,000 is an appropriate contribution towards junction improvements.

#### **7.11 Urban design, access and security**

Urban Design has been discussed within section 7.07 of the report.

#### **7.12 Disabled access**

The reconfiguration and extension to the reception will create a more more accessible entrance to the building through more generous circulation/ reception space and a larger reception desk. This application seeks to provide 12 disabled car parking spaces in close proximity to the proposed office. The Access Officer has raised no objection to the proposal.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to the determination of this application.

#### **7.14 Trees, landscaping and Ecology**

Policy BE38 of the Local Plan: Part Two (November 2012) expects developments to retain and utilise the topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

The Stockley Park business campus features distinctive landscaping features which follows a design code for the whole site. The plane trees in the rear car park have fallen into decline and do not complement the general standard of horticulture excellence seen across the Stockley Park campus.

The applicant has supplied a Arboricultural Impact Assessment (AIA) prepared by Broad Oak Tree consultants. The report has identified and assessed a total of 66 individual trees and linear groups. There are no Grade A trees and only 4 Grade B trees. There are 24 category U trees whose poor condition and value and short life expectancy justifies removal.

The applicant has provided a landscaping strategy which seeks to enhance the landscaping to improve the road frontage, improve the landscaping to the entrance of the site and around the proposed decked car park. The landscaping proposal is considered to be in keeping with the character of the Stockley Park and is considered to minimise the visual impact of the decked car park. The proposal is considered to accord with Policy BE38 of the Local Plan: Part Two (November 2012).

#### **7.15 Sustainable waste management**

The existing waste collection arrangements are proposed to remain operational for the proposed office.

#### **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy. The building currently has an EPC that is a very low E and is at risk of not being able to let the building from April 2018 without energy improvement.

The proposal incorporates a range of measures to achieve an energy rating of A. The proposed measures include:

- The replacement of the facade with modern, high specification curtain walling and glazing systems will increase insulation and thermal performance of the building;
- Passive solar control measures will be integrated into the design to minimise unwanted solar gains and minimise the need for comfort cooling;
- Replace all plant with new high efficiency systems, incorporating air source heat pumps, low resistance air distribution system and variable speed fans, to effect a substantial reduction in emissions arising from mechanical plant;
- Reduce water consumption through water efficient sanitary-ware, including showers and WCs as the major consumers of potable water in office buildings; and
- Provision of electric charging.

The proposal is considered to comply with the requirements of Policy 5.2 of the London Plan (2016).

#### **7.17 Flooding or Drainage Issues**

Policy 5.13 of the London Plan (2016) requires developments to utilise Sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.

The planning statement refers to the adequate capacity within the Stockley Park System not details are provided of this review. The drainage officer considers systems will not have been designed to meet current standards and it is critical that there is reliance in any system to allow for and manage for example climate change. SuDs should therefore be incorporated within the landscaping works being undertaken. An appropriately worded

condition is included.

#### **7.18 Noise or Air Quality Issues**

Policy 7.14 of the London requires developments to promote sustainable transport, sustainable design and construction and be at least air quality neutral.

An Air Quality Assessment was submitted in support of this application and has been reviewed by the relevant officer. This application is Air Quality neutral. There is an increase in car parking and as such a Travel Plan requirement is secured within the Section 106 Legal Agreement.

Noise

The relevant officer has raised no objection to this application subject to appropriately worded conditions relating to machinery or plant which maybe required at the site.

#### **7.19 Comments on Public Consultations**

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

#### **7.20 Planning obligations**

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

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

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

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

Non-monetary contributions:

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

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

Monetary contributions:

iii) Highways Contribution £90,000 to local highway improvements

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

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

#### **7.21 Expediency of enforcement action**

Not applicable to the determination of this application.

#### **7.22 Other Issues**

None identified.

### **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**

This application proposes a comprehensive refurbishment, recladding and a single storey and side extensions to provide 2,360 sqm GIA of office floorspace. Additional car parking is provided through a decked car park and associated hard and soft landscaping.

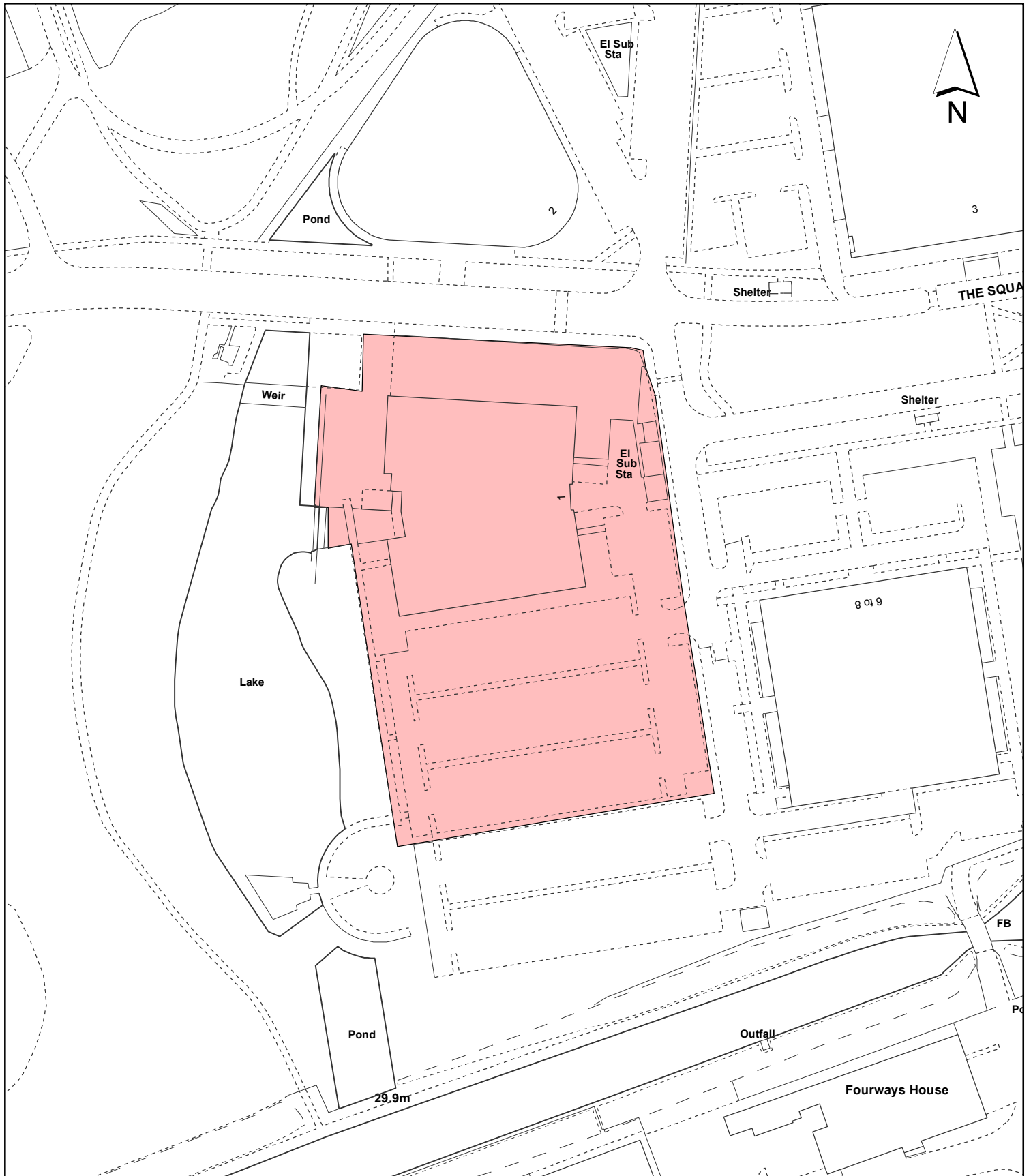
This proposal is considered to provide a high quality design and landscaping that is appropriate and reflects the character of Stockley Park. This application is deemed to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and subject to the attachment of appropriate conditions is recommended for approval.

#### **11. Reference Documents**

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

**Contact Officer:** Zenab Haji-Ismail

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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

Planning Application Ref:  
**37506/APP/2017/4534**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 28**

Date:  
**February 2018**



**HILLINGDON**  
 LONDON



## Report of the Head of Planning, Sport and Green Spaces

**Address** SUMMIT CENTRE SKYPORT DRIVE HARMONDSWORTH

**Development:** Provision of 1.8 metre high metal palisade fence and automated gates to control access to service yards associated with Units 1-6.

**LBH Ref Nos:** 9420/APP/2017/4321

**Drawing Nos:**  
S1.AP(0)01  
AE(0)10  
S1.AP(2)01 Rev A  
AE(2)10 Rev A

**Date Plans Received:** 29/11/2017                      **Date(s) of Amendment(s):** 29/11/2017  
**Date Application Valid:** 29/11/2017                      25/01/2018

### 1. SUMMARY

The proposed development would be consistent with the industrial nature of the site and would have a minimal impact on the wider surroundings due to its sympathetic positioning, external finish and the screening offered by existing landscaping.

The proposed fencing would improve security and functionality within the overall complex.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### 1 COM3 Time Limit

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

#### REASON

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

#### 2 COM4 Accordance with Approved Plans

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

S1.AP(2)01 Rev A;  
AE(2)10 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).

#### 3 NONSC Non Standard Condition

The fencing and gates hereby approved shall be finished in Merlin Grey (RAL 180 40 05)



and maintained as such in perpetuity.

#### REASON

To soften the visual impact of the fencing and gates in accordance with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### INFORMATIVES

#### 1 I52 Compulsory Informative (1)

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

#### 2 I53 Compulsory Informative (2)

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
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
OL5	Development proposals adjacent to the Green Belt
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework

#### 3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in

order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

#### **4 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).

#### **5 I47A Damage to Verge - For Private Roads:**

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The Summit Centre occupies an approximately 3.2ha site, and consists of six single storey industrial/warehouse units (with ancillary mezzanine office space) arranged within a broad U -shape, with a central service yard. Additional service yard space, as well as off street car parking is positioned around the outer part of the site. There is also landscaping in place consisting tree and hedge planting, grass verges, banks and walls and fencing to all site boundaries.

To the north of the site are open fields which surround the village of Harmondsworth and form part of the green belt. The site is bounded to the north by Skyport Drive, beyond which are open fields falling within the Green Belt. To the east there is a pocket of residential dwellings on Pinglestone Close and Zealand Avenue. To the south, on the other side of the by-pass, is Heathrow Airport and associated ancillary buildings whilst to the west there are further industrial buildings and other commercial development.

Access to units 1, 2, 3, 5 and 6 is provided from Skyport Drive, with three separate crossovers provided, one of which was recently approved under application 9420/APP/2016/3974. Unit 4 has its own car park and service yard which is accessed from Hatch Lane, on the eastern side of the site.

The entire site falls within the Heathrow/A4 Industrial and Business Area (IBA) as designated in the Hillingdon Local Plan. It also falls within an Air Quality Management Area (AQMA) and parts of the site are known to suffer from surface water pooling. Hatch Lane is designated as a London Distributor Road and the A4 is designated as a Strategic Route.

### 3.2 Proposed Scheme

The proposal involves the installation of palisade fencing in order to enclose and secure the various service yard spaces within the overall complex. There would be two enclosed yards to the northern end of the site, serving units 1 and 6 respectively. The central service yard would be fenced across to provide an enclosed yard serving units 2, 3 and 5. The yard serving unit 4, at the southern end of the site, is already enclosed.

The proposed fencing would be fabricated in metal and be a uniform height of 1.8 metres. Automatic gates of a similar height and design would be provided to allow for vehicular access to the service yard as well as pedestrian gates. Access to the existing car parking areas within the site would not be affected.

### 3.3 Relevant Planning History

9420/APP/2016/3974 Summit Centre Skyport Drive Harmondsworth

Formation of new access from Skyport Drive to Car Park for Units 5 and 6 and changes to car parking layouts and changes to north elevation of Units 1 and 6 to enable installation of roller shutters, general layout revisions and provision of new landscaping.

**Decision:** 31-01-2017 Approved

9420/APP/2017/2799 Summit Centre Skyport Drive Harmondsworth

Details pursuant to condition 9 (cycle storage) of planning permission ref. 9420/APP/2016/3974 dated 31-01-2017 (Formation of new access from Skyport Drive to Car Park for Units 5 and 6 and changes to car parking layouts and changes to north elevation of Units 1 and 6 to enable installation of roller shutters, general layout revisions and provision of new landscaping)

**Decision:** 15-09-2017 Approved

#### Comment on Relevant Planning History

Access and landscaping modifications were recently approved under application 9420/APP/2016/3974. This included the loss of car parking spaces to the north of units 1 and 6 to allow for additional service yard space to be provided.

## 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

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
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LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **12th January 2018**

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

## **6. Consultations**

### **External Consultees**

Planning notices were displayed adjacent to the site and the owners/occupiers of neighbouring properties were sent letters informing them of the application and inviting comments. The consultation period closed on the 12th of January 2018.

No letters of representation from members of the public have been received.

Given the location and nature of the proposal, there was no requirement for any other external parties to be consulted.

### **Internal Consultees**

LANDSCAPES:

Palisade is already in use on the site. The shiny galvanised finish will be more muted - finished in dove grey. This will provide a more discrete finish - much of which should be hidden by planting. No objection.

HIGHWAYS:

The proposals involve a new fence and automated gates to control access to Units 1-6 within the site. I cannot see that the proposed changes will have any significant impact on the performance of the external road network. On the basis of the above comments I do not have significant highway concerns over the proposals identified in the above application.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The site is located within a designated Industrial and Business Area (IBA) and, as such, subject to Policy LE 2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). This policy resist development within IBA's that result in any loss of business, industrial and / or warehousing uses.

The proposed development would enhance a sizeable existing industrial use and therefore complies with this Policy.

Policy LE 7 stipulates that development proposals for industrial uses should provide planning benefits and goes on to list a number of potential areas in which benefits could be provided, one of which is improvements to site layout and access arrangements.

Similarly, Policy BE 25 of the Local Plan, requires the local planning authority will seek to ensure modernisation and improvement of industrial and business areas through careful attention to the design and landscaping of buildings and external spaces.

It is considered that the proposed development would improve the site layout and, therefore, is in accordance with these policies.

### **7.02 Density of the proposed development**

Not applicable as the application does not relate to residential development.

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

Not applicable as the site is not subject to any special heritage designations.

### **7.04 Airport safeguarding**

Not applicable due to the nature of the development and the location of the site.

### **7.05 Impact on the green belt**

The site is located opposite green belt land which extends to the north. Given the modest scale of the development and the screening that would be provided by existing site landscaping, it is not considered that the character and setting of the adjacent green belt land would be compromised.

The proposed development therefore complies with Local Plan Policy OL 5.

### **7.07 Impact on the character & appearance of the area**

The proposed fencing would not have any significant visual presence within the street scene or the wider surrounding area on account of its modest height of 1.8 metres, which is similar to the height of a domestic garden fence and the wire mesh fencing flanking the opposite side of Skyport Drive, the permeable nature of the fencing, the screening that would be offered by existing site landscaping and the fact that there is similar style fencing already installed within the site.

The style of fencing would be consistent with that expected to be seen on an industrial site. Its visual impact would be further minimised through the use of a matt grey finish, which would be secured by planing condition, that would ensure that it blended in with surrounding buildings and skyline.

It is therefore considered that the proposed development would be in accordance with Policy BE 13 of the Local Plan.

### **7.08 Impact on neighbours**

The nearest neighbouring residential properties are those on Hatch lane, approximately 23 metres to the east of the site. The fencing would not be positioned adjacent to any

neighbouring residential properties and, therefore, would not appear overbearing or oppressive or cause undue levels of overshadowing.

As such, the proposed development complies with Local Plan Policies BE 20, BE 21 and BE 24.

**7.09 Living conditions for future occupiers**

Not applicable.

**7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The proposed fencing would not restrict or obstruct access to any of the car parking areas provided on the site, all of which would have direct, gate free access from Skyport Drive and Hatch Lane.

The proposed fencing would enable the service yard areas to be more clearly delineated, reducing the potential of conflict between cars, pedestrians and heavy goods vehicles. By controlling access, there would also be a reduced possibility of conflict between vehicles entering and leaving the service yards.

The gates would not be positioned directly adjacent to the road and, as such, vehicles waiting for access would not obstruct the carriageway on Skyport Drive and, therefore, not be hazardous to traffic and pedestrian movements.

It is therefore considered that the proposed development satisfies Local Plan Policies AM 7 and AM 14 and Policy 6.13 of the London Plan (2016).

**7.11 Urban design, access and security**

The proposed fencing would provide additional security within the service yards by enclosing the service yards and through controlling access.

As such, it is considered that the proposal corresponds with Local Plan Policy BE 18 and London Plan Policy 7.3.

**7.12 Disabled access**

Not applicable.

**7.13 Provision of affordable & special needs housing**

Not applicable.

**7.14 Trees, landscaping and Ecology**

The proposed fencing would not result in any significant removal of soft landscaping, with the only area affected being a section of shrubbery and hedging adjacent to the northern elevation of unit 1 which would be only slightly affected by the fence crossing over it. The site landscaping would also not be visually compromised as the proposed fencing would be positioned behind it, allowing it to provide an effective and visually sympathetic green screen to the fencing.

It is therefore considered that the proposed development complies with Policy BE 38 of the Local Plan.

**7.15 Sustainable waste management**

Not applicable.

**7.16 Renewable energy / Sustainability**

Not applicable.

**7.17 Flooding or Drainage Issues**

Not applicable.



### **7.18 Noise or Air Quality Issues**

Not applicable.

### **7.19 Comments on Public Consultations**

No comments received from members of the public.

### **7.20 Planning obligations**

It is not considered that the proposed development would have any impact that would require obligations to be secured by way of a legal agreement.

No additional floor space would be created and, therefore, the development would not be subject to any CIL charge.

### **7.21 Expediency of enforcement action**

Not applicable.

### **7.22 Other Issues**

No other 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.

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### **Equalities and Human Rights**

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of



opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

**9. Observations of the Director of Finance**

Not applicable.

**10. CONCLUSION**

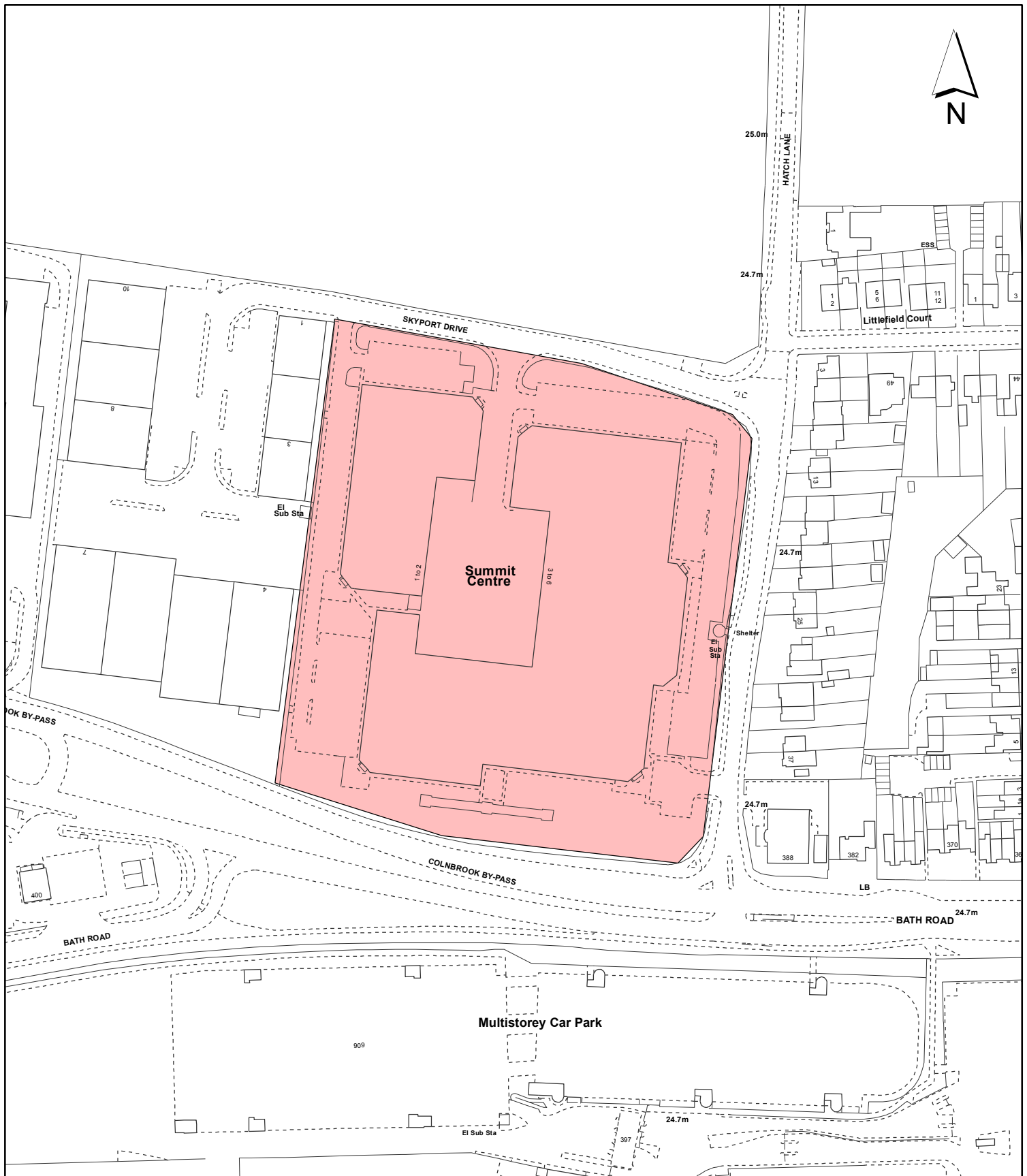
The proposed development complies with relevant planning policies and it is therefore recommended for approval, subject to the conditions set out in this report.

**11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
The London Plan (2016)  
National Planning Policy Framework (NPPF)

**Contact Officer:** James McLean Smith

**Telephone No:** 01895 250230



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 Site boundary

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**LONDON BOROUGH  
 OF HILLINGDON**  
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 Telephone No.: Uxbridge 250111

Planning Application Ref:

**9420/APP/2017/4321**

Scale:

**1:2,000**

Planning Committee:

**Major Page 38**

Date:

**February 2018**



**HILLINGDON**  
 LONDON

## Report of the Head of Planning, Sport and Green Spaces

**Address** ACOL CRESCENT EARLY LEARNING CENTRE ACOL CRESCENT  
RUISLIP

**Development:** Demolition of all existing buildings and replacement with new part two, part three-storey building accommodating 33 (14 x 1 bedroom and 19 x 2 bedroom) social housing flats with associated access, parking and landscaping

**LBH Ref Nos:** 67607/APP/2017/4627

**Drawing Nos:** APL015 (Fully Wheelchair Adoptable Flats)  
APL016 (Fully Wheelchair Adoptable Flats)  
APL017 (Fully Wheelchair Adoptable Flats)  
APL001 Rev.C (Site Location Plan)  
Tree survey and Arboricultural Impact Assessment, prepared by Simon Pryce Arboriculture dated 17/01/17  
APL007 Rev.B (Front Elevation)  
APL010 Rev.B (Sections A-A & B-B)  
APL011 Rev.B (Section Through Site)  
APL012 Rev.C (Visuals)  
APL013 Rev.A (Site Elevations as Existing)  
APL002 Rev.A (Topographical Survey)  
16/100 Rev.A (Tree Survey and Tree Protection Plan)  
Planning Daylight, Sunlight & Overshadowing Report, prepared by BLDA Consultancy dated 08/12/17  
Acoustic Design Statement, prepared by Energist UK dated 22/11/17  
Archaeological Desk Based Assessment, prepared by CgMs dated November 2017  
Extended Phase 1 Habitat Survey and Bat Building Inspection, prepared by SES dated 07/11/16  
Transport Statement, prepared by PFA dated 20/12/17  
Planning Statement, prepared by Pegasus Group dated December 2017  
Energy Strategy Rev.B, prepared by Energist London dated 15/12/17  
Flood Risk Assessment & Drainage Statement Rev.B, prepared by Infrastruct CS Ltd dated 29/01/17  
Air Quality Assessment, prepared by Aether dated 12/01/18  
Design & Access Statement Rev.A, prepared by Hunters dated 07/02/18  
APL009 Rev.C (Side Elevations)  
APL008 Rev.D (Rear Elevation)  
APL006 Rev.E (Second Floor Plan and Roof Plan)  
APL005 Rev.D (Ground Floor Plan and First Floor Plan)  
APL004 Rev.E (Landscape Plan)  
APL003 Rev.G (Site Plan)

<b>Date Plans Received:</b>	21/12/2017	<b>Date(s) of Amendment(s):</b>	19/01/2018
<b>Date Application Valid:</b>	22/12/2017		07/02/2018
			21/12/2017

### 1. SUMMARY

This application seeks full planning permission for the redevelopment of the former South

Ruislip Early Years Centre in Acol Crescent, South Ruislip, to provide a new part two, part three-storey building accommodating 33 social housing flats with associated access, parking and landscaping.

Planning permission (ref: 65847/APP/2014/427) was previously granted for the redevelopment of the site to provide 28 social and supported housing units in 2014. That application expired on 06/06/17. Following expiry of that consent prior approval (ref: 67607/APP/2017/2529) for demolition of the existing buildings on the site was sought. It was determined that prior approval for demolition was not required on 21/11/17. At the time of writing demolition works are underway.

There has been no significant change in policy since 2014 which deem residential use of the site no longer acceptable and, accordingly, no objection is raised to the principle of the development.

The scheme would achieve an appropriate appearance within the street scene, provide an appropriate landscape setting, appropriate living conditions for future occupiers and have no unacceptable impacts on the amenity of nearby residential occupiers. Furthermore, notwithstanding objections on the matter from local residents, it is not considered that it would lead to such a significant increase in traffic or parking demand that refusal could be justified.

The proposal is considered to comply with relevant local, London Plan and national planning policies and guidance and, accordingly, subject to conditions and planning obligations, approval is recommended.

## **2. RECOMMENDATION**

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

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

**i. Affordable Housing: The scheme to deliver 100% Affordable Housing (split between social rented and shared ownership)**

**ii. S278/S38 for highways works**

**iii. Parking Permits: A restriction preventing future residents from applying for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site.**

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

**v. Public realm enhancements: £1,500 towards the planting of up to 10 trees within the vicinity of the site along Station Approach.**

**vi. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 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 the S106 agreement has not been finalised within 6 months, under the discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.**

**E) That if the application is approved, the following conditions be imposed:**

**1 SP01 Council Application Standard Paragraph**

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

**2 RES3 Time Limit**

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

**REASON**

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

**3 RES4 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, APL001 Rev.C, APL002 Rev.A, APL003 Rev.G, APL004 Rev.E, APL005 Rev.D, APL006 Rev.E, APL007 Rev.B, APL008 Rev.D, APL009 Rev.C, APL010 Rev.B, APL011 Rev.B, APL012 Rev.C, APL015, APL016, APL017 & 16/100 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

**4 RES5 General compliance with supporting documentation**

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

Tree survey and Arboricultural Impact Assessment, prepared by Simon Pryce Arboriculture dated 17/01/17

Planning Daylight, Sunlight & Overshadowing Report, prepared by BLDA Consultancy dated 08/12/17

Acoustic Design Statement, prepared by Energist UK dated 22/11/17

Archaeological Desk Based Assessment, prepared by CgMs dated November 2017

Extended Phase 1 Habitat Survey and Bat Building Inspection, prepared by SES dated 07/11/16

Transport Statement, prepared by PFA dated 20/12/17

Energy Strategy Rev.B, prepared by Energist London dated 15/12/17

Flood Risk Assessment & Drainage Statement Rev.B, prepared by Infrastruct CS Ltd dated 29/01/17

Air Quality Assessment, prepared by Aether dated 12/01/18

Design & Access Statement Rev.A, prepared by Hunters dated 07/02/18

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 RES6 Levels**

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

#### REASON

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

#### **6 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **7 RES9 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 Covered and secure Refuse Storage

2.b Covered and secure Cycle Storage for 33 bicycles

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (to show 35 parking spaces, including 4 disability standard spaces, and 2 motorcycle parking spaces and including demonstration that 14 of all



parking spaces are served by electrical charging points (7 to be active and 7 to be passive))

2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation.

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 5.17 (refuse storage) of the London Plan (2016).

**8 RES13 Obscure Glazing**

The side facing windows facing Bourne Court shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

**9 RES15 Sustainable Water Management (changed from SUDS)**

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

i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii. include a timetable for its implementation; and

iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iv. provide details of water collection facilities to capture excess rainwater;

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

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



REASON

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

**10 RES19 Ecology**

Prior to the commencement of development a scheme for the protection of existing biodiversity features and the inclusion of enhancement opportunities shall be submitted and approved in writing by the Local Planning Authority. The scheme shall identify measures to be incorporated into the building fabric i.e. living walls and roofs, bat and bird boxes) as well enhancement measures in the landscaping (i.e. nectar rich planting, water features, habitat walls). The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with policy EM8 of the Hillingdon Local Plan: Part One Strategic Policies (November 2012).

**11 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 AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**12 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.

**13 NONSC Noise**

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

**14 NONSC 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 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) Any soils imported to the site shall be tested and certified as free from contamination.

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

#### REASON

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

#### **15 NONSC CLP**

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

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

ii) booking systems,

iii) construction phasing,

iv) vehicular routes,

v) scope for load consolidation in order to reduce the number of road trips generated,

vi) measures to improve safety to vulnerable road users'

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

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

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

#### REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6,14 of the London Plan (2016).

#### **16 NONSC Energy**

Prior to the commencement of development a scheme demonstrating a reduction of 25tCO2 for 30 years shall be submitted and approved in writing by the Local Planning Authority. The scheme should identify a project or projects offsite that aim to achieve a saving of 25tCO2 through energy efficiency improvements and/or low or zero carbon technology. No occupation of this development shall occur until identification of the offsite project has been finalised and agreed in writing with the Local Planning Authority. The offsite project must commence within 1 year of the first occupation of this development unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To ensure the development contributes to the reduction in CO2 in accordance with Policy 5.2 of the London Plan (2016).

#### **17 NONSC Accessibility**

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

#### REASON

To ensure an appropriate standard of housing stock is achieved and maintained in accordance with Policy 3.8(d) 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

BE13 New development must harmonise with the existing street scene.

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.
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
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
H4	Mix of housing units
H5	Dwellings suitable for large families
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
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 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

**3 159 Councils Local Plan : Part 1 - Strategic Policies**

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

**4 170 LBH worked applicant in a positive & proactive (Granting)**

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

**5 172 Section 106 Agreement**

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.

**6 11 Building to Approved Drawing**

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

**7 12 Encroachment**

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

**8 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).



**9**            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).

**10**            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.

**11**            I15                    **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://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.

**12**            I19                    **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).

**13**            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

#### **14            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](http://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](http://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](http://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](http://www.drc-gb.org).

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

### **3.        CONSIDERATIONS**



### **3.1 Site and Locality**

The application site comprises and approximately 0.3 hectare irregularly shaped plot located on the corner of Acol Crescent and Station Road in South Ruislip. It was previously occupied by a long vacant single storey building, last used as the South Ruislip Early Years Centre, and a single storey building which was last used as a temporary children's centre (both now undergoing demolition).

The site is located within a predominately residential area. It is bounded to the north west by two-storey houses in Canfield Drive; to the north west by three-storey flats in Bourne Court; to the south east by Station Road, beyond which are a mix of two-storey residential and commercial properties; and to the south west by a green, forming Acol Crescent, which is bounded by two-storey residential properties.

There are currently two accesses to the site, one via Acol Crescent and one via Canfield Drive, which runs parallel with an adjoining service between the application site and no.2 Canfield Drive. The application site includes an existing alleyway which forms its boundary with Bourne Court.

The site falls within the 'developed area' as designated in the Hillingdon Local Plan.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the redevelopment of the site to provide a block of 33 social housing units with associated access, parking and landscaping.

The part two-storey, part three-storey, flat roofed building, would accommodate 19 socially rented units and 14 shared ownership units. It would similarly comprise 19 two-bedroom and 14 one-bedroom units, although the units sizes would be split amongst the different tenures as follows:

#### Rented

8 x 1-bedroom units  
11 x 2-bedroom units

#### Shared ownership

6 x 1-bedroom units  
8 x 2-bedroom units

The proposed building, which would be located towards the south east side of the site, would front Station Road. Vehicular access would be via Canfield Drive and car parking would be provided to the rear of the site.

In total 35 car parking spaces, including 4 disability standard spaces and 2 visitor parking spaces, would be provided. Two motorcycle spaces in addition to cycle storage for 33 bicycle parking spaces would also be provided.

Amenity space would be provided by way of communal roof terraces and gardens and private balconies, patios or gardens.

It is worth noting that the general layout of the scheme is broadly similar to that approved in 2014 (ref: 65847/APP/2014/427).

### **3.3 Relevant Planning History**

65847/APP/2011/1132 Day Centre - Plot 1 Acol Crescent Ruislip

Erection of a two storey building to provide 14 one- bedroom, supported housing units together with ancillary office accommodation, landscaping and parking (involving demolition of existing buildings).

**Decision:** 25-08-2011 Approved

65847/APP/2014/427 Former The Bridge & Early Years Centres Acol Crescent Ruislip

Redevelopment of the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works (involving demolition of existing buildings).

**Decision:** 29-04-2014 Approved

67607/APP/2011/1122 South Ruislip Early Years Centre - Plot 2 Acol Crescent Ruislip

Erection of a part two, part three storey block comprising 7, one-bedroom and 5, two-bedroom flats, together with associated car parking and landscaping (involving demolition of existing buildings).

**Decision:** 15-09-2011 Approved

67607/APP/2017/2529 Acol Crescent Early Learning Centre Acol Crescent Ruislip

Prior notification for demolition of two single storey buildings previously in use as a Social Services Centre and Early Learning Day Nursery.

**Decision:** 21-11-2017 PRN

#### **Comment on Relevant Planning History**

The most relevant planning history is summarised above.

Originally split into two plots, planning permissions ref: 65847/APP/2011/1132 and 67607/APP/2011/1122, were granted on 25/08/11 and 15/09/11, respectively, for the redevelopment of the sites to provide a combined total of 26 units, including 13 social housing units.

Planning permission ref: 65847/APP/2014/427, which was approved on 29/04/14 and related to the entire site, combining the previous two plots, was granted for the provision of 28 social and supported housing units.

The current application, whilst of a very different design to the 2014 scheme, nevertheless broadly follows the design parameters set by that scheme in terms of building height and site layout.

Prior approval (ref: 67607/APP/2017/2529) was sought for the demolition of the existing buildings on the site last year. It was determined that prior approval for demolition was not required on 21/11/17 and demolition works are currently underway.

#### **4. Planning Policies and Standards**

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

### **UDP / LDF Designation and London Plan**

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

#### Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

#### Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
  
- 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.
- 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
- R11 Proposals that involve the loss of land or buildings used for education, social, community and health services

H4	Mix of housing units
H5	Dwellings suitable for large families
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
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 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **1st February 2018**

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

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 119 local owner/occupiers and the South Ruislip Residents' Association. Site and press notices were also posted. Six letters of objection and one general comment have been received. These are summarised below:

- i) Disruption from building works associated with this and adjoining sites.
- ii) Concerns regarding another social housing block
- iii) The scale and height is out of keeping with the surrounding area.
- iv) It will add to existing problems.
- v) Residents were told the flats would be mostly shared-ownership but this is not the case - there are so few properties for young people to buy in London it should be entirely private/shared ownership.
- vi) Demolition work is taking place outside permitted hours and causing noise and vibration nuisance.
- vii) Loss of resident permit holder spaces.
- viii) The access should be via Acol Drive which is wider.
- ix) Congestion on Canfield Drive and Station Approach.
- x) Residents should be compensated for construction impacts.
- xi) Increase in unauthorised parking in the service road - gates should be added to prevent this.
- xii) Overlooking from this and the Bourne Court development.
- xiii) Increased pressure on the NHS and schools.
- xiv) Balconies should be part enclosed to reduce visual impact if they become used for storage.
- xv) The site should be used for something which enhances the community.

It is noted that prior to submission residents were invited to attend an open evening where details of the scheme were made available for discussion at South Ruislip Adult Education Centre. The submitted Design and Access Statement does not confirm number of attendees but does advise that, whilst residents generally supported making use of the derelict site, which they deemed to be unsafe, unattractive and a source of antisocial behaviour, that the following concerns were nevertheless raised over the proposed scheme:

- a) On-street parking demand.
- b) Parking restrictions do not apply at weekends.
- c) Littering.
- d) Colour of bricks.
- e) Overlooking from roof terraces.
- f) Compensation should be paid during construction works.

Officer comment: The applicant has advised that no objections would be raised to a condition to restrict future residents' ability to apply for parking permits; that the colour of the bricks has been carefully considered and the CGIs toned down as a result; that careful consideration has been given to overlooking from the roof terraces and that planters would be provided to create a physical barrier and discourage future residents from overlooking the edge; and that whilst compensation would not be payable during construction that a construction management would be in place to limit construction impacts.

MINISTRY OF DEFENCE (MOD)

No comments received to date, to be reported to Committee if comments received.

HEATHROW SAFEGUARDING

No objection.

**Internal Consultees**

URBAN DESIGN OFFICER

**Major Applications Planning Committee - 20th February 2018**  
**PART 1 - MEMBERS, PUBLIC & PRESS**

#### Background:

The development site is situated on Station Approach, just south of South Ruislip Rail Station. The site is not located inside a local plan policy designation but is immediate opposite the designated "South Ruislip local centre". There are no listed buildings or structures on or near the site. The site is in Flood Zone 1 and thus at low risk of flooding. The area consists predominately of two-storey terraced and semi-detached houses and blocks of flats up to three storeys high. The site is within minutes' walk of a range of shops and services, as well as a large food store and good transport links.

The site is bounded by Station Approach, Acol Crescent and Cranfield Drive to the south and west. Station Road is a main thoroughfare linking the South Ruislip area with the A40 trunk road to the south. Acol Crescent and Cranfield Drive are lower order residential streets. The semi-detached houses on Acol Crescent have been formally arranged around a semi-circular green space of which the development site forms the north-eastern corner. To the northeast the site is bounded by the gable-end of a three-storey block of flats, Bourne Court, and its parking court to the rear. The flank of a two-storey semi-detached dwelling and its long back garden bounds the site to the northwest.

Access is off Cranfield Drive with a further pedestrian-only access from Acol Crescent.

The site currently includes two vacant single-storey buildings and associated hard and soft landscaping. The scale, layout and architectural design of the current development does not make a positive contribution to the character of the area. Furthermore, in their current derelict state they have become an eye sore and - according to residents' reports - a focus for anti-social behaviour.

#### Design Commentary:

The proposal includes the demolition of the existing buildings to be replaced with a residential development of 33 flats in a single block of two to three storeys.

#### Height, scale and massing

The development is mindful of surrounding development heights varying from two to three storeys. As a single structure the apartment block has a larger footprint than many of the surrounding buildings. However, the detailing and articulation of the elevations and variation in height successfully breaks down the massing of the building and introduces a finer-grained rhythm and scale that complements the area.

#### Layout

The proposed development is located at the front of plot to create a strong frontage on Station Approach and the corner with Acol Crescent. An area of amenity space and car parking to the rear of the block separates the apartment block from the private dwelling and gardens on Cranfield Drive, thus minimising potential issues of overlooking and overshadowing.

The Station Approach frontage is positioned in line with Bourne Court to form a consistent building line. On Acol Crescent the building line steps forward (and down) in response to the established semi-circular, two-storey development form. The corner of the block has been designed with care, ensuring the building "turns the corner".

There are three main entrances to the block. Access to the social rented part of the building is located at the centre of the block with doors onto Station Approach as well as car park to the rear. A further entrance to the shared ownership part of the block is also located to the rear of the building, close to Cranfield Drive. Ideally, the shared ownership part of the building would also be accessible directly from the street (Station Approach or Acol Crescent). This would serve to improve the "presence" of the building on the street scape, increase on-street activity and improve wayfinding. Could an additional "arm" to the shared ownership corridor be provided between the 1 and 2 bedroom unit facing Acol Crescent?



All units enjoy private terraces or balconies which will contribute to surveillance and animation of the perimeter streets.

#### Materials and landscape

The palette for the building includes high quality, low maintenance materials such as brick and composite timber or aluminium doors and windows. The combined use of red and grey-blue coloured bricks, although not typical to the area, complements the style of the building and enhance local character.

The green amenity spaces surrounding the building feel rather "squeezed" into the space that is leftover after accommodating 35no. car parking spaces. The car park would benefit from additional planting to separate bays in smaller groups and provide some visual relief. However, this would either require the removal of some spaces or further reduction in the provision of amenity space, neither which is assumed to be acceptable in planning policy terms.

The proposed boundary treatment along the perimeter streets include a brick dwarf wall with metal railings with a total height of 1.5m, back-planted with a hedge (native mix). Brick walls are common boundary treatment in the area, although they are not usually topped with metal railings. However, it is accepted that a higher level of security is required to the private terraces of flats than to the front gardens of family housing. As the hedge will grow the railings will blend in with the vegetation and therefore this is not considered an issue. The landscape plan doesn't specify the type of brick to be used for the boundary wall, but it is expected that this would match those used for the building and would include a capping detail as illustrated in the DAS (p22) - i.e. consisting of brick, not a concrete capping stone. The boundary between the site and Bourne Court would benefit from a small adjustment that would see the brick wall detail "turn the corner" and continue until level with the building line before changing to a wood panel fence. This would reduce the visibility of the 1800mm close boarded fencing from the public realm.

The surface materials palette consists of a simple palette of black Bitmac, two colours of permeable block paving and grass. Swatches suggest that these would complement the building material palette currently suggested, although samples should be provided in due course. Block paving on the parking spaces is welcomed to help reduce the dominance of Bitmac in the space.

#### Conclusion:

An attractive scheme that would have a positive impact on the local area. A few weaknesses have been noted above. This includes the lack of a direct entrance from the street to the shared ownership part of the building and close-panel fencing detail at the north-east corner. The latter point may be easily rectified and would warrant a review.

#### Officer comment:

The Council's Highway Engineer has advised that a reduction in parking to create additional amenity space could not be supported. Should planning permission be granted, a landscape condition would be attached, which would require full details of boundary treatment and fencing. With regard to the location of the entrance, the applicant has advised as follows:

"We understand that it is a Highways requirement that the vehicular entrance is off Canfield Drive, this has driven the design of the building with car parking to the rear.

Housing Officers have reviewed the scheme and support the current layout that provides fewer entrances for better security; the ease of access direct from the car park to both Rental and Shared Ownership Flats; and favoured the Acol Crescent corner flats for the Shared Ownership units.

Other re-designs have been explored but were not considered practical, such as an additional entrance and corridor, which would require either reducing the 2-bed to a 1-bed or increasing the floor areas.

The mix of Shared Ownership and Rental tenures in the scheme, the overall floor areas, and the number of habitable rooms has been approved and any changes would require a financial viability



check if this was to be changed."

In light of the support from housing officers, the proposed layout is accepted.

#### HIGHWAY ENGINEER

##### Site Characteristics:

The site is located on the junction of Cranfield Drive and ACOL Crescent in South Ruislip in proximity of Station Approach which is designated as a classified road.

Within a few hundred meters on the east of the site are South Ruislip underground and overground railway stations. South Ruislip underground station (Central Line) offer convenient access into central London and to West Ruislip. The National Rail service is managed by Chiltern Railways and provides for services to High Wycombe and Marylebone. Public buses running along Station Approach gives access to South Ruislip and surrounding areas. The E7 Bus route is accessed via West End Road, which runs to Ruislip, Ruislip Gardens, the A40, Greenford, Yeading and Ealing Broadway. The 114 Bus Route runs along Victoria Road to Ruislip, South Harrow, Kenton and Mill Hill Broadway. The A40 Western Avenue road is within 1km to the south.

##### Parking Provision:

The proposal indicates a communal parking provision of 35 parking spaces which include 4 disabled bays and 2 visitor spaces.

Policy AM14 of the Hillingdon Local Plan: Part Two - saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

As presented the overall site parking ratio therefore just exceeds a ratio of approximately 1:1. Notwithstanding this point, there are substantive parking controls in the area which would inherently discourage the likelihood of untoward parking displacement onto the public domain due to the under provision. Further to this aspect it is recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area which exhibits a Controlled Parking Zone. This would deter excess car ownership/usage from within the site and would be achieved by suitable planning condition or legal agreement.

Car ownership/usage would also be potentially discouraged due to the site PTAL rating of 3 which assists in promoting a modal shift toward sustainable travel given the 'real world' public transport provisions as highlighted under the preceding 'site characteristics' section.

On the above premise the level of parking provision for this site is considered acceptable.

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan 2016 (LP 2016) standards for this C3 use which would equate to 7 EVCPs for 'active' provision with a further 7 spaces acting as 'passive' provision for future activation. This however has the potential to reduce the availability of parking spaces for general use by vehicles other than electrically powered thereby lowering the already relatively low overall parking ratio of the site. This would have the potential to incur undesirable and injudicious/obstructive parking within the site itself with further potential of detrimental overspill onto the highway.

Therefore given the current levels of electric/hybrid vehicle ownership it is considered reasonable that the 'passive' and 'active' provisions be provided at a later stage and increased in number on a demand led basis monitored and controlled within a parking management strategy (PMS) regime. The applicant would need to indicate and incorporate this aspect by way of suitable planning condition or legal agreement.

In accord with the Housing Design Guide 2010 - 10% of parking spaces should be disabled

compliant equating to 3-4. Four spaces are proposed which therefore conforms to the relevant standard.

In terms of cycle parking there would be a provision of 1 secure and accessible space for each of the housing units. The applicant has indicated as such and therefore has conformed to Hillingdon's cycle parking standard.

#### Trip Generation:

The applicant has applied the TRICS database to determine the trip rates for the proposed residential use. When comparing the prior D1 use class (community & education) to the predicted C3 use class traffic generation, it is accepted that there would in fact be a net reduction in movements during both the morning and evening peak hour traffic periods

Although a marginal underestimate, in residential vehicle terms, is presented within the database, the proposal is likely to generate a two-way movement in the region of 10 vehicles per hour during both peaks which is considered de-minimus in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

#### Vehicular Access Arrangements:

There is an existing carriage crossing onto Cranfield Drive will become redundant as will the one emerging onto ACOL Crescent. It will therefore be necessary to 'make good' the adjacent footways with reinstatement of raised kerbing on the public footway to maintain footway/roadway continuity at both locations.

It is proposed to create a new access due south-west from the existing Cranfield Drive access point. It will consist of a double size crossing which conforms to the borough's standards in terms of permissible scale. The relevant sight-line standards, as per Manual for Streets circa 2007, at the new access location are met hence there no specific concerns on safety grounds. It is noted that there is statutory undertaker provision in the path of the new crossing which will require relocation at the applicant's expense.

The new access and closure of the redundant crossings will need to be undertaken to an appropriate council standard under a S278 (Highways Act 1980) agreement.

To conclude - it has been satisfactorily demonstrated that the access will adequately serve vehicle movements into and out of the site (including emergency vehicles) and the internal turning head is sufficient for the scale of vehicles that will utilise the internal roadway.

#### Operational Refuse Requirements:

The proposed communal bin store arrangement broadly conforms to Department for Transport guidance (Manual for Streets 2007) and would be accessed from the public highway.

A site management regime should ensure that waste collection distances do not exceed a distance of 10m from the highway in order to conform to good practice therefore a suitable on-site management planning condition should be sought to secure this aspect.

#### Travel Plan (TP):

Under Transport for London (TfL) guidance thresholds, there is no requirement for a TP for this scale of proposal. Consequently there has been no submission.

It is however considered that in conjunction with the extensive parking controls surrounding the development envelope coupled with the moderate PTAL and on-site cycling provisions, there is still likely to be a proportionate modal shift toward sustainable travel mechanisms.

#### Construction Logistics Plan (CLP):

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local and classified road network in order to minimize/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

**Conclusion:**

The Transport statement submitted with the application has been reviewed by the Highway Engineer who is satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

**TREES/LANDSCAPE OFFICER**

The site is occupied by a redundant social services centre and day centre at the junction of Station Approach and Acol Crescent - from which it is accessed. There are two buildings currently occupying the site together with a service road, car parking and green open space. Station Approach has a mix of residential dwellings and retail with the latter intensifying to the east towards South Ruislip. Acol Crescent and the surrounding side streets are characterised by semi-detached and terraced housing. This site is bounded by utilitarian galvanized chain link fencing, but benefits from a mature and dense Privet (evergreen) hedge along the Acol Crescent frontage. There are a number of trees on the site, none of which are protected by TPO or Conservation Area designation.

This proposal follows a previous application ref. 2014/427, which was approved. - The approved plan made provision for the retention of a number of existing trees.

The current proposal is supported by a Tree Report by Simon Pryce. The survey has assessed 15 trees, of which two are graded 'B': T12 and T13 Field Maples. Nine trees are grade 'C' and the remaining specimens are graded 'U'. The two 'B' grade trees are a constraint on development and should normally be retained, whereas the 'C' and 'U' grade trees are not generally considered to be worthy of retention, having a lower amenity value and shorter useful life expectancy.

There is a discrepancy between the arboricultural implications notes at 5.1 and Simon Pryce tree protection plan ref. 16/100, which indicates that existing trees will be retained as part of the layout, including T1, T6-T9, T12 and T13 - and Hunter's layout / landscape plan, which indicates that no existing trees will be retained.

The landscape plan indicates that very little external amenity space will be provided with correspondingly limited opportunities for landscape enhancement or replacement tree planting. The Station Road frontage is particularly tight with external spaces of approximately 2 metres in width. Some of these spaces have been planted with fastigate ornamental cherry trees, with space for at least three additional trees which are required to improve this boundary.

Further to this, there is a modest communal garden for residents to the north of the block and a small play area / amenity space on the east boundary. The main opportunity for tree planting is within a proposed hedge along the north boundary. An indicative planting plan, with schedules and specification has been provided. Some amendments to the plant selection will be required together with additional tree planting to mitigate the tree removal and satisfy policies BE23 and BE38.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the visual amenity of the site and the surrounding area.

Recommendations: No objection, subject to the above observations and RES9 (landscaping scheme) (parts 1,2,3,4,5, and 6).

Officer comment: Amendments have been received which address the above mentioned

discrepancy. It is not possible to provide additional tree planting of site as suggested due to the positioning of overhanging balconies. However, the applicant has committed to the provision of off-street planting along Station Approach. The Trees/Landscape Officer has confirmed this would be acceptable and should be secured by way of legal agreement.

#### FLOOD & WATER MANAGEMENT OFFICER

The applicant does need to meet the requirement of 3.1l/s. This requirement is the same applied to all developments within Hillingdon, and as the Lead Local Flood Authority make the final decision on this requirement. Environment Agency guidance which referred to 5l/s is dated 2013 and the Environment Agency are no longer the lead on Surface Water issues.

The identification of public surface water sewer immediately outside the site, still requires the private connection to the sewer currently being in a suitable condition a CCTV survey should be submitted to show it is clear and requires no repair work and or the appropriate size as well as provision that Thames Water are adopting it or agreement for maintenance will have to be put in place.

I would dispute the that the living roofs can have a large financial and maintenance obligation on the client just a different type of requirement to traditional systems. We support and note the incorporation of tanked permeable surfacing to the parking areas on site and the use of natural irrigation to the raised planters on the roof terraces to create rain gardens, as was of controlling water within the site.

#### Officer comment:

An amended drainage strategy has been provided which confirms that the required flow rate of 3.1l/s will be met. It also confirms that a CCTV survey will be carried out and that whilst a green roof is not proposed that alternative measures such as rain gardens/planters, permeable paving and cellular storage will be used.

#### ENVIRONMENTAL OFFICER

No objections are raised to the proposed development subject to the following.

#### Energy

The energy strategy does not show a suitable reduction in CO2 emissions. It demonstrates the minimum 35% reduction on site but does not deliver the required zero carbon savings.

There is a shortfall of 25tco2/annum. The applicant therefore needs to provide a strategy for how this saving will be achieved offsite, either through [1] a S106 contribution of £45,000 (25tco2 per annum x £60/tco2) x 30 years; or [2] through the following condition:

#### Condition

Prior to the commencement of development a scheme demonstrating a reduction of 25tCO2 for 30 years shall be submitted and approved in writing by the Local Planning Authority. The scheme should identify a project or projects offsite that aim to achieve a saving of 25tCO2 through energy efficiency improvements and/or low or zero carbon technology. No occupation of this development shall occur until identification of the offsite project has been finalised and agreed in writing with the Local Planning Authority. The offsite project must commence within 1 year of the first occupation of this development unless otherwise agreed in writing by the Local Planning Authority.

#### Reason

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

In addition, the following condition is necessary:

#### Condition

Prior to the commencement of development full details of the low and zero carbon technology required to achieve the onsite savings from the 'Be Green' measures as set out in the Energy Assessment (Energist, December 2017) shall be submitted and approved in writing by the Local Planning Authority. The details shall include the specifications of the PV panels and include updated roof plans and elevations showing the inclusion of the specified panels. The development must proceed in accordance with the details.

#### Reason

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

#### Ecology

The applicant has provided an ecology assessment with the submission. This ecology assessment demonstrates the site is of low value with a low probability of protected species. One building has low potential to support bats the other negligible potential. The following condition is therefore necessary:

#### Condition

Prior to the commencement of development a scheme for the protection of existing biodiversity features and the inclusion of enhancement opportunities shall be submitted and approved in writing by the Local Planning Authority. The scheme shall identify measures to be incorporated into the building fabric (i.e. living walls and roofs, bat and bird boxes) as well enhancement measures in the landscaping (i.e. nectar rich planting, water features, habitat walls). The development must proceed in accordance with the approved scheme.

#### Reason

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with EM8 of the Local Plan.

#### ACCESS OFFICER

In respect of the above planning application, I can confirm that the revised plans received are acceptable from an accessibility standpoint.

1. Drawing no: APL 005, revision D, confirms that lift access would be provided to all floors.
2. Drawing no: APL 015, APL 016, and APL 017, provide confirmation that the wheelchair units 3 units have now been designed to meet the minimum specifications for an M4 3, wheelchair accessible unit, in accordance with Approved Document M to the Building Regulations (2015 edition).

Conclusion: acceptable.

#### AIR QUALITY OFFICER

Whereas the site falls within a Focus Area, the new residents will not be exposed to above limit values of NO2 so no mechanical ventilation with NOx filters is required in this instance. In addition, the proposal reduces NOx emissions in relation to the extant use - therefore no S106 agreement for AQ is required in this case.



## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The principle of the development has already been accepted through the granting of planning permission in 2014 for the comprehensive redevelopment of the site to provide a similar residential scheme. Prior to that, planning permissions were also previously granted for residential use of the site in 2012.

Nevertheless, the submitted Planning Statement acknowledges that as those previous consents were not implemented and have now expired, that the lawful use of the site would be regarded as D1 (community and education) use associated with the former Positive Behaviour Support Centre and Early Years Centres uses at this site. The Planning Statement accordingly seeks to set out a justification for the proposed development.

In terms of the proposed residential use 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. Policy H2 gives particular emphasis to the need to maximise affordable housing provision.

London Plan (2016) policy 3.3 similarly seeks to ensure that London's housing needs are met. London Plan policies 3.10, 3.11 and 3.12 seek to maximise affordable housing provision across development sites.

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.

Where new housing is proposed, important consideration must also be given to the mix of units to be provided.

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.

Despite the size of the scheme, and notwithstanding the above mentioned policies, it is notable that no family sized units are proposed.

On this matter, the Planning Statement argues that:

"The London Borough of Hillingdon's Housing Delivery Programme has also uniquely enabled the Council to take a more holistic approach to housing delivery across the borough and ensure the right type of housing is provided in the right location. The Housing Delivery Programme has identified a specific and local need for one and two-bedroom accommodation in this location and having good access to local shops and public transport is particularly suited to this type of resident."

The applicant also notes that the site's proximity to South Ruislip Local Centre (Station Approach, immediately adjoining the application site, falls within this designation) and its associated facilities and public transport links is particularly well suited to smaller units, in



compliance with Local Plan: Part 2 policy H4.

Whilst the failure to provide any larger units is regrettable, in light of the special circumstances highlighted and the Council's ability to consider affordable housing provision in the context of a much larger borough wide delivery programme, the proposed unit mix is accepted in this instance.

Notwithstanding the strong policy support for affordable housing delivery, the proposal would nevertheless result in the loss of an existing D1 use (albeit this has previously been established and the site has been vacant since at least 2011).

Local Plan: Part 1 policy C1 seeks to resist the loss of community facilities unless alternative provision can be provided elsewhere. This general principle is reiterated in Local Plan: Part 2 policy R11 and London Plan policies 3.16 and 3.18.

The Planning Statement confirms that the previous uses of the site have been provided elsewhere in the borough. It erroneously suggests that alternative facilities are available at the nearby Council owned Bourne Court site. That site has in fact also been vacant for a number of years and has recently been granted planning permission (ref: 11891/APP/2016/3583) for redevelopment to provide 69 residential units). It does however correctly assert that facilities have been reprovided at Queens Walk Resource Centre and also in Hayes.

In addressing the loss of existing uses the officers reports for planning permission ref: 67607/APP/2011/1122 states:

"With regard to Saved Policy R11 (i) and (ii), the applicants have submitted a Planning Statement which provides a justification for the loss of the community facility from Acol Crescent and the relocation of these facilities elsewhere in the Borough. The last use of the site was South Ruislip Early Years Centre, which provides day nursery facilities for children under the age of 5. The South Ruislip Early Years Centre has been relocated to Queens Walk, on the South Ruislip Learning and Development Centre Site. Both uses for existing and adjacent plots are to be relocated within a new purpose built building, for combined use of the South Ruislip Early Years Centre and South Ruislip Children's Centre. This brand new facility provides services to families and children and is a much needed facility within the community. The facilities, which are available to the public, have been improved and the range of services has been extended. The applicants submit that the new facility in Queens walk is better located than the previous Early Years Centre, as it is away from the main road and has ample parking. It is also located close to Deanesfield School, making it easier for parents of school aged children to access the nursery facilities."

This justification is echoed in the report for planning permission ref: 65847/APP/2011/1132 and also in the more recent 2014 consent (ref: 65847/APP/2014/427).

There have been no significant changes in local, London Plan, or national planning policies relating to the existing or proposed uses since the time of the 2014 or 2011 applications which would deem the principle of development no longer acceptable. Accordingly, no objections are raised in this regard, subject to the scheme complying with other relevant site specific criteria.

## **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 3 and is located within a suburban setting. The London Plan 2016 range for residential sites with a PTAL of 2-3, which fall within a suburban area is 150-250 habitable rooms per hectare (hrph) and, based on an average of 3.6 habitable rooms per unit, 50-95 units per hectare (uph).

Based on a site area of 2,881m<sup>2</sup>, the proposed scheme would have have a density of 114 uph and 295 hrph.

Whilst this exceeds London Plan standards it is important to note that these act as a guideline only. Different guidelines apply for suburban, urban and central locations. The London Plan defines a suburban location as an area with predominantly low density development such as detached and semi-detached houses, typically of two-three storeys. It defines an urban area as one with dense development such as terraced houses, mansion blocks and mixed uses, typically of two-four storeys, within 800m of a district centre or along main arterial routes.

The site does not lie close to a district centre and the area to the south west is characterised by low density development and therefore the above mentioned density figures are based on the site falling within a suburban setting. It must however be acknowledged that it also falls on the edge of a mixed use area to the north east, characterised by two-three storey buildings and located close to a local centre, more akin to an urban setting. If urban density guidelines of 200-450 hrph and 70-170 uph were applied then the proposal would be fully compliant.

Notwithstanding the above, the development would provide an acceptable living environment for future occupants in compliance with other Council and London Plan standards, as detailed throughout this report. Accordingly, refusal could not be justified on grounds of density.

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

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.

Notwithstanding this, the applicant has submitted an Archaeological Desk Based Assessment. This concludes that the site has limited archaeological potential and that further archaeological mitigation is therefore considered unnecessary.

#### **7.04 Airport safeguarding**

Heathrow Airport Safeguarding have also raised no objection. Comments are still awaited from the MoD and these will be reported via a Committee addendum.

#### **7.05 Impact on the green belt**

Not applicable. There is no green belt land within the vicinity of this site.

#### **7.07 Impact on the character & appearance of the area**

Local Plan: Part 2 Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development.

The siting of the proposed building at the front of the plot reflects the previously approved building line and creates a strong frontage to Station Approach and the corner with Acol Crescent. The building would be well articulated and combined with a carefully considered and high quality landscape scheme it is considered that it would enhance the visual amenities of the area.

Residents have raised concerns over the building's scale and height. In terms of its scale it would indeed have a larger footprint than many surrounding buildings. However the proposed articulation and materials palette would assist in breaking up its bulk and mass such that it is not considered that it would be inappropriate in this location.

The height of the building reflects that of previous consents and maintains the larger three-storey elements towards the front with the two-storey elements at the rear, closer to the smaller scale residential properties in Canfield Drive. It would be seen in context with the adjacent three-storey blocks of flats in Bourne Court and development opposite which, although only two-storeys in height, is characterised by large pitched roofs, many containing front facing dormer windows. Whilst development towards the north and north west in Canfield Drive and Acol Crescent is predominantly two-storey in height, sufficient separation distance is maintained between the proposed building and the nearest properties to the north such that it is not considered its height or scale would have any significant detrimental impact on the visual amenities of the Station Approach, Acol Crescent or Canfield Drive street scenes.

The Council's Urban Design Officer has provided comprehensive comments as set out in part 6 of this reports and, notably, no objections have been raised to the application.

Whilst it has been suggested that an additional entrance for the shared-ownership units should ideally be provided from Station Approach, the applicant has advised that the scheme has been designed in conjunction with the Council's Housing Team and that this reflects the design brief provided. Whilst this is regrettable, it is not considered that the proposed entrance layout would have such a negative impact on residential or visual amenity such that refusal could be justified.

It is considered that overall the scheme would have an acceptable appearance within the street scene. As such, the development is considered to comply with Local Plan policies BE13 and BE19.

#### **7.08 Impact on neighbours**

The application site falls within a predominantly residential area and is bounded by residential properties on all sides. Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan Part 2 seek to safeguard 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 above ground floor level, when determining overlooking distances and when considering daylight and sunlight issues.

The nearest elevation of the proposed development would be located approximately 24m from the side elevation of no.2 Canfield Drive to the north west. There would appear to be secondary windows serving habitable rooms in the side elevation of that property. However, notwithstanding this, given the separation distance it is not considered that the proposed development would appear unduly dominant or overbearing when viewed from that or any other properties in Canfield Drive or result in any unacceptable levels of overlooking or overshadowing such that refusal could be justified.

With regard to the impact of the proposed development on occupiers in Bourne Court to the north east, an approximately 6m separation gap would be provided between the side elevation of those properties and the nearest elevation of the proposed development. There is a third storey window in the flank elevation of Bourne Court. There are also windows in the side elevation of the proposed development. However, these would not directly overlook and those in the proposal site would be obscure glazed secondary windows to living areas. Accordingly, it is not considered that the proposal would result in any unacceptable loss of outlook or privacy to future occupants of the proposed development or to existing occupants of Bourne Court.

It should be noted that planting to the roof terraces would assist in reducing the perception of overlooking from these areas. The Design and Access Statement confirms that raised planters and obscured glass would be provided to restrict overlooking. Full details of this would be required by way of a landscaping condition.

In terms of daylight, the applicant has submitted a Daylight, Sunlight & Overshadowing Report. This considers the possible daylight, sunlight and overshadowing impact of the proposed development on adjoining properties and also the adequacy of the proposed development for future occupants against established Building Research Establishment (BRE) guidelines. It concludes that all existing surrounding residential properties would continue to receive good levels of daylight and high levels of sunlight in accordance with the BRE criteria. It also confirms that there would be no adverse overshadowing impact to existing amenity areas, including residential gardens of adjoining properties.

With regard to future occupants it concludes that all rooms within the proposed development would meet and exceed the BRE recommendations for daylight and that all but two windows would receive high levels of sunlight in accordance with BRE recommendations. The two windows which fail are notable secondary windows, to rooms which would receive good levels of sunlight from alternative windows. Accordingly, refusal cannot be justified for this reason.

On the basis of the above, and in light of the previous 2014 consent, it is not considered that the development would lead to such an unacceptable impact on residential amenity that refusal could be justified. The proposed is therefore considered to comply with the objectives of policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan Part 2 and guidance contained within the Council's SPD on Residential Layouts.

#### **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 14 x 1-bedroom 2-person units and 19 x 2-bedroom, 4-person units.

The above mentioned standards confirm that a minimum of 50m<sup>2</sup> internal floorspace must be provided for one-bedroom, two-person flats and 70m<sup>2</sup> for two-bedroom, four person flats. The standards also set out minimum acceptable room sizes for single and double or twin bedrooms, confirming that at least 7.5m<sup>2</sup> should be provided for the former and 11.5m<sup>2</sup> should be provided for the latter.

All units and rooms fully comply with the above mentioned standards.

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 or the area." It states that a minimum of 20m<sup>2</sup> usable external amenity space should be provided for one-bedroom flats and 25m<sup>2</sup> should be provided for two-bedroom flats. Accordingly, in total a minimum of 755m<sup>2</sup> of usable amenity space should be provided.

Small patios and private gardens would be provided to ground floor units and upper floor units would be provided with private balconies. Furthermore, two communal gardens, including a children's play area, and two communal roof terraces would be provided. In total 237.8m<sup>2</sup> of private amenity space and 606m<sup>2</sup> of communal amenity space would be provided, providing a total of 843.8m<sup>2</sup>. This exceeds minimum guidelines and is considered to be acceptable.

The scheme meets current standards relating to internal floor space and Council guidelines relating to external amenity space. It is considered that the proposal would adequately serve the needs of future occupiers in accordance with current 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. Policy AM9 seeks to ensure provision is made for cyclists and policies AM14 and AM15 seek to ensure appropriate levels of car parking are provided.

Since the 2014 application, and to address comments from the Council's Highway Engineer, an updated Transport Statement has been provided which takes into account the additional units proposed, changes to the local highway network since that time and local committed developments and the likely impact they will have on the highway network.

In terms of traffic generation, it must be acknowledged that given the proposed residential use of the development that trips will be spread across the whole day. Peak hour trips are likely to be lower than alternative uses. Furthermore, whilst it is noted that several large



development schemes have received planning permission since the 2014 application was approved, the traffic generation approved at that time does nevertheless carry some weight. Notwithstanding recently approved developments within the locality, it is not considered that the additional units now proposed would lead to such a significant increase in traffic over and above that approved scheme that planning permission could now be refused.

With regard to access to the site, vehicular access would be retained from Canfield Drive. Residents have questioned why access cannot instead be provided via Acol Crescent. Highway Officers have advised that an access via Acol Crescent would be less desirable on highway and pedestrian safety grounds due to its proximity to the road junction with Station Approach. Pedestrian access would be available via Station Approach or Canfield Drive.

Bin storage would be integrated into the building and accessed via the car park. The refuse stores are located a convenient distance from the residential units they serve and an appropriate distance from the public highway to enable collection on waste days.

35 car parking spaces, including four disability standard spaces and two visitor spaces, would be provided across the development, in addition to two motorcycle spaces and storage for 33 bicycles. This complies with the Council's parking standards and, notably, the Council's Highway Engineer has raised no objection to the level of car parking proposed, particularly given the proximity of the site to South Ruislip local centre and its associated transport links.

The scheme is considered to comply with relevant planning policies and, notably, subject to relevant conditions to ensure parking is adequately provided and managed, the Council's Highway Engineer has raised no objections.

#### **7.11 Urban design, access and security**

##### - Urban Design

Issues relating to design are addressed in section 7.07 of this report. Notably, the Council's Urban Design Officer has raised no objections. A condition requiring further details of materials and finishes would be attached should approval be granted.

##### - Access

Issues relating to access are addressed in section 7.12 of this report.

##### - Security

Whilst neither the applicant's Design and Access Statement or Planning Statement specifically address the matter of security they do indicate that it has been considered in developing the design and confirming that consideration has been given to how both natural and CCTV surveillance can be provided. It is also notable that, unlike previous schemes, the application site now incorporates an existing alleyway, which formed the boundary with Bourne Court to the north east. The alleyway served no particular purpose and was not a public access route but was understood to be a source of antisocial behaviour. Accordingly, the incorporation of this into the application site is a clear advantage in terms of assisting in reducing crime in this location and is supported. Should planning permission be granted a Secure by Design condition would be attached.

#### **7.12 Disabled access**



The submitted Design and Access Statement confirms that the development would fully comply with Part M of the Building Regulations. Nevertheless it also refers to now superseded legislation.

Following initial objections from the Council's Accessibility Officer a revised Design and Access Statement and amended plans have been provided. These show that an additional wheelchair unit would be provided and that a lift has now been incorporated into the scheme. Clearer plans have also been provided which demonstrate that the wheelchair accessible dwellings and the lobby areas will be fully compliant with current specifications. The Access Officer has raised no objections based on the revisions received.

#### **7.13 Provision of affordable & special needs housing**

Policy H2 of the Hillingdon Local Plan: Part One seeks to ensure that 35% of all new units are delivered as Affordable Housing. London Plan policies 3.10, 3.11 and 3.12 similarly seek to maximise affordable housing provision across development sites.

In this instance the scheme would deliver 100% affordable housing with 19 (58%) socially rented units and 14 (46%) shared ownership.

#### **7.14 Trees, landscaping and Ecology**

- Trees/Landscaping:

Landscaping: 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 details submitted indicate that there are no 'A' category trees, there are 2No. 'B' category trees whose condition and value should normally be considered for retention as part of a new development; there are 9No. 'C' category trees, which are not normally regarded as a constraint on development; and the remaining trees are 'U' category trees, which are recommended for removal.

Existing trees would be removed to accommodate the development. Whilst this is regrettable, and external amenity space is limited, a large proportion being provided by way of balconies and roof terraces, the areas to be provided would be attractively laid out and additional tree planting proposed where feasible. Furthermore, the applicant has committed to the provision of off-site tree planting along Station Approach, which will off-set the tree loss on site, assist in softening the visual impact of the application site and enhance the public realm.

The landscaping proposed for the site is considered acceptable and notably, the Council's Trees/Landscape Officer has raised no objections. Accordingly, the development is considered to comply with Policy BE38 subject to landscaping conditions.

- Ecology

Whilst the site does not sit within an area identified as being of significant value to nature conservation, existing buildings and vegetation would nevertheless be cleared to allow for the development. An ecology assessment has been provided with the application, which demonstrates that the site is indeed of low ecological value. Nevertheless, the National Planning Policy Framework requires a net gain in biodiversity value. Accordingly, whilst raising no objections to the scheme, the Council's Environmental Officer has recommended the imposition of a condition requiring the submission of a scheme of ecological enhancements should planning permission be granted.

### **7.15 Sustainable waste management**

The plans indicate that refuse storage facilities will be provided within the building in a convenient location for use by residents and for refuse collection. The incorporation of the bin store into the overall building design, rather than it being provided as a stand alone facility, is fully supported from a visual amenity perspective.

### **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.

In accordance with this policy the applicant has submitted an Energy Strategy to demonstrate how the London Plan objectives will be met. 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 notably raised no objections to the carbon reduction measures proposed subject to a condition requiring further details to ensure a 35% reduction in carbon emissions can be achieved and that the PVs are installed in the most suitable position.

### **7.17 Flooding or Drainage Issues**

The site does not fall within a flood zone and no issues relating to flooding have been identified.

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. In accordance with this requirement a Sustainable Drainage System would be provided. This seeks to address initial comments received from the Flood and Water Management Officer and confirms that a number of sustainable drainage measures, including use of rain gardens/planters, permeable paving and cellular storage, would be incorporated into the scheme. It also notably confirms that greenfield runoff rates will be achieved as per the Flood and Water Management Officer's request.

### **7.18 Noise or Air Quality Issues**

Noise

It is not considered that the proposed development would give rise to unacceptable levels of noise over and above that which would be expected from any residential development. Notably, no objections were raised to the previous 2012 and 2014 schemes on noise grounds. Officers in the Council's Environmental Protection Unit have raised no objections to the development subject to a condition to ensure an appropriate internal noise environment for future occupants, following an update in legislation since the 2014 scheme.

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.

There are not considered to be any noise or air quality issues associated with this development.

#### **7.19 Comments on Public Consultations**

Points (i), (vi) and (x) raise concerns over disruption from building works. Notably construction works are temporary only and refusal cannot be justified on these grounds. Impact from construction would be addressed by Environmental Health legislation and an informative relating to nuisance from construction works would be attached.

Points (ii), (v) and (xv) raise concerns over the principle of the development. This is addressed in the report.

Point (iii) raises concerns over the scale and height of the building. This is addressed in the report.

Points (iv), (vii), (viii), (ix) and (xi) raise concerns over parking and traffic issues. These are addressed in the report and by way of condition.

Point (xii) raises concerns over overlooking from this and the Bourne Court development. Matters of overlooking from this scheme are addressed in the report. Overlooking from the proposed development at Bourne Court would have been addressed at the time planning permission was granted for that scheme.

Point (xiii) raises concerns over increased pressure on social infrastructure. Whilst, as this scheme proposes 100% affordable housing it would be liable to make payment, funding towards social infrastructure is sought from liable schemes under the Community Infrastructure Levy (CIL).

#### **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 following planning obligations are sought:

. Affordable Housing: The scheme to deliver 100% Affordable Housing (split between social rented and shared ownership)

. S278/S38 for highways works

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

. Construction Training: £2500 for every £1m build cost + Coordinator costs or in kind scheme

. £1,500 towards the planting of < 10 trees within the vicinity of the site along Station Approach

. Project Management & Monitoring: 5% of total cash contributions.

The proposal would be exempt from the Mayor of London or Hillingdon CILs, as it is providing 100% affordable housing.

## **7.21 Expediency of enforcement action**

Not applicable.

## **7.22 Other Issues**

- Contamination

It is noted that when considering the 2014 scheme, that officers in the Council's Environmental Protection Unit requested a contaminated land condition. Given that there has been no change in circumstance since that time and no updated contaminated land report has been provided, a similar condition is now proposed for consistency and to ensure there are no risks of ground contamination from the site.

## **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**

No objections are raised to the principle of development. The proposed scheme by reason of its acceptable design, scale, size, siting and massing, is not considered to have a detrimental impact on the character, appearance and setting of the surrounding area. The scheme is considered acceptable on highway grounds and it would provide a sufficient level of car parking for future residents. The proposed buildings are considered to be located a sufficient distance from neighbouring properties and of an acceptable design, that would not give rise to unacceptable amenity issues to the surrounding residential occupiers. The development is considered to comply with relevant local, London Plan and national planning policies and guidance and, accordingly, approval is recommended.

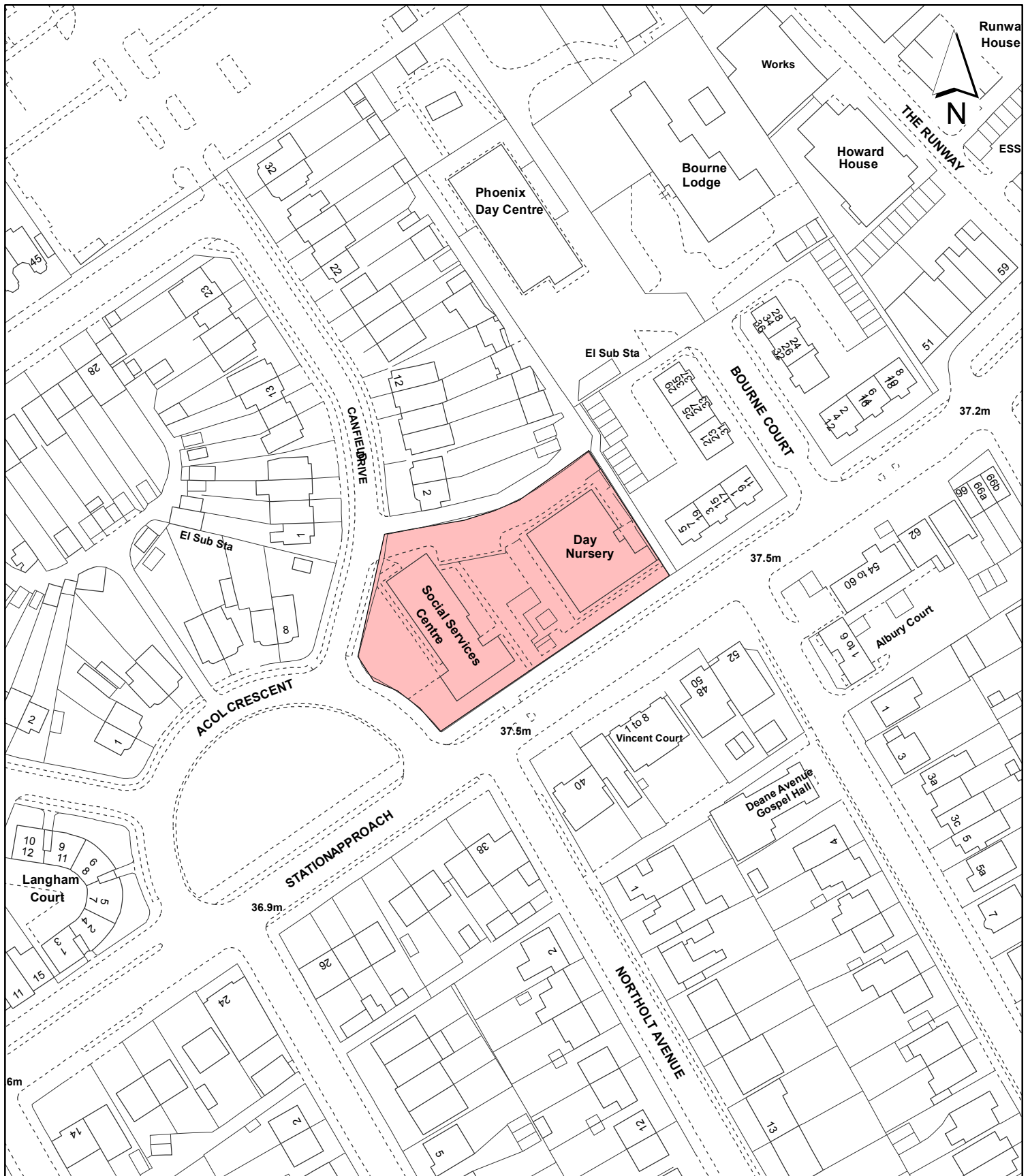
#### **11. Reference Documents**

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

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Acol Crescent**

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

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

Planning Application Ref:  
**67607/APP/2017/4627**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 75**

Date:  
**February 2018**



**HILLINGDON**  
LONDON



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## Report of the Head of Planning, Sport and Green Spaces

**Address** HAYES CIVIC HALL - CAR PARK PUMP LANE HAYES

**Development:** Installation of metal powder coated guard fencing and lighting columns along perimeter of car park roof.

**LBH Ref Nos:** 18520/APP/2017/4379

**Drawing Nos:** 2017/D230/P/01 - Location Plan  
2017/D230/P/02 - Site Plan Showing Fencing  
2017/D230/P/03 - Site Plan Showing Lighting & Fencing  
2017/D230/P/04 - Proposed Elevations

**Date Plans Received:** 05/12/2017      **Date(s) of Amendment(s):**

**Date Application Valid:** 05/12/2017

### 1. **SUMMARY**

The proposed works seek to install fencing and lighting within an existing car park. The works would provide a more secure and safe environment within the car park and surrounding area without any detrimental impact upon visual and residential amenities or highway safety.

Accordingly, the application is recommended for approval subject to the following conditions.

### 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

#### 1      SP01      **Council Application Standard Paragraph**

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

#### 2      COM3      **Time Limit**

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

#### REASON

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

#### 3      COM4      **Accordance with Approved Plans**

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

2017/D230/P/01;  
2017/D230/P/02;  
2017/D230/P/03;  
2017/D230/P/04;

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 0M11 Floodlighting**

Notwithstanding the plans hereby approved, no 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 in the interests of highway safety in accordance with Policy AM 7.

**5 COM7 Materials (Submission)**

No development shall take place until details of all external finishes for the fencing and lighting columns, including RAL paint colour have been submitted to and approved in writing by the Local Planning Authority. The colour of the fencing and lighting columns hereby approved shall be matching.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

**REASON**

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

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

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

- |      |   |
|------|---|
| 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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development

### 3

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

### 4 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://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. CONSIDERATIONS

### **3.1 Site and Locality**

The site is located within the Primary Shopping Area which is itself contained within the wider zone of Hayes Town Centre. It is occupied by a red brick two-storey flat roof structure which provides car parking, including on the roof top. The building also houses a religious centre and a retail use. There is a 1.2 metre high brick parapet wall and a low metal post and rail barrier extending around the roof perimeter. There are existing lighting columns present on the roof top, towards the centre of the car park and also adjacent to the vehicular access ramp.

Surrounding buildings are of a mixture of designs and scales although flat roof and mansard roof structures of 2 to 3 storeys in height are the most common features. The main commercial centre of Hayes extends to the north, west and south of the site whilst development to the east is predominantly residential.

### **3.2 Proposed Scheme**

The proposal involves installing metal mesh fencing along the eastern (Crown Close) and northern (Pump Lane) roof perimeter along with periodic lighting columns on all roof edges. The fencing would be 2.4 metres in high and be positioned on the inside of the existing parapet wall, replacing the current post and rail fencing. Additional lighting would be mounted on steel poles of 5 metres in height, similar to existing lighting columns within the car park. A total of 11 columns would be installed around the perimeter of the car park.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

There is no relevant site 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

Part 2 Policies:

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.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE26 Town centres - design, layout and landscaping of new buildings

OE1 Protection of the character and amenities of surrounding properties and the local

	area
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **1st February 2018**

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

## **6. Consultations**

### **External Consultees**

The application was advertised by way of a site notice displayed on Pump Lane. Letters were also sent to the owners/occupiers of neighbouring buildings to inform them of the application and to invite comments. No responses have been received from members of the public. The consultation period expired on the 1st of February 2018.

No considerations requiring input from other external consultees are applicable to this application.

### **Internal Consultees**

#### **LANDSCAPES:**

No trees will be affected by the proposal. The proposal is intended to improve the lighting and safety of this roof-top facility. The mesh fencing is described as 'colour-coated'. No colour is specified. However, it should be a recessive colour which is discrete and does not draw attention to itself - preferably a neutral grey which will be lost against the sky. Lighting columns and barrier rails should be colour co-ordinated.

#### **HIGHWAYS:**

Providing the light generated by the new lanterns is properly aligned there should be no light overspill into surrounding uses and roads. On the basis of the above comments I do not have significant highway concerns over the latest proposals.

#### **DESIGN OUT CRIME OFFICER:**

2.4m wire mesh fence would be an appropriate choice in this circumstance.

In relation to the lighting, if it is being done to BS 5489 (highway standards) that would be ideal, if not then ensure that the lighting has at least a uniformity score of at least 40, colour rendering index score of 60 and a minimum LUX level of 5. Bollard lighting is not to be used.

If CCTV is being considered, if possible have one camera positioned in such a way that it would get a close up view of faces for identification purposes. This can be achieved by it being placed in pinch points such as doorways etc. If it is not to be installed consideration should be given to installing a "commando" socket on a lamp post, which will enable a remote camera to be installed with ease



and with relatively low cost, at a later date if it is required.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The proposed works would be positioned on an existing building within an established built-up area. The National Planning Policy Framework (NPPF) para. 11 instructs for a presumption in favour of sustainable development, subject to accordance with relevant development plan policies.

The proposal will be assessed against relevant policies within the main body of this report.

### **7.02 Density of the proposed development**

Not applicable as this is not a residential development.

### **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**

Not applicable.

### **7.05 Impact on the green belt**

There is no green belt land nearby.

### **7.07 Impact on the character & appearance of the area**

The proposed fencing would be positioned around the edges of the roof where there is an existing parapet wall and low profile post and rail fence. The parapet wall would be retained and would screen part of the fencing. The remaining fencing that would project above the parapet wall would not be visually intrusive as the use of mesh and an appropriate colour would enable it to blend in with the skyline. The fencing would be uniform in height and step up in line with the stepped parapet wall on the eastern elevation. It would therefore appear consistent and would not disrupt the overall form of the building.

The lighting columns would be similar in height and appearance to the existing columns present on the roof top, although the number of columns would increase. It is considered that they would represent an acceptable feature, subject to further details being provided on the amount of light that would be generated.

It is therefore considered that the proposed development would accord with Policies BE 13 of the Local Plan.

### **7.08 Impact on neighbours**

The nearest neighbouring residential properties are flats on Austin Road, approximately 20 metres to the east of the site and on Pump lane approximately 18 metres to the north of the site. The proposed development would not alter the existing use of the building or result in any intensification of its use. The fencing would be visually permeable and is sited far enough away from neighbouring windows to prevent it from appearing overbearing or oppressive.

The proposed lighting would be acceptable given that it is sited in an area where there is existing street lighting. This is subject to further details being received to confirm that the light would be directed away from neighbouring windows, that cowling would be used to prevent light spillage and glare and that the intensity of the lighting would be appropriate given the proximity of the site to neighbouring residential properties.

The existing parapet wall would be retained and would continue to shield light for car

headlights, preventing disturbance to the occupants of properties with windows facing towards the car park.

It is therefore considered that the proposed development, subject to appropriate conditions, would comply with policies BE 20, BE 21, BE 22, BE 24 and OE 1 of the Local Plan.

**7.09 Living conditions for future occupiers**

Not applicable.

**7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The proposed fencing would not result in the loss of any of the parking spaces currently provided on the roof top and the provision of fencing and additional lighting would be beneficial to pedestrian safety.

It is therefore considered that the proposed works accord with Local Plan Policies AM 7 and AM 14.

**7.11 Urban design, access and security**

The provision of additional lighting and fencing would provide a more secure and safe environment for users of the car park as well as pedestrians and residents within the immediate surrounding area. There is a known issue with anti-social behaviour on the site, which includes objects being thrown from the roof towards people on the ground below, and the proposed fencing and lighting would be effective in preventing this.

The wire mesh fencing would allow views to permeate, ensuring there would be no significant loss in levels of natural surveillance.

It is therefore considered that the proposed works are in compliance with Local Plan Policy BE 18 and Policy 7.3 of the London Plan.

**7.12 Disabled access**

Not applicable given the nature of the application.

**7.13 Provision of affordable & special needs housing**

Not applicable.

**7.14 Trees, landscaping and Ecology**

There is no existing landscaping on the site that would be affected nor is there any requirement for landscape planting.

**7.15 Sustainable waste management**

Not applicable.

**7.16 Renewable energy / Sustainability**

Not applicable.

**7.17 Flooding or Drainage Issues**

Not applicable.

**7.18 Noise or Air Quality Issues**

Not applicable.

**7.19 Comments on Public Consultations**

No public representations received.

**7.20 Planning obligations**

The proposed development would not generate any impact that would need to be addressed by way of planning obligations to be secured by legal agreement.

The development would not be subject to any CIL charge as no additional floor area is

being created.

#### **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**

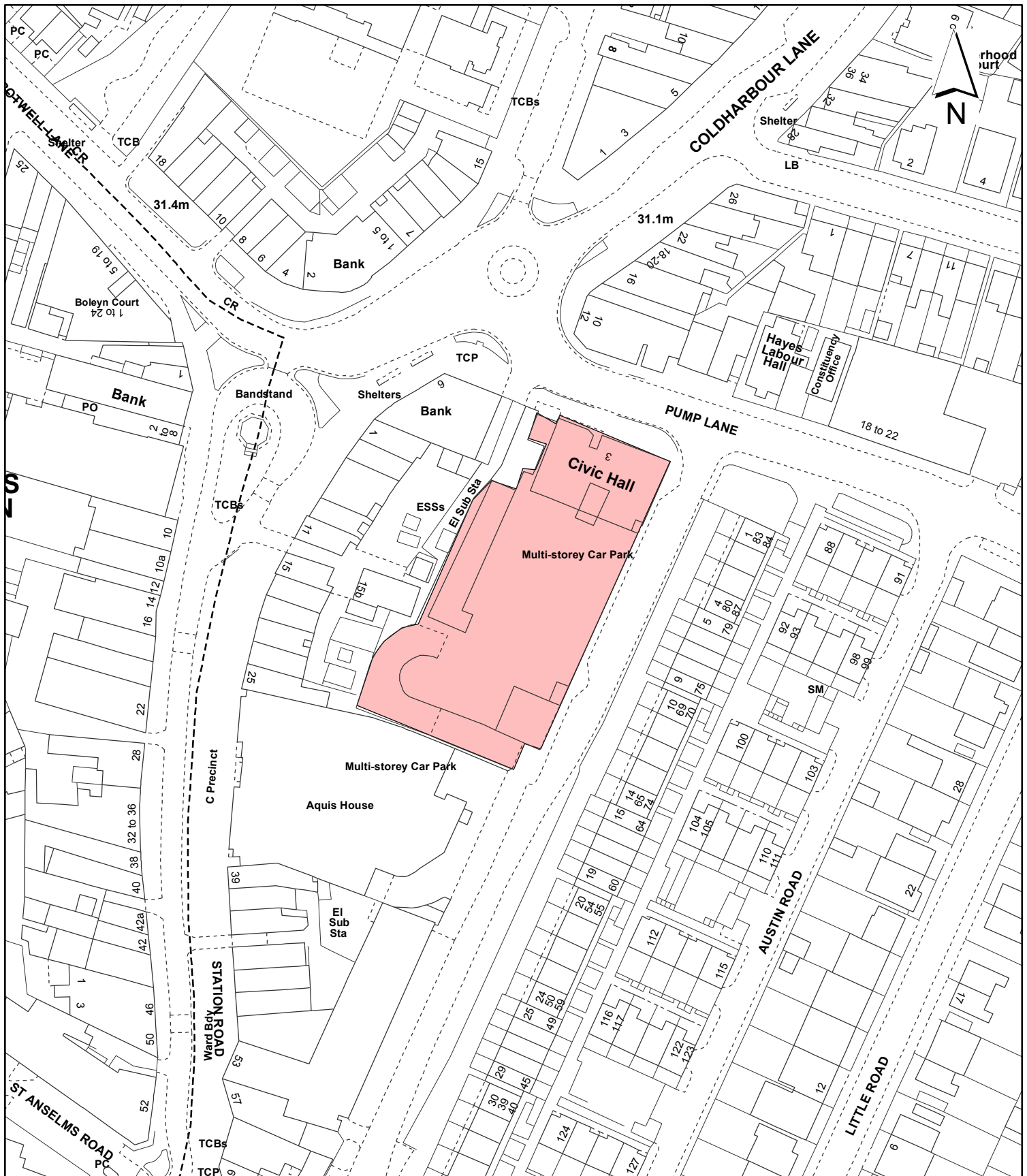
It is recommended that the application is approved, subject to the conditions set out in this report.

**11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
The London Plan (2016)  
National Planning Policy Framework (NPPF)

**Contact Officer:** James McLean Smith

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Hayes Civic Hall  
 Car Park**

Planning Application Ref:

**18520/APP/2017/4379**

Planning Committee:

**Major** Page 86

Scale:

**1:1,250**

Date:

**February 2018**

**LONDON BOROUGH  
 OF HILLINGDON**

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



**HILLINGDON**  
 LONDON

## Report of the Head of Planning, Sport and Green Spaces

**Address** 401 UXBRIDGE ROAD HAYES

**Development:** Demolition of existing day care centre and erection of a new primary healthcare facility for two GP surgeries plus 2 storey residential scheme above comprising a total of 20 flats (4 x 1 bed, 14 x 2 bed and 2 x 4 bed), new car parking and all associated external works and landscaping

**LBH Ref Nos:** 23799/APP/2017/4648

**Drawing Nos:** Woodside Medical Centre and Flats Design and Access Statement  
2017-D-232-P-02 Existing Plan and Topographical Sur  
2017-D-232-P-06 Roof Plan-Roof Plan  
2017-D-232-P-07 Proposed Front and Rear Elevations  
2017-D-232-P-01 Site Location Plan-A4 Portrait  
2017-D-232-P-03 Rev A Proposed Site Plan  
2017-D-232-P-04 Rev A Proposed Ground Floor Plan  
2017-D-232-P-05 Rev A 1st and 2nd Floor Resi  
2017-D-232-P-08 Rev A Proposed Side Elevations-A3 Landscape

**Date Plans Received:** 22/12/2017                      **Date(s) of Amendment(s):** 22/12/2017  
**Date Application Valid:** 22/12/2017                      02/02/2018

### 1. SUMMARY

The application is for the demolition of an existing day care centre and the erection of a new primary healthcare facility for two GP surgeries. Also proposed are two storeys of 20 residential units above the new primary primary healthcare facility with associated car parking, external works and landscaping.

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

### 2. RECOMMENDATION

**A) That the Council enter into a Statement of Intent/Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure the following:**

1. **Affordable Housing: 100% affordable (Shared Ownership)**
2. **Highway Works: S278/S38 for required Highways Works**
3. **Travel Plan: to include £20,000 Bond**
4. **Agreement to prevent future occupants from applying for car parking permits within existing and future parking zones/schemes (with the exception of Blue Badge holders).**
5. **Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs: 28/160 x £71,675**
6. **Project Management & Monitoring Fee: 5% of total cash contributions.**



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

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

**D) If the Legal Agreements have not been finalised by 20th June 2018, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:**

**'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, highways works, Travel Plan, parking, construction training or project management). The proposals therefore conflicts with Policy R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'**

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

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

**1 SP01 Council Application Standard Paragraph**

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

**2 COM3 Time Limit**

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

**REASON**

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

**3 COM4 Accordance with Approved Plans**

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

2017-D-232-P-01 Site Location Plan-A4 Portrait

2017-D-232-P-02 Existing Plan and Topographical Sur

2017-D-232-P-03 Rev A Proposed Site Plan

2017-D-232-P-04 Rev A Proposed Ground Floor Plan

2017-D-232-P-05 Rev A 1st and 2nd Floor Resi

2017-D-232-P-06 Roof Plan-Roof Plan

2017-D-232-P-07 Proposed Front and Rear Elevations

2017-D-232-P-08 Rev A Proposed Side Elevations-A3 Landscape; 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 and Access Statement December 2017

Transport Statement December 2017

Arboricultural Impact Survey Ref: 2017/D/232/P/12

BREEAM Pre-Assessment 19th December 2017

Air Quality Assessment December 2017

Sustainability Statement December 2017

Noise Exposure Assessment Report 13092-NEA-01 Preliminary

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).

**5 RES9 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 (40 spaces)

2.c Means of enclosure/boundary treatments

2.d Hard Surfacing Materials

2.e 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 Details of signage within car park

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

REASON

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

**6 COM7 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).

**7 NONSC M4(3) and M4(2) Dwellings**

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

REASON:

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

**8 RES10 Tree to be retained**

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

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape

Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

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

### **9 RES8 Tree Protection**

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

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

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

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

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

#### REASON

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

### **10 NONSC Parking Management Strategy**

Prior to occupation of the development, a Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include details of the operation of the barrier access system, active (4 spaces) and passive (4 spaces) electric vehicle charging points and a review mechanism for the use and allocation of parking spaces. Thereafter, the parking shall be as agreed within the Parking Management Strategy unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To ensure availability and management of parking, in accordance with policies AM2, AM7

and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

**11 COM15 Sustainable Water Management**

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

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

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

**REASON**

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

**12 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 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.

**13 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 emissions strategy shall be aligned with 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 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, and policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2).

**14 NONSC C02 Reduction**

Prior to the commencement of development a scheme demonstrating a reduction of 15tCO<sub>2</sub> for 30 years shall be submitted and approved in writing by the Local Planning Authority. The scheme should identify a project or projects offsite that aim to achieve a saving of 15tCO<sub>2</sub> through energy efficiency improvements and/or low or zero carbon technology. No occupation of this development shall occur until identification of the offsite project has been finalised and agreed in writing with the Local Planning Authority. The offsite project must commence within 1 year of the first occupation of this development unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure the development contributes to the reduction in CO<sub>2</sub> in accordance with Policy 5.2 of the London Plan.

**15 NONSC Zero Carbon Technology**

Prior to the commencement of development full details of the low and zero carbon technology required to achieve the onsite savings from the 'Be Green' measures as set out in the Energy Assessment (XCO<sub>2</sub>, December 2017) shall be submitted and approved in writing by the Local Planning Authority. The details shall include location plans of the equipment (air source heat pump) and the necessary roof plans and elevations showing the inclusion of (photovoltaic panels). The development must proceed in accordance with the details.

**REASON**

To ensure the development contributes to the reduction in CO<sub>2</sub> in accordance with Policy 5.2 of the London Plan.

**16 NONSC Ecology**

Prior to the commencement of development a scheme for the protection of existing biodiversity features and the inclusion of enhancement opportunities shall be submitted and approved in writing by the Local Planning Authority. The scheme shall identify measures to be incorporated into the building fabric i.e. living walls and roofs, bat and bird boxes) as well enhancement measures in the landscaping (i.e. nectar rich planting, water features, habitat walls). The development must proceed in accordance with the approved scheme.

**REASON**

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with EM8 of the Local Plan.

**17 NONSC Demolition and Construction Management Plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.



- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

#### REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2012).

### **18 COM30 Contaminated Land**

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

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

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

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

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

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

#### REASON

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

### **19 OM5 Provision of Bin Stores**

No development shall take place until details of the on-site waste management, including

details of covered and secure facilities to be provided for the screened storage of refuse bins within the site have been submitted to and approved in writing by the Local Planning Authority. The site management regime should ensure that waste collection distances do not exceed a distance of 10m from the highway. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

#### REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **20 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 AM14 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.

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
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services

	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.3	(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

### 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.

**4 170 LBH worked applicant in a positive & proactive (Granting)**

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

**5 172 Section 106 Agreement**

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.

**6 173 Community Infrastructure Levy (CIL) (Granting Consent)**

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](mailto: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](http://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 site is situated on the southern side of the Uxbridge Road (A4020) in Hayes between Church Road (to the west) and the junction with Central Avenue (to the east). The site is 2,966m<sup>2</sup> in area and currently contains the existing single storey day care centre that is no longer in use, plus its associated parking area. Also included within the site is an area of hardstanding that currently provides poorly laid out parking for the neighbouring properties on Swift Close. Adjacent to the site to the south east is a 4 storey residential block on Addison Way. To the north west is a further 4 storey residential block on Swift Close to which the additional site parking belongs. To the rear/south west of the site is a pedestrian footpath with the rear gardens of two storey properties on Acacia Avenue beyond. The site is just beyond the northern boundary of the Hayes Village Conservation Area and has a

PTAL rating of 3.

The site is located with the developed area as allocated by the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

Planning permission is sought for the demolition of the existing day care centre, known as the Woodside Day Centre, and the construction of a new three storey building with associated parking and landscaping. On the ground floor of the new building would be a new primary healthcare facility for two GP surgeries. The surgeries would share facilities such as reception, waiting area, changing rooms and records room, as well as having their own consulting rooms and offices. On the upper two storeys it is proposed to construct 20 residential units. The units would have their own separate pedestrian access from Uxbridge Road and would provide the following mix:

4 x 1 bed 2 person

8 x 2 bed 3 person

6 x 2 bed 4 person

2 x 4 bed 5 person

An area of external amenity space for the residential units has been created in the southern/rear corner of the site, with defensible space proposed in front of the windows of the ground floor consulting rooms to protect the privacy of those using the consulting rooms and amenity space.

The scheme has been designed to create a frontage toward the north onto Uxbridge Road with the principal pedestrian access points also facing north. The proposed building sits on the eastern side of the site to create a car parking area to the north west of the building, which would be accessed from Swift Close. A total of 43 car spaces are proposed. The new medical centre is proposed to be allocated 7 spaces, of which one will be a blue badge parking space. 20 car spaces are proposed for the new residential flats which include 2 blue badge compliant spaces. The resident's of Swift Close would have 8 dedicated spaces, and there are a further 8 visitor car spaces proposed (of which 1 would be blue badge compliant). An emergency ambulance drop-off has been incorporated on Uxbridge Road to allow for the pickup of patients requiring emergency hospital care from the medical centre should the need arise, however it is anticipated that this would be only on very rare occasions.

A total of 40 cycle spaces have been designed into the scheme. The residential scheme would have 28 cycle spaces, these have been allocated in front of the pedestrian entrance and in a shared lockable shed. 12 cycle spaces are proposed for the medical centre, these are located at the front entrance of the medical centre.

The design quality and environmental energy assessment standard targeted for this development is BREEAM "Excellent" for the non-residential elements.

The Applicant has provided the following explanation for the proposals:

"The London Borough of Hillingdon (LBH) with the NHS have identified a need for a primary care medical facility and has worked with the NHS and two doctors surgeries to provide a brief for a new facility. LBH has identified Woodside Day Centre Site as a suitable plot. The aim is to provide a much needed focal point for modern healthcare in the borough, combined with a development of shared ownership flats.

Woodside Day Centre used to provide a day care service for people with complex mental



and physical needs. Over the last few years Social Services has modernised and relocated these services to various other buildings, as a consequence Woodside Day Centre Site has become redundant and therefore available for this development, but more importantly is sizable to accommodate a primary healthcare facility."

### 3.3 Relevant Planning History

23799/H/97/0052                      Former Peter Pan Day Nursery, 401                      Uxbridge Road Hayes  
Erection of single storey day centre for adults with learning difficulties (involving demolition of existing building) and provision of new access point to Addison Way

**Decision:** 27-03-1997      ADH

#### Comment on Relevant Planning History

Planning consent for the existing building was granted under application reference 23799/H/97/0052 on 27th March 1997 (Erection of single storey day centre for adults with learning difficulties (involving demolition of existing building) and provision of new access point to Addison Way).

### 4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise

#### 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.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  
AM11               Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public



	transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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LPP 7.14	(2016) Improving air quality
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

**5. Advertisement and Site Notice**

- 5.1** Advertisement Expiry Date:- **14th February 2018**
- 5.2** Site Notice Expiry Date:- Not applicable

1st February 2018

## 6. Consultations

### External Consultees

Consultation letters were sent to 53 local owner/occupiers, the Hayes Village Conservation Panel and the Townfield Residents Association on the 9th January 2018. In addition an Open Event was held at the existing building on the 17th January 2018. The application was also advertised by way of site and press notices. Two consultation responses were received at the Open Event and these have been passed on the case officer.

One response requested additional planting on the southern boundary to prevent overlooking and loss of privacy to properties on Acacia Avenue. A second comment was received stating that the GP surgeries and flats would benefit the local community.

Case Officer's comments:

The request for additional planting has been considered and discussed with the applicant, however the properties on Acacia Avenue are of a sufficient distance away from the proposed building as to accord with Council policy in terms of overlooking. In addition there is insufficient space within the site to increase the level of planting without having a detrimental impact on the level of car parking provided. Trees are already proposed on the southern boundary of the site within the external amenity area. The comment in support of the application is noted.

### Internal Consultees

#### LANDSCAPE ARCHITECT

This site is occupied by a block of flats on the south side of Uxbridge Road. The block is set well back from the main road and, at the east end features two particularly fine specimen trees, which make a positive contribution to the generally poor visual and environmental quality of Uxbridge Road. There is also a group of trees at the west end of the site. This is a Council-owned site and, therefore, the trees are not protected by TPO.

Comment

Pre-application advice regarding the trees was sought from the Green Spaces team - albeit after the building and site layout had been designed. An internal tree report assesses the condition and value of 8 individual specimens.

There are no grade 'A' trees. 7 of the trees are grade 'B1' - a category that justifies retention on development sites. The remaining tree is graded 'C', a category which is not regarded as a significant constraint on development. According to the plan ref. 2017/D/232/P/04 (read in conjunction with the tree report) T1 and T2 the two Golden Rain (B grade) trees at the east end of the site will be removed to facilitate the development. The remaining group of trees at the west end of the site could be retained subject to careful site management and adherence to a detailed protection and site construction method statement.

While the loss of T1 and T2 is regrettable, the proposed site layout provides space and opportunity to secure replacement planting, together with hard and soft landscape enhancement, along the front and rear boundaries. This should include approximately 12 new / replacement trees which, over time, will go some way to mitigating the proposed tree loss - and securing a succession / wider age structure of trees for the future, in this location.

Recommendation

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

#### FLOOD AND WATER MANAGEMENT OFFICER

There are no flood risk management objections to the proposed development subject to a standard surface water drainage condition requesting the use of Sustainable Drainage Systems.

The site is in not a high risk flood area however as a major development it is expected that some drainage material is submitted with the proposals. The management of surface water flooding and subsequent flooding risk is a material consideration.

Any subsequent approval should ensure that the final designs include the measures to reduce and manage surface water run off. This can be secured through the standard surface water drainage condition.

#### CONSERVATION AND DESIGN OFFICER

No impact on the adjacent Hayes Village Conservation Area, or any other known heritage assets.

#### AIR QUALITY MANAGEMENT

I have evaluated the planning application above and I offer the following recommendations:

a) the air quality assessment has predicted that the proposal is not air quality neutral as per GLA's requirement. However, the methodology applied by the consultant undertaking the air quality modelling is excessive (used the retail benchmark as a proxy for the proposed uses) and therefore had the correct methodology been applied it would have met policy requirements.

b) the location is within Uxbridge Road Focus Area (see map below), in a range between 36 and 40 ug/m<sup>3</sup> which classifies the application within APEC B ( Air Pollution Exposure Criteria (APEC) - London Councils methodology).

Therefore it is recommended the proposal develops and applies of a Low Emission Strategy including appropriate mitigation (for instance, maximise distance from pollutant source, proven ventilation systems extracting clean air from rear side of the building, away from main road, parking considerations, winter gardens/green wall, internal layout considered and internal pollutant emissions minimised. Please see condition text as below.

#### Condition - 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 emissions strategy shall be aligned with 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 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, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

#### SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to the following.

#### Energy

The energy strategy does not show a suitable reduction in CO<sub>2</sub> emissions for both the non residential and residential elements. There is a shortfall of 15tco<sub>2</sub>/annum. The applicant therefore needs to provide a strategy for how this saving will be achieved offsite, either through [1] a S106 contribution of £27,000 (15tco<sub>2</sub> per annum x £60/tco<sub>2</sub>) x 30 years; or [2] through the following

condition:

#### Condition

Prior to the commencement of development a scheme demonstrating a reduction of 15tCO<sub>2</sub> for 30 years shall be submitted and approved in writing by the Local Planning Authority. The scheme should identify a project or projects offsite that aim to achieve a saving of 15tCO<sub>2</sub> through energy efficiency improvements and/or low or zero carbon technology. No occupation of this development shall occur until identification of the offsite project has been finalised and agreed in writing with the Local Planning Authority. The offsite project must commence within 1 year of the first occupation of this development unless otherwise agreed in writing by the Local Planning Authority.

#### Reason

To ensure the development contributes to the reduction in CO<sub>2</sub> in accordance with Policy 5.2 of the London Plan.

In addition, the following condition is necessary:

#### Condition

Prior to the commencement of development full details of the low and zero carbon technology required to achieve the onsite savings from the 'Be Green' measures as set out in the Energy Assessment (XCO<sub>2</sub>, December 2017) shall be submitted and approved in writing by the Local Planning Authority. The details shall include location plans of the equipment (air source heat pump) and the necessary roof plans and elevations showing the inclusion of (photovoltaic panels). The development must proceed in accordance with the details.

#### Reason

To ensure the development contributes to the reduction in CO<sub>2</sub> in accordance with Policy 5.2 of the London Plan.

#### Ecology

The applicant has provided an ecology assessment with the submission. This ecology assessment is not fit for purpose. However, the Council would not normally recommend an ecology survey on a site with such an obvious limited ecological value. The following condition is therefore necessary:

#### Condition

Prior to the commencement of development a scheme for the protection of existing biodiversity features and the inclusion of enhancement opportunities shall be submitted and approved in writing by the Local Planning Authority. The scheme shall identify measures to be incorporated into the building fabric i.e. living walls and roofs, bat and bird boxes) as well enhancement measures in the landscaping (i.e. nectar rich planting, water features, habitat walls). The development must proceed in accordance with the approved scheme.

#### Reason

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with EM8 of the Local Plan.

#### Case Officer's comments:

The suggested conditions are recommended to be attached to any grant of planning consent, including the requirement for a scheme demonstrating a reduction of 15tCO<sub>2</sub> for 30 years. The off-site financial contribution is not therefore required to be included within the Statement of Intent.

#### HIGHWAYS ENGINEER

The site is situated on the southern side of the Uxbridge Road (A4020) in Hayes between Church Road (to the west) and the junction with Central Avenue (to the east). The nearby Uxbridge Road

and Church Road junctions are signalised at their junction and are both designated as classified roads within the hierarchy of the borough's road network.

This part of Uxbridge Road directly forms a section of the London Cycle Network (LCN) and therefore exhibits a segregated cycle track outside the site frontage. In terms of public transport services there are a plethora of bus services, notably no's 90,427,607 and U7 which stop directly adjacent to the site. The nearest London Underground Station is located at Northolt approximately 3 miles from the site which contributes to the site's lower public transport accessibility level (PTAL).

#### Car Parking Provisions

Within the site envelope the proposal consists of a revised parking layout as compared to the previous and now redundant day care centre use. The new provisions will cater for the Primary Health Care facility and new residential content as well as the adjacent housing units in Swift Close (No's 2-16) as was previously the case. The parking provisions for residents of Swift Close will feature a reconfigured layout with a segregated parking facility for the new Primary Health Care facility/Residential provision which will be accessed via a gated barrier control.

A) Medical Centre D1 Parking Quantum = 7 spaces + 7 visitor spaces (inclusive of 2 disabled compliant provisions)

There are no prescriptive parking standards within the London Plan 2016 or the council's adopted UDP. However the emerging Local Plan: Part Two DMT6 policy and parking standard for D1 medical uses suggest a standard of two spaces per consulting room of which there are 8 proposed. As a result there is some flexibility in determining a final and suitable parking quantum for such uses. The parking requirement is therefore considered on an individual 'site by site' basis taking into account likely parking demand and the characteristics of the local road network which may influence a higher or lower site provision depending on parking stresses and on-street parking controls.

As a guide if the emerging standard is applied there would be a provision of 16 spaces for the surgery use. 14 spaces are proposed which is a comparable quantum to the standard. If the local characteristics of the road network are considered such as the parking controls in Church Road and the Uxbridge Road itself, it is apparent that any parking demand generated by the new medical centre or residential element is unlikely to impinge/displace onto the highway network in vicinity of the site. The exception to the rule is Swift Close itself which remains unrestricted however owing to the nature of the D1 medical use any displaced parking affiliated to the site would be short term in nature. However it is accepted that parking 'turnover' will be generated by the medical use therefore in reality the available parking spaces on Swift Close may be utilised for a substantive part of the day albeit by different vehicles during surgery opening hours.

The predicted vehicular trip generation for the D1 use also supports this assumption as there will be measurable parking 'turnover' throughout the surgery opening hours which is typical for the D1 medical use class. Although unlikely given the on-site parking quantum, parking overspill from the proposed residential units may also contribute to on-street demand in Swift Close. It is clear that the applicant has maximised on-site parking provisions on-site and that there is no further scope to provide any more for the surgery given the competing demands of re-providing parking spaces for residents of the adjacent housing provision in Swift Close and maintaining adequate internal roadways within the site. The requirement to provide suitable amenity space also restricts further on-site parking provision. On this premise it is considered that the parking level is appropriate for the D1 use with the caveat that Swift Close be monitored once the development is complete and if undue/ injudicious parking displacement is evident, the council would then consider implementing parking controls which would aid access for all users of Swift Close including emergency service vehicles. In accord with the Housing Design Guide 2010 - 10% of parking spaces should be disabled compliant equating to 1-2. Two spaces of appropriate scale are proposed which therefore conforms to the relevant standard. In terms of cycle parking there would be a provision of 2 secure and



accessible spaces per consulting room in accord with the council's cycle parking standard. This would equate to 16 spaces which the applicant has proposed. They will be provided at various site locations utilising Sheffield stands and covered/lockable areas. This arrangement accords with Transport for London's (TfL) design standards and is therefore considered acceptable.

B) New Residential C3 (20 mixed 1,2 & 4 bed flatted units) = 20 spaces (inclusive of 2 disabled compliant provisions).

Policy AM14 of the Hillingdon Local Plan: Part Two - saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards. As presented the overall site parking ratio equates to 1:1. The proposal would normally require a total of up to 30 on-site spaces to fully comply with Hillingdon's adopted UDP maximum parking standard. Notwithstanding this point, there are substantive parking controls in the area (with the exception of Swift Close) which would inherently discourage the likelihood of untoward parking displacement onto the public domain due to such under provision. Further to this aspect it is recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area if and when a Controlled Parking Zone is introduced in the future. This would help deter excess car ownership/usage from within the site and would be achieved by suitable planning condition or legal agreement. Car ownership/usage may also be potentially discouraged due to the site PTAL rating of 2-3 which assists in promoting a modal shift toward sustainable travel given the 'real world' public transport provisions which are more generous than the PTAL suggests. Modal shift is also encouraged by generous pedestrian footways and cycling facilities within the locality.

Within the above context, the lower level of car parking provision for this site is therefore considered acceptable. Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan 2016 (LP 2016) standards for this C3 use which would equate to 4 EVCPs for 'active' provision with a further 4 spaces acting as 'passive' provision for future activation. This however has the potential to reduce the availability of parking spaces for general use by vehicles other than electrically powered thereby lowering the already relatively low overall parking ratio of the site. This would have the potential to incur undesirable and injudicious/obstructive parking within the site itself with further potential of detrimental overspill onto the highway. Therefore given the current levels of electric/hybrid vehicle ownership it is considered reasonable that the 'passive' and 'active' provisions be provided at a later stage and increased in number on a demand led basis monitored and controlled within a parking management strategy (PMS) regime (referred to later in this report). The applicant would need to indicate and incorporate this aspect by way of suitable planning condition or legal agreement.

In accord with the Housing Design Guide 2010 - 10% of parking spaces should be disabled compliant equating to 2. Two spaces of appropriate scale have been proposed which therefore conforms to the relevant standard.

In terms of cycle parking there would be a provision of 22 secure and accessible spaces in total averaging one per unit. This accords with council's cycle parking standard. They will be provided at various site combinations utilising Sheffield stands and covered/lockable areas. This arrangement also conforms to TfL's cycle design standards and is therefore considered acceptable.

C) No's 2 -16 Swift Close C3 - 8 spaces inclusive of 1 disabled compliant provision

This existing housing block is outside of the development envelope and hence is exempt from full scrutiny under required parking standards. The 8 new replacement spaces fulfill an obligation to re-provide a previous facility set within the medical centre site boundary. Notwithstanding the above, a parking ratio of 1:1 is to be provided which is considered realistic and acceptable in the context of the overall scheme proposal.

Motor Cycle Parking Provision

The emerging Local Plan: Part 2 DMT 6 policy and parking standard requires new developments to provide one motorcycle/scooter parking space per 20 car parking spaces. On this site the overall

provision would therefore equate to approximately one space. It is considered that given the relatively small scale of the site and already limited on-site parking provision, any further specific designation of a motorcycle or scooter parking bay, resulting in a loss of a car parking bay, could have the potential to cause injudicious parking within the site itself thereby compromising safety and internal vehicular movement. In practise motor cycle patrons would seek an unused space i.e. 'dead space' to park on hence for this particular scale of application it is considered acceptable not to dedicate a specified parking place.

#### Parking Management Strategy (PMS)

To best control the mixed use profile of parking usage within the site it is considered that the application of a PMS is a key tool which helps to ensure an unhindered and functional operation for the residential and medical centre parking uses within the site envelope. This will involve creating an internal site management regime that will enforce and oversee overall parking control on a site wide basis thus ensuring the harmonious and mutual coexistence/interplay of the parking bay facilities for patrons/employees of the surgeries and new residents (including visitors) of the development. The PMS may be supported by enforcement structures which encourage the correct use of parking places which would assist in ensuring that parking demand and allocation is managed coherently. It is assumed that the remote control barrier system to the main car park is to feature as a parking control mechanism. It would benefit from an explanation as to how it would function within the narrative of the strategy. The PMS can be secured via an appropriate planning condition.

#### Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part Two - saved UDP policy considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. The applicant has applied the TRICS database to determine the trip rates for the proposed residential and medical centre uses. When comparing the prior D1 use class (day care centre) to the predicted revised D1 and new C3 use class traffic generation, it is accepted that there would in fact be a marginal net increase in vehicular movements during both the morning and evening peak hour traffic periods. The combined peak period traffic generation would equate to some 25 and 17 vehicles distributed through the am and pm peak hour respectively. Given the previous D1 use (when operational) which generated a lower level of activity, it is considered that the marginal net increase generated by the proposal can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

#### Private Vehicle & Refuse collection access arrangements

The existing vehicular access to the site would remain unaltered for the redevelopment with all access provided from Swift Close. This includes for residential and medical waste collections which would be undertaken by refuse truck from within the site boundary. It has been satisfactorily demonstrated that the latter can enter and leave the site in a forward gear which is the recommended practice on highway safety grounds and accords with Department for Transport best practice guidance (Manual for Streets circa 2007). A site management regime should ensure that waste collection distances do not exceed a distance of 10m from the highway in order to conform to good practice therefore a suitable on-site management planning condition should be sought to secure this aspect.

#### Proposed Ambulance lay-by on Uxbridge Road

A new lay-by, directly outside the main entrance to the surgeries, is proposed for emergency use only. This would allow for an ambulance to stop on the Uxbridge Road without impeding traffic flows which clearly is welcomed given the highly trafficked nature of the location. At present the footpath in front of the site exhibits three distinct characteristics. There is a footway that abuts the site front boundary which then sides onto a segregated cycle track next and a grass verge which borders the main roadway. The proposal is to remove the grass verge and realign the cycle track and footway by deflecting the line of east/west bound pedestrian and cycle travel toward the front boundary of the

site. This is broadly acceptable in principle however it is noted that although the repositioned cycle track retains its current width (approximately 2.4m), the footway would be reduced from approximately 3m in width to just less than 2m which gives rise to some concern. This is due to the footway exhibiting extensive footfall at present which the development will exacerbate. The surgeries, in particular, will attract a wide demographic of patronage i.e. wheelchair users, parents with push chairs/prams etc. The existing footway measures 3m in width and is adequate for the task however any reduction in width as indicated as part of the redesign will prejudice pedestrian free-flow. This view is supported by TfL guidance relating to 'Pedestrian Comfort' of footways which recommends a minimum footway width of 2.6m in these circumstances. As the development will generate additional footfall from what is currently a dormant site, it is recommended that this 'minimum' width is not reduced further otherwise it will be prejudicial to the free flow of pedestrians on the Uxbridge Road. It is therefore considered acceptable to introduce the lay-by with a 2.6m wide footway which, as a consequence, will result in a marginally narrowed cycle track than proposed. The required adjustments to the public highway will need to be executed to an appropriate council standard and as both the Council and NHS are party to this application, the scheme will need to be financed through an appropriate funding stream and/or separate agreement.

#### Travel Plan (TP)

A combined TP has been submitted covering both the residential and the medical centre uses and broadly conforms with TfL guidelines as it addresses all good mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable travel mode to and from the site. The TP will need to be secured under planning condition. This will allow for a review mechanism in years 1, 3 and 5 following site occupation which will help ensure compliance to the sustainable travel mode targets set within the submitted action plan.

#### Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local and classified road network in order to minimize/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

#### Conclusion

The Transport statement and Travel Plan submitted with the application has been reviewed by the Highway Engineer who is satisfied that, subject to appropriate planning conditions, the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

#### ACCESS OFFICER

This planning application seeks permission to redevelop the former Woodside Day Centre site into a primary care medical facility to provide new accommodation for two existing GP surgeries. The development would also comprise 20 shared ownership flats on the 1st and 2nd floors.

The objective is to provide a much needed focal point for modern health care in the Borough, and the London Borough of Hillingdon in collaboration with the NHS have identified this site as a suitable plot. In view of the above, a number of discussions and meetings have taken place between the Council's Principal Architect and its Access Officer. Revised plans are underway to address the following issues:

1. Given the intended use of the ground floor as a medical facility and the likely clientele, a 'Changing Places' should be incorporated to provide accessible and dignified toilet facilities for people with complex and/or multiple disabilities.
2. The proposed residential accommodation on the 1st and 2nd floors should incorporate two wheelchair accessible units, specified to accord with M4(3) as set out in Approved Document M to the Building Regulations (2015 edition).
3. All remaining units should be compliant with the prescribed standards set out in M4(2), with

particular attention given to the furniture layout and spatial requirements within the bathroom.

Conclusion: the submission of revised plans is imminent. Any grant of planning permission should include the following Planning Condition:

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

Reason:

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

Case Officer's comments:

Revised plans have been received.

#### NEW BUSINESS MANAGER

The Woodside Day Centre development is considered an Enabling Development as the 20 shared ownership units being built on the development will finance the build costs of the ground floor GP surgeries. There is an identified shortfall of GPs in this area and this shortfall will become more acute when the Grassy Meadows Extra Care Sheltered Housing scheme opens in July 2018 and a further 88 vulnerable older people move into the area. Whilst not strictly policy compliant in terms of affordable housing as the development does not offer any rented units, the development does offer 100% affordable housing well above the 35% policy requirements and has been designed to include a range of unit sizes including 2 x 4 bed flats to meet a proven demand for shared ownership housing in that area.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

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

The existing building is not statutory or locally listed and no objections could be raised to its loss. The provision of the health facility (Use Class D2) would provide an important community service to the local area which is supported by local policy and the London Plan (2016). The health facility would also replace an existing D2 Use on the site and therefore the principle of this use has already been established. There would be no objection in principle to residential use of the site within an established residential area, subject to normal development control criteria.

#### **7.02 Density of the proposed development**

The site has a PTAL score of 3 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, with smaller sized units of 2.7 to 3 habitable rooms that a density of 70-170 could be achieved. The proposed scheme has a density of 67.5 units per hectare which sits just below the density range recommended by the London Plan (March 2016). However given that the site would also include the new primary healthcare facility and parking for the adjacent residential units on Swift Close, the proposed density is deemed appropriate and acceptable in this location.

Unit Mix

In ensuring a range of housing choice is provided to residents, London Plan Policy 3.8



states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes. Therefore the mix proposed is deemed acceptable and accords with policy.

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

The impact of the proposal on the adjacent Hayes Village Conservation area is deemed acceptable. The proposed building is of a smaller scale than the existing adjacent buildings and is considered to be of an appropriate contemporary design. The site does not fall within an Archaeological Priority Area. The Council's Conservation Officer has reviewed the proposals and raised no objections to the application.

#### **7.04 Airport safeguarding**

The proposed three storey building would be located between two existing four storey buildings and therefore there are no airport safeguarding concerns raised in relation to the development.

#### **7.05 Impact on the green belt**

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

#### **7.07 Impact on the character & appearance of the area**

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires new development to harmonise with the existing street scene or other features of the area which it is desirable to retain or enhance and Policy BE19 requires development within residential areas to complement and improve the character of the area.

The scheme would be a predominantly brick built construction, however within the supporting Design and Access Statement it states:

'Aesthetically the deep balcony soffits and walls will be clad with bright coloured anodised aluminium, as will the medical to create an artful and decorate impact.'

As stated above the proposed development would be smaller in scale than the adjacent existing buildings. In addition the current day care centre building is not in use and the proposed new building is considered to be of a superior design to the existing building occupying the site. A materials condition is recommended to ensure that the building is constructed to a high standard that will complement and improve the character of the area.

#### **7.08 Impact on neighbours**

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a 21m distance between facing habitable room windows to safeguard privacy.

The proposed residential units would be located in excess of 15m from the adjacent properties to the south east and north west and there are no windows in the flank elevation of the existing neighbouring buildings. As such there will be no detrimental impact on the residents of these properties. The proposed new units will be located over 21m from properties to the south west on Acacia Avenue. Overall, the scheme is not therefore considered to result in any significant loss of amenity to neighbouring properties in accordance with policies BE20, BE21 and BE24 of the Hillingdon Local Plan (November

2012).

#### Daylight/Sunlight

The proposed residential units would be located in excess of 15m from the adjacent properties to the south east and north west and over 21m from properties to the south west on Acacia Avenue. Overall, the scheme is not therefore considered to result in any significant loss of daylight or sunlight to neighbouring properties in accordance with policies BE20 and BE21 of the Hillingdon Local Plan (November 2012).

### **7.09 Living conditions for future occupiers**

#### Internal Floor Area

The proposed development is for the creation of 4 x 1 bed 2 person unit, 8 x 2 bed 3 person unit, 6 x 2 bed 4 person unit and 2 x 4 bed 5 person. All of the dwellings would be constructed in accordance with the floor space standards contained within Policy 3.5 of the London Plan (2016). Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms and inhabitants being proposed.

#### External Amenity Space

The Hillingdon Supplementary Planning Document HDAS: Residential Layouts states that one bedroom flats require a minimum of 20m<sup>2</sup> of external amenity space, two bedroom flats require 25m<sup>2</sup> and three bedroom or above 30m<sup>2</sup>. Therefore the properties would require a total of 490m<sup>2</sup> of amenity space. The scheme would provide 252m<sup>2</sup> of external amenity with a rear garden area plus 331m<sup>2</sup> of balcony amenity space. As such the amenity provided is considered acceptable and in accordance with Policy BE23 of the Hillingdon Local Plan (November 2012) and The Hillingdon Supplementary Planning Document HDAS: Residential Layouts.

#### Light and Outlook

All of the habitable rooms within the dwellings would be provided with an acceptable source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan (November 2012) and the London Plan (2016).

### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advise respectively that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads. Policy AM9 supports cycle provision, including the need for cycle storage provision within development schemes and Policy AM14 advises that development should accord with adopted car parking standards.

A total of 43 car spaces are proposed. The new medical centre is proposed to be allocated 7 spaces, of which one will be a blue badge parking space. 20 car spaces are proposed for the new residential flats which include 2 blue badge compliant spaces. The resident's of Swift Close would have 8 dedicated spaces, and there are a further 8 visitor car spaces proposed (of which 1 would be blue badge compliant). An emergency ambulance drop-off has been incorporated on Uxbridge Road to allow for the pickup of patients requiring



emergency hospital care from the medical centre should the need arise, however it is anticipated that this would be only on very rare occasions.

A total of 40 cycle spaces have been designed into the scheme. The residential scheme would have 28 cycle spaces, these have been allocated in front of the pedestrian entrance and in a shared lockable shed. 12 cycle spaces are proposed for the medical centre, these are located at the front entrance of the medical centre.

The Council's Highways Engineer has carefully reviewed the proposals and has confirmed that the level of car and cycle parking proposed is acceptable, as is the parking layout and the provision of waste and recycling services. The lack of motorcycle parking is noted and regrettable, however given the tight constraints of the site the Council's Highways Engineer raises no objection in this instance. Following the receipt of their comments the applicant has amended their plans so that the width of the pedestrian footpath along Uxbridge Road has been retained. In addition a Parking Management Strategy is recommended to be secured by condition, to include details of the access barrier operation, and an additional Heads of Term for the Statement of Intent to ensure that future residents, with the exception of blue badge holders, are unable to apply for resident's parking permits. Subject to the above no objections are raised to the proposal from a highways perspective.

It is therefore considered that the proposals would not have a significant impact on traffic and pedestrian flow in the immediate area. The proposal therefore accords with Policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012).

#### **7.11 Urban design, access and security**

The applicant has stated their intention to construct the building to Secured by Design standard. A condition to require that the development satisfies 'Secure by Design' criteria is recommended to ensure that this is achieved.

#### **7.12 Disabled access**

The Council's Access Officer does not raise any objections in principle to this development. The plans have been amended in the light of the officer's detailed comments and a condition has been attached to ensure the scheme satisfies the appropriate levels of M4(2) and M4(3) provision.

#### **7.13 Provision of affordable & special needs housing**

All of the 20 units are proposed to be for shared ownership sale. Therefore the scheme is not policy compliant in terms of affordable housing, as the development does not offer any rented units, however the development does offer 100% affordable housing well above the 35% required by policy and includes a range of unit sizes to meet a proven demand for shared ownership housing in that area.

In addition the Council's New Business Manager has confirmed that the development is considered an Enabling Development as the 20 shared ownership units being built on the development will finance the build costs of the ground floor GP surgeries. There is an identified shortfall of GPs in this area and this shortfall will become more acute when the Grassy Meadows Extra Care Sheltered Housing scheme opens in July 2018 and a further 88 vulnerable older people move into the area.

Taking the above matters into account, the affordable housing offer is considered to be justified with regard to the site specific circumstances outlined.

The details of the provision of affordable housing will be secured under the Statement of Intent.

## **7.14 Trees, landscaping and Ecology**

### Trees and Landscaping

Saved policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate.

The Council's Tree/Landscaping Officer has reviewed the submission and noted that whilst the loss of the two trees on the site adjacent to the Uxbridge Road is regrettable 'the proposed site layout provides space and opportunity to secure replacement planting, together with hard and soft landscape enhancement, along the front and rear boundaries. This should include approximately 12 new / replacement trees which, over time, will go some way to mitigating the proposed tree loss - and securing a succession / wider age structure of trees for the future, in this location.'

Therefore subject to conditions on landscaping details and tree protection measures they raise no objection to the proposals.

## **7.15 Sustainable waste management**

The development proposal incorporates an integral refuse storage area that would provide sufficient capacity for refuse/recycling bins. The Council's Highways Engineer has carefully reviewed the proposals and raised no objections to the waste provision proposed subject to a suitable condition.

## **7.16 Renewable energy / Sustainability**

The applicant has confirmed that the non-residential elements of the building will be constructed to BREEAM Excellent Standard. The Council's Sustainability Officer has reviewed the submitted details and subject to the attachment of an appropriately worded condition has raised no objections to the development.

## **7.17 Flooding or Drainage Issues**

The Council's Water and Flood Management Officer has reviewed the application and raised no objection to the proposals subject to the attachment of a condition to secure appropriate sustainable drainage methods on the site. Whilst the submitted layout plan indicates that permeable paving will be utilised further details are required and therefore the condition is recommended to be attached to any grant of planning consent.

## **7.18 Noise or Air Quality Issues**

The site is located within an Air Quality Management Area. The Council's Air Quality Specialist has reviewed the submitted details and subject to the attachment of an appropriately worded condition has raised no objections to the development.

## **7.19 Comments on Public Consultations**

As stated above the request for additional planting has been considered and discussed with the applicant, however the properties on Acacia Avenue are of a sufficient distance away from the proposed building as to accord with Council policy in terms of overlooking. In addition there is insufficient space within the site to increase the level of planting without having a detrimental impact on the level of car parking provided. Trees are already proposed on the southern boundary of the site within the external amenity area. The comment in support of the application is noted.

## **7.20 Planning obligations**

Policy R17 seeks to supplement the provision of recreational open space and other community, social and educational facilities through planning obligations. The applicant has agreed to a full range of planning obligations required to offset the impact of the development. A contribution can also be secured in respect of project management and

monitoring.

The following planning obligations have been agreed:

1. Affordable Housing: 100% affordable (Shared Ownership)
2. Highway Works: S278/S38 for required Highways Works
3. Travel Plan: to include £20,000 Bond
4. Agreement to prevent future occupants from applying for car parking permits (with the exception of Blue Badge holders).
5. Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs: 28/160 x £71,675
6. Project Management & Monitoring Fee: 5% of total cash contributions.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of a Statement of Intent or a S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan (November 2012).

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal floor area for the residential elements. This application is CIL liable with respect to new floorspace being created.

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

#### **7.21 Expediency of enforcement action**

No enforcement action is required in this instance.

#### **7.22 Other Issues**

None

### **8. Observations of the Borough Solicitor**

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

#### **9. Observations of the Director of Finance**

None

#### **10. CONCLUSION**

The application is for the demolition of an existing day care centre and the erection of a new primary healthcare facility for two GP surgeries. Also proposed are two storeys of 20 residential units above the new primary primary healthcare facility with associated car parking, external works and landscaping.

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

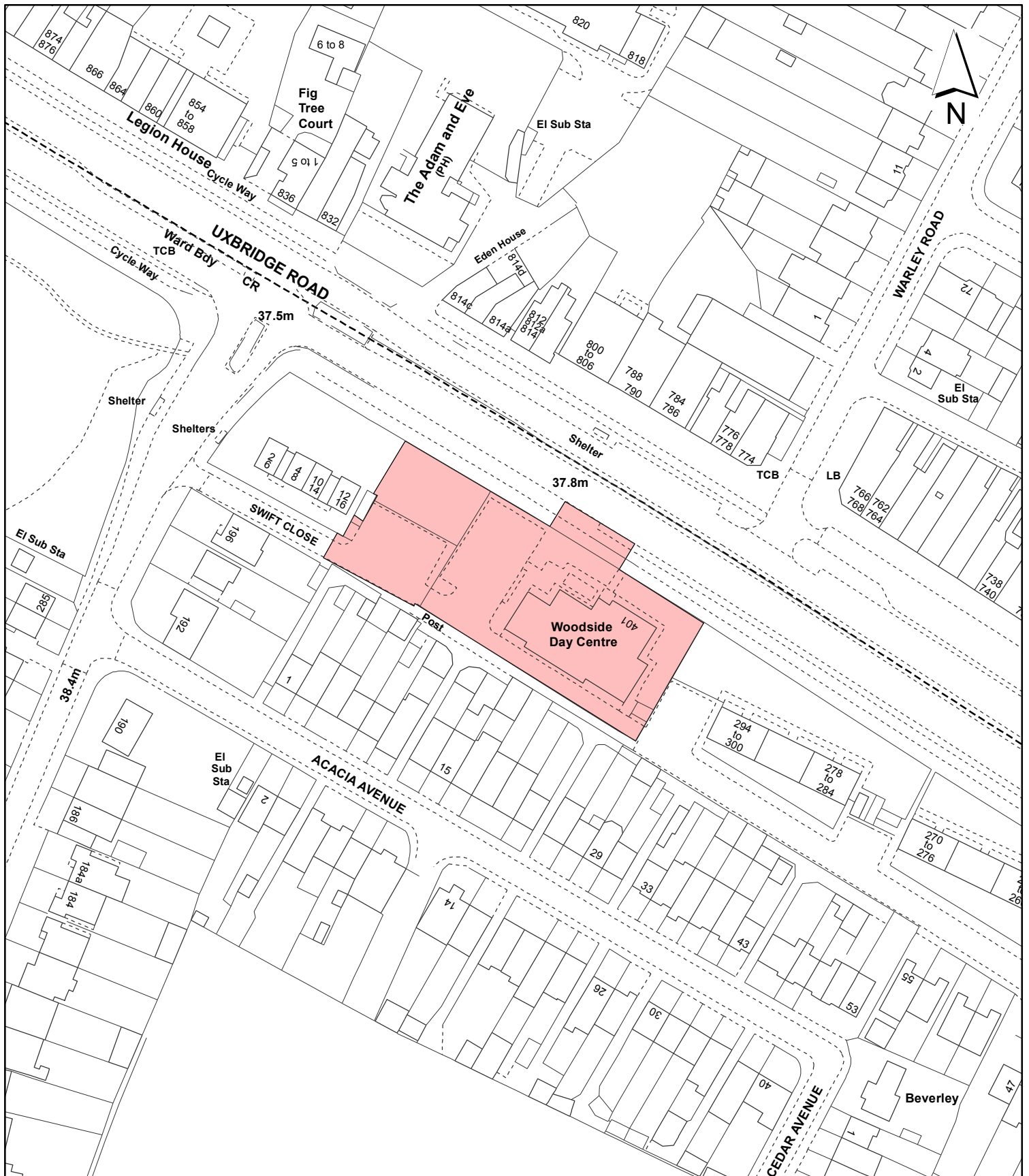
#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**401 Uxbridge Road  
 Hayes  
 (Woodside Day Centre)**

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

Planning Application Ref:  
**23799/APP/2017/4648**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 117**

Date:  
**February 2018**



**HILLINGDON**  
 LONDON



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## Report of the Head of Planning, Sport and Green Spaces

**Address** BATTLE OF BRITAIN MUSEUM & VISITOR CENTRE WREN AVENUE  
UXBRIDGE

**Development:** Retention of existing temporary visitors centre and external redecoration.

**LBH Ref Nos:** 585/APP/2017/4005

**Drawing Nos:** Design and Access Statement ref. 2016/D/225/P/04  
2016/D/228/P/02 Proposed Site  
2016/D/228/P/03 Existing and Proposed Elevations  
2016/D/228/P/01 Location Plan

**Date Plans Received:** 07/11/2017 **Date(s) of Amendment(s):**

**Date Application Valid:** 07/11/2017

### 1. **SUMMARY**

The application is for the retention of an existing temporary visitors centre and its external redecoration at the site of the Battle of Britain Bunker and the new visitors centre. The structure to which this application relates is the temporary structure provided to enable the continued operation of the facilities during demolition and construction of the new visitors centre.

No objections are raised to the principle of the development in this location, which is considered to have a limited impact on the openness of the wider adjacent Green Belt. The proposal is not considered to have a detrimental impact on the character, appearance and setting of the adjacent statutory Grade I listed building and surrounding area in general. The scheme would not have a detrimental impact on the local highways network or existing parking provision.

The proposal is considered to comply with relevant planning policy and, accordingly, approval is recommended.

### 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

#### 1 SP01 **Council Application Standard Paragraph**

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

#### 2 COM3 **Time Limit**

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

#### REASON

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

#### 3 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete

accordance with the details shown on the submitted plans, numbers:

2016/D/228/P/01

2016/D/228/P/02

2016/D/228/P/03; 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 and Access Statement Ref 2017/D225/04

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).

#### **5 COM7 Materials (Submission)**

Within four months of the date of this planning consent details of all paint designs, type and colour to be used on external surfaces shall be 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.

BE10 Proposals detrimental to the setting of a listed building

BE13	New development must harmonise with the existing street scene.
OE1	Protection of the character and amenities of surrounding properties and the local area
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
LPP 7.16	(2016) Green Belt

### **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.

### **4 170 LBH worked applicant in a positive & proactive (Granting)**

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 for a residential led, mixed-use development, and amended under application reference 585/APP/2015/848.

The RAF Bunker site is currently used by the Friends of the Bunker volunteers who manage the use of the adjacent underground bunker, a structure used during the Battle of Britain and now a visitor centre with the recreated plotting room and numerous RAF exhibits. Within the site is the new visitors centre that is close to completion. The site also includes the Uniter Building (Cold War Bunker) to the north and electricity substation to the east.

The site is located within the green belt as designated by the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

The Battle of Britain Bunker Reception Building was originally erected as a temporary visitor and classroom support space for visitors to the war bunkers whilst the adjacent Battle of Britain Education and Visitor Centre building was being completed.

The reception building was intended to be removed following the completion of the new facility; however, operational developments have necessitated the retention of the temporary block. In addition, if the building is to remain in situ then the aesthetic of the temporary block is deemed to require attention such that it complements the new Visitor Centre and the wider historic context.

To this end the planning application has been submitted to permanently retain the building, but change the external appearance of the block by painting or mural work such that it befits the historic context and compliments the new Visitor Centre.

### 3.3 Relevant Planning History

585/APP/2009/2752 R A F Uxbridge Hillingdon Road Uxbridge

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 6 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 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq 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 150sq.m of retail (Class A1 and A2) and 225sq.m G 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 600sq.m Class D1/2 use (no building works proposed);
  - g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for use as a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

**Decision:** 18-01-2012 Approved

585/APP/2014/3739 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge  
Erection of a temporary modular building with associated works and installation of a temporary road

**Decision:** 10-12-2014 Approved

585/APP/2014/3910      The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge  
Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium,  
meeting rooms, library, cafe and shop and associated parking area and landscaping.

**Decision:** 08-01-2015    Approved

#### **Comment on Relevant Planning History**

Planning permission was approved on 10 December 2014 under application reference 585/APP/2014/3739 for the erection of a temporary modular building with associated works and installation of a temporary road. These are works were to enable the continued operation of the facilities during demolition and construction of the new visitors centre.

Prior approval was granted for the demolition of the former AUS building on 17 November 2014.

Planning permission was approved on 18 January 2015 under application reference 585/APP/2014/3910 for the Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium, meeting rooms, library, cafe and shop and associated parking area and landscaping.

#### **4. Planning Policies and Standards**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework  
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.EM2      (2012) Green Belt, Metropolitan Open Land and Green Chains  
PT1.HE1      (2012) Heritage  
PT1.CI1      (2012) Community Infrastructure Provision  
PT1.CI2      (2012) Leisure and Recreation  
PT1.CI3      (2012) Culture

Part 2 Policies:

BE10          Proposals detrimental to the setting of a listed building  
BE13          New development must harmonise with the existing street scene.  
OE1          Protection of the character and amenities of surrounding properties and the local area  
AM14          New development and car parking standards.



- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- LPP 7.16 (2016) Green Belt

## **5. Advertisement and Site Notice**

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

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 4 local owner/occupiers on 14 November 2017. The application was also advertised by way of site and press notices. No responses were received.

#### ENGLISH HERITAGE

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

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

No requirement to consult GLAAS

### **Internal Consultees**

#### DESIGN AND CONSERVATION OFFICER

No objection. Please condition the paint colour for the elevations.

#### HIGHWAYS OFFICER

There are no material highways implications resulting from the retention and repainting of the reception centre. No objections are raised on highways grounds.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application relates to the retention of an education centre in connection with the existing Battle of Britain Bunker and museum.

Policy CI1 states that the council will ensure that community and social infrastructure is provided in Hillingdon while Policy CI3 seeks to ensure that cultural uses help improve the quality of life of residents and visitors, including safeguarding the quality of existing viable cultural facilities and supporting proposals for new and improved facilities. Policy R7 also supports the provision of cultural facilities.

The building provides a facility for visitors and volunteers thus considerably improving the cultural offer in the London Borough of Hillingdon. The proposal is therefore considered acceptable in principle with regards to Policies CI1 and CI3 of the Local Plan: Part 1 and Policy R7 of the Local Plan: Part 2. There is therefore no objection raised to the principle of the development.

### **7.02 Density of the proposed development**

Not applicable to the consideration of this application.

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

Given the location of the building and its modest size and scale, the scheme is not considered to have a detrimental impact on the character, appearance and setting of the adjacent Grade I listed bunker. In addition English Heritage, GLAAS and the Council's Conservation Officer have been consulted on the proposals and have raised no objections to the application. A condition is recommended to be attached to ensure that the proposed paint scheme/coulour is appropriate in this location.

#### **7.04 Airport safeguarding**

Not applicable to the consideration of this application.

#### **7.05 Impact on the green belt**

The existing building is located adjacent to the Green Belt boundary, however it is single storey in nature and is adjacent to the larger new visitors centre that is currently being constructed. Accordingly, the size, scale and height of the building is not considered to be obtrusive in this location and it is not considered that it would have any significant adverse impact on the long-term openness of the Green Belt or the visual amenities of the surrounding area. The proposed painting of the structure to a more appropriate colour for its setting is deemed to improve the visual impact of the building.

#### **7.07 Impact on the character & appearance of the area**

The building is located to the east of the access road into the site and consists of a single storey, flat roofed building. Given its location within the site, the dense belt of trees and shrubs surrounding the site would assist with the screening and softening of the proposal. For these reasons, the scheme would not appear highly prominent within the surrounding street scene and no objection is raised in this regard. The proposed painting of the structure to a more appropriate colour for its setting is deemed to improve the visual impact of the building. A condition is recommended to be attached to ensure that the proposed paint scheme/coulour is appropriate in this location.

#### **7.08 Impact on neighbours**

The existing single storey building is located approximately 18m from the closest neighbouring property on Patch Close. Between the building and the rear gardens of Patch Close is a boundary wall that is greater in height than the existing building that is proposed for retention. The impact of the application on neighbouring occupiers is therefore considered to be minimal.

#### **7.09 Living conditions for future occupiers**

Not applicable to the consideration of this application.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The retention of the existing single storey building is not considered to result in any additional traffic impacts. The Council's Highways Engineer has reviewed the application and confirmed they have no objection to the retention of the building. The site comprises 32 car parking spaces which will be retained for use by the new visitor centre and this existing building.

#### **7.11 Urban design, access and security**

The proposed painting of the structure to a more appropriate colour for its setting is deemed to improve the visual impact of the building thus improving its appearance within the public realm. The existing security arrangements for the building will not be altered as a result of the current application.

#### **7.12 Disabled access**

Whilst the new visitor centre will be fully accessible with complimentary facilities throughout, the bunkers are not wheelchair accessible. Wheelchair access to the Battle of Britain Bunker Reception Building is from an existing shallow ramped access that exists from the car park. The existing access arrangements for the building will not be altered as

- a result of the current application.
- 7.13 Provision of affordable & special needs housing**  
Not applicable to the consideration of this application.
- 7.14 Trees, landscaping and Ecology**  
Not applicable to the consideration of this application.
- 7.15 Sustainable waste management**  
Not applicable to the consideration of this application given that the application relates to the retention of an existing structure.
- 7.16 Renewable energy / Sustainability**  
Not applicable to the consideration of this application given that the application relates to the retention of an existing structure.
- 7.17 Flooding or Drainage Issues**  
Not applicable to the consideration of this application given that the application relates to the retention of an existing structure.
- 7.18 Noise or Air Quality Issues**  
Not applicable to the consideration of this application given that the application relates to the retention of an existing structure.
- 7.19 Comments on Public Consultations**  
None received.
- 7.20 Planning obligations**  
Not applicable to the consideration of this application.
- 7.21 Expediency of enforcement action**  
None
- 7.22 Other Issues**  
None

**8. Observations of the Borough Solicitor**

General

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

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

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

Planning Conditions

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

imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

#### **9. Observations of the Director of Finance**

None

#### **10. CONCLUSION**

The application is for the retention of an existing temporary visitors centre and it's external redecoration at the site of the Battle of Britain Bunker and it's new visitors centre. The structure to which this application relates is the temporary structure provided to enable the continued operation of the facilities during demolition and construction of the new visitors centre.

No objections are raised to the principle of the development in this location, which is considered to have a limited impact on the openness of the wider adjacent Green Belt. The proposal is not considered to have a detrimental impact on the character, appearance and setting of the adjacent statutory Grade I listed building and surrounding area in general. The scheme would not have a detrimental impact on the local highways network or existing parking provision.

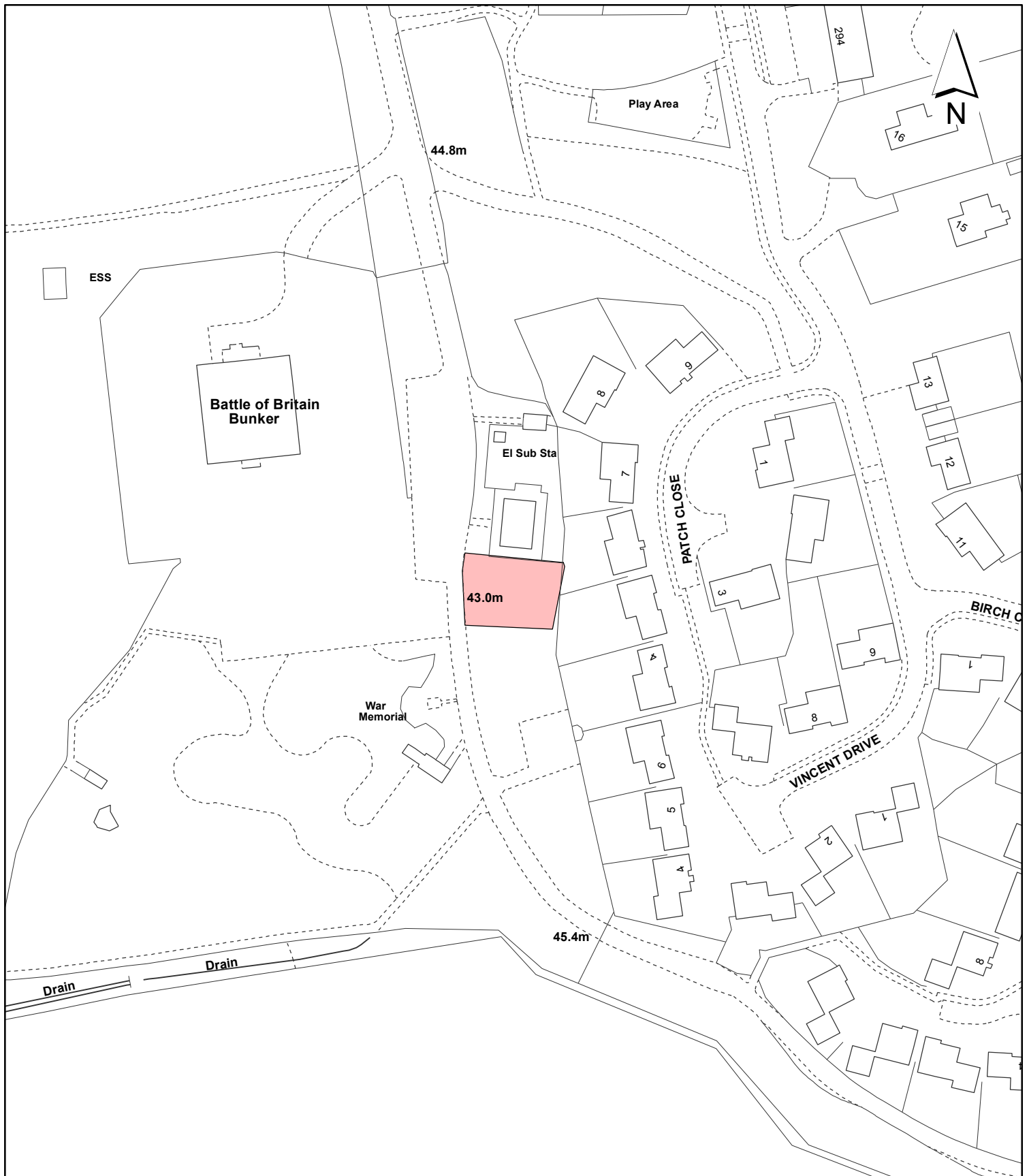
The proposal is considered to comply with relevant planning policy and, accordingly, approval is recommended.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Battle of Britain Bunker  
 St Andrews Park**

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

Planning Application Ref:  
**585/APP/2017/4005**

Scale:  
**1:1,250**

Planning Committee:  
**Major** Page 129

Date:  
**February 2018**



**HILLINGDON**  
 LONDON



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## Report of the Head of Planning, Sport and Green Spaces

**Address** BATTLE OF BRITAIN MUSEUM AND VISITOR CENTRE WREN AVENUE  
UXBRIDGE

**Development:** Installation of a 5.4m high sculpture of Sir Keith Park.

**LBH Ref Nos:** 585/APP/2017/4538

**Drawing Nos:** 2017/D/235/P/02 Existing Site Plan-Layout1-A3 Landscap  
2017/D/235/P/03 Proposed Location of Sir Keith Park St  
2017/D/235/P/01 Location Plan-A4 Portrail

**Date Plans Received:** 20/12/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 20/12/2017

### 1. SUMMARY

The application is for the installation of art comprising of a 5.43m high sculpture of Sir Keith Park. The sculpture would be located on a square base of 1.35m (w) x 1.35m (d) and would be constructed of a polymer resin bond material.

The sculpture is proposed to commemorate Air Chief Marshal Sir Keith Park who commanded RAF squadrons in 1940 and would be located adjacent to the new Battle of Britain Visitors Centre.

The scheme is deemed to be of an acceptable scale and is considered to be an appropriate proposal in this location. It is not considered to result in any detrimental impact on adjacent occupiers, the Grade I listed 'Group Operations Room' Bunker or on the Green Belt. As such the application is recommended for approval.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### 1 SP01 Council Application Standard Paragraph

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

#### 2 COM3 Time Limit

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

#### REASON

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

#### 3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan, number 2017/D/235/P/03 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).

## 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.

BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 7.16	(2016) Green Belt
LPP 7.5	(2016) Public realm
R7	Provision of facilities which support arts, cultural and entertainment activities
R8	Loss of facilities which support arts, cultural and entertainment activities

### 3 I70 **LBH worked applicant in a positive & proactive (Granting)**

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 for a residential led, mixed-use development, and amended under application reference 585/APP/2015/848.

The RAF Bunker site is currently used by the Friends of the Bunker volunteers who manage the use of the adjacent Grade I Listed 'Group Operations Room' underground

bunker, a structure used during the Battle of Britain and now a visitor centre with the recreated plotting room and numerous RAF exhibits. Within the site is the new visitors centre that is close to completion. The site also includes the Uinter Building (Cold War Bunker) to the north and electricity substation to the east.

The site is located within the green belt as designated by the Hillingdon Local Plan (November 2012).

### 3.2 Proposed Scheme

The application is for the installation of art comprising of a 5.43m high sculpture of Sir Keith Park. The sculpture would be located on a square base of 1.35m (w) x 1.35m (d) and would be constructed of a polymer resin bond material.

The sculpture is proposed to commemorate Air Chief Marshal Sir Keith Park who commanded RAF squadrons in 1940 from within the adjacent Group Operations Room bunker. The sculpture would be located adjacent to the new Battle of Britain Visitors Centre on a grassed traffic island within the new lower level car park.

### 3.3 Relevant Planning History

585/APP/2009/2752 R A F Uxbridge Hillingdon Road Uxbridge

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 6 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 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq 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 150sq.m of retail (Class A1 and A2) and 225sq.m G 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 600sq.m Class D1/2 use (no building works proposed);
  - g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

**Decision:** 18-01-2012 Approved

585/APP/2014/3739 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge  
Erection of a temporary modular building with associated works and installation of a temporary road

**Decision:** 10-12-2014 Approved

585/APP/2014/3910 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge  
Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium, meeting rooms, library, cafe and shop and associated parking area and landscaping.

**Decision:** 08-01-2015 Approved

#### **Comment on Relevant Planning History**

Planning permission was approved on 10 December 2014 under application reference 585/APP/2014/3739 for the erection of a temporary modular building with associated works and installation of a temporary road. These are works were to enable the continued operation of the facilities during demolition and construction of the new visitors centre.

Prior approval was granted for the demolition of the former AUS building on 17 November 2014.

Planning permission was approved on 18 January 2015 under application reference 585/APP/2014/3910 for the Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium, meeting rooms, library, cafe and shop and associated parking area and landscaping.

#### **4. Planning Policies and Standards**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework  
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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains  
PT1.HE1 (2012) Heritage

Part 2 Policies:

- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- LPP 7.16 (2016) Green Belt
- LPP 7.5 (2016) Public realm
- R7 Provision of facilities which support arts, cultural and entertainment activities
- R8 Loss of facilities which support arts, cultural and entertainment activities

## **5. Advertisement and Site Notice**

- 5.1** Advertisement Expiry Date:- **29th January 2018**
- 5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 8 local owner/occupiers on 4th January 2017. The application was also advertised by way of site and press notices. No responses were received.

### ENGLISH HERITAGE

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

### **Internal Consultees**

#### CONSERVATION AND DESIGN

No objection

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The sculpture is proposed to commemorate Air Chief Marshal Sir Keith Park who commanded RAF squadrons in 1940 and would be located adjacent to the new Battle of Britain Visitors Centre. The proposed artwork has been chosen to reflect the historic interest of the site and will primarily only be visible from within the site or as you approach the new visitor centre building.

Policies R7 and R8 of the Hillingdon Local Plan (November 2012) and Policy 7.5 of the London Plan (2016) support the provision of public art and cultural facilities. The scheme is deemed to be of an acceptable scale and is considered to be an appropriate proposal in this location that will enhance the public realm. The sculpture is not deemed to have any detrimental impact on the green belt and seeks to promote its recreational use. There are no objections raised therefore to the principle of the development.

### **7.02 Density of the proposed development**

Not applicable to the consideration of this application.

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

Given the location of the sculpture and its modest size and scale, the scheme is not considered to have a detrimental impact on the character, appearance and setting of the adjacent Grade I listed bunker. In addition both English Heritage and the Council's Conservation Officer have been consulted on the proposals and have raised no objections



to the application. As such the application is deemed to accord with policies BE4 and B10 of the Hillingdon Local Plan (November 2012).

**7.04 Airport safeguarding**

Not applicable to the consideration of this application.

**7.05 Impact on the green belt**

The scheme is deemed to be of an acceptable scale and is considered to be an appropriate proposal in this location. The sculpture would be located within a car park setting and is not considered to result in any detrimental impact on the Green Belt. The artwork which sits alongside the new visitor centre seeks to promote the recreational use of the Green Belt, in accordance with NPPF policies.

**7.07 Impact on the character & appearance of the area**

The proposed sculpture is considered to improve the appearance of the public realm, providing interest and vibrancy. The artwork has been chosen to reflect the historic interest of the site and will primarily only be visible from within the site or as you approach the new visitor centre building.

The Council's Conservation and Design Officer has raised no objections to the proposal. The impact of the artwork on the character and appearance of the locality is considered to be acceptable and as such the application is deemed to accord with policies BE4 and B10 of the Hillingdon Local Plan (November 2012).

**7.08 Impact on neighbours**

The proposed sculpture would be of a modest scale and will be located approximately 60m from the nearest residential property on Patch Close. The scheme is therefore not considered to result in any detrimental impact on neighbouring occupiers.

**7.09 Living conditions for future occupiers**

Not applicable to the consideration of this application.

**7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The proposals result in no change to the car parking layout or access into or out of the site.

**7.11 Urban design, access and security**

Not applicable to the consideration of this application.

**7.12 Disabled access**

Not applicable to the consideration of this application.

**7.13 Provision of affordable & special needs housing**

Not applicable to the consideration of this application.

**7.14 Trees, landscaping and Ecology**

Not applicable to the consideration of this application.

**7.15 Sustainable waste management**

Not applicable to the consideration of this application.

**7.16 Renewable energy / Sustainability**

Not applicable to the consideration of this application.

**7.17 Flooding or Drainage Issues**

Not applicable to the consideration of this application.

**7.18 Noise or Air Quality Issues**

Not applicable to the consideration of this application.

**7.19 Comments on Public Consultations**

None received

## **7.20 Planning obligations**

Not applicable to the consideration of this application.

## **7.21 Expediency of enforcement action**

Not applicable

## **7.22 Other Issues**

None

## **8. Observations of the Borough Solicitor**

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the

proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

#### **9. Observations of the Director of Finance**

None

#### **10. CONCLUSION**

The application is for the installation of a 5.43m high sculpture of Sir Keith Park. The sculpture is proposed to commemorate Air Chief Marshal Sir Keith Park who commanded RAF squadrons in 1940 and would be located adjacent to the new Battle of Britain Visitors Centre.

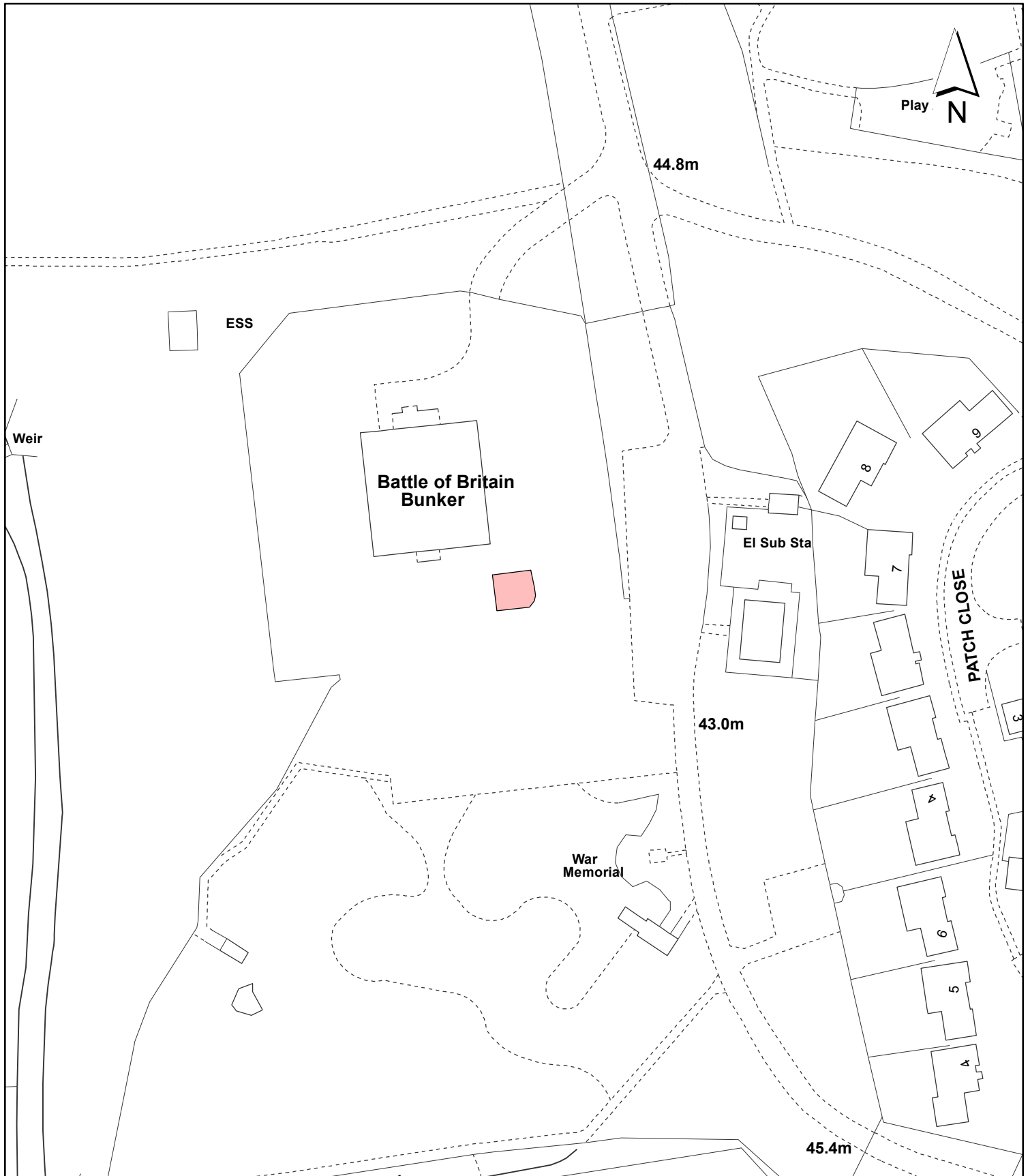
The scheme is deemed to be of an acceptable scale and is considered to be an appropriate proposal in this location. It is not considered to result in any detrimental impact on adjacent occupiers, the Grade I listed Bunker or on the Green Belt. As such the application is recommended for approval.

#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Battle of Britain Bunker  
St Andrews Park**

Planning Application Ref:

**585/APP/2017/4538**

Planning Committee:

**Major** Page 139

Scale:

**1:1,000**

Date:

**February 2018**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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



**HILLINGDON**  
LONDON

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## Report of the Head of Planning, Sport and Green Spaces

**Address** BATTLE OF BRITAIN MUSEUM AND VISITOR CENTRE WREN AVENUE  
UXBRIDGE

**Development:** Erection of 18 x 6m high flag poles to hang flags such as the Hillingdon coat of arms, military or naval flags, royal cypher flags, flags produced specifically for special national events/occasional use (e.g. flags to mark royal weddings or historical military events), or any non-commercial flags which existed at the time of the Battle of Britain.

**LBH Ref Nos:** 585/ADV/2017/139

**Drawing Nos:** 2017/D/237/P/02  
2017/D/237/P/03  
2076/D/237/P/01

**Date Plans Received:** 21/12/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 21/12/2017

### 1. CONSIDERATIONS

#### 1.1 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 for a residential led, mixed-use development, and amended under application reference 585/APP/2015/848.

The RAF Bunker site is currently used by the Friends of the Bunker volunteers who manage the use of the adjacent underground bunker, a WW1 structure used during the Battle of Britain and now a visitor centre with the recreated plotting room and numerous RAF exhibits. Within the site is the new visitors centre that is close to completion. The site also includes the Uniter Building (Cold War Bunker) to the north and electricity substation to the east.

The site is located within the green belt as designated by the Hillingdon Local Plan (November 2012).

#### 1.2 Proposed Scheme

The erection of 18 x 6m high flag poles in two areas, 3 flagpoles are to be sited by the Memorial Stone, and 15 flagpoles on the sloping bank between the access road and the new car park. The flags are proposed to hang recognised non-national flags such as the Hillingdon coat of arms, military or naval flags, royal cypher flags, flags produced specifically for special national events/occasional use (e.g. Flags to mark royal weddings or historical military events), or any non commercial flags which existed at the time of the Battle of Britain.

The flag poles would be constructed from white fibreglass with gold finials.



### 1.3 Relevant Planning History

585/APP/2009/2752 R A F Uxbridge Hillingdon Road Uxbridge

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 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq 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 150sq.m of retail (Class A1 and A2) and 225sq.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 600sq.m Class D1/2 use (no building works proposed);
- g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

**Decision Date:** 18-01-2012      **Approved**      **Appeal:**  
585/APP/2014/3739      The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxt  
Erection of a temporary modular building with associated works and installation of a temporary road

**Decision Date:** 10-12-2014      **Approved**      **Appeal:**  
585/APP/2014/3910      The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxt  
Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium, meeting rooms, library, cafe and shop and associated parking area and landscaping.

**Decision Date:** 08-01-2015      **Approved**      **Appeal:**

#### Comment on Planning History

Planning permission was approved on 10 December 2014 under application reference 585/APP/2014/3739 for the erection of a temporary modular building with associated works and installation of a temporary road. These are works were to enable the continued operation of the facilities during demolition and construction of the new visitors centre.

Prior approval was granted for the demolition of the former AUS building on 17 November

2014.

Planning permission was approved on 18 January 2015 under application reference 585/APP/2014/3910 for the Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium, meeting rooms, library, cafe and shop and associated parking area and landscaping.

## **2. Advertisement and Site Notice**

**2.1** Advertisement Expiry Date:- 29th January 2018

**2.2** Site Notice Expiry Date:- Not applicable

## **3. Comments on Public Consultations**

Consultation letters were sent to 8 local owner/occupiers on 4 January 2018. The application was also advertised by way of site and press notices. No responses were received.

HISTORIC ENGLAND  
No objection raised

Internal Consultees

CONSERVATION OFFICER  
No objection.

## **4. UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.HE1 (2012) Heritage

Part 2 Policies:

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE27 Advertisements requiring express consent - size, design and location

BE29 Advertisement displays on business premises

OE1 Protection of the character and amenities of surrounding properties and the local area

LPP 7.16 (2016) Green Belt

LPP 7.5 (2016) Public realm

LPP 7.8 (2016) Heritage assets and archaeology

- R7 Provision of facilities which support arts, cultural and entertainment activities
- R8 Loss of facilities which support arts, cultural and entertainment activities

## 5. MAIN PLANNING ISSUES

The display of advertisements is controlled under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. The application seeks consent to display an advertisement and in such cases the Council can only give due regard to the impact of the advertisement on amenity and public safety.

In considering these issues the Council can refer to its planning policies as contained within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy BE1 of the Hillingdon Local Plan (November 2012) requires all new development to maintain the quality of the built environment by providing high quality urban design. Policies BE27 and BE29 of the Hillingdon Local Plan (November 2012) states that advertisements will only be granted express consent if their size and design complement the scale, form and architectural composition of individual buildings. Furthermore, the Local Planning Authority seek to ensure that the advertisements do not compromise public safety.

The proposed flags are intended to be used to celebrate the former use of the site, any events that might be occurring within the new visitor centre, or national and international events of significance.

The Council's Conservation Officer has raised no objection to the proposed flags. It is considered that the proposed flags would not unduly compromise public safety in accordance with point iii of Policy BE27 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The nearest residential properties are located over 50m to the east of the proposed flags within Patch Close on the opposite side of existing buildings and the large boundary wall that surrounds this section of the former RAF Uxbridge site. There will therefore be no adverse impact on residential amenity.

In conclusion, the proposals are considered to comply with Policies BE27 and BE29 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application for advertisement consent is therefore recommended for approval.

## 6. RECOMMENDATION

### **APPROVAL subject to the following:**

- 1 SP01 Council Application Standard Paragraph

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

- 2 ADV1 Standard Advertisement Conditions

i) No advertisement is to be displayed without the permission of the owner of the site or

any other person with an interest in the site entitled to grant permission.

ii) No advertisement shall be sited or displayed so as to:-

(a) Endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(b) Obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air or;

(c) Hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

iii) Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

iv) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

v) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

vi) The consent hereby granted shall expire at the end of a period of five years from the date of this consent.

#### REASON

These requirements are deemed to be attached by Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

#### INFORMATIVES

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 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.

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE27 Advertisements requiring express consent - size, design and location

BE29 Advertisement displays on business premises

OE1 Protection of the character and amenities of surrounding properties and the local area

LPP 7.16 (2016) Green Belt

LPP 7.5 (2016) Public realm

LPP 7.8 (2016) Heritage assets and archaeology

R7 Provision of facilities which support arts, cultural and entertainment activities

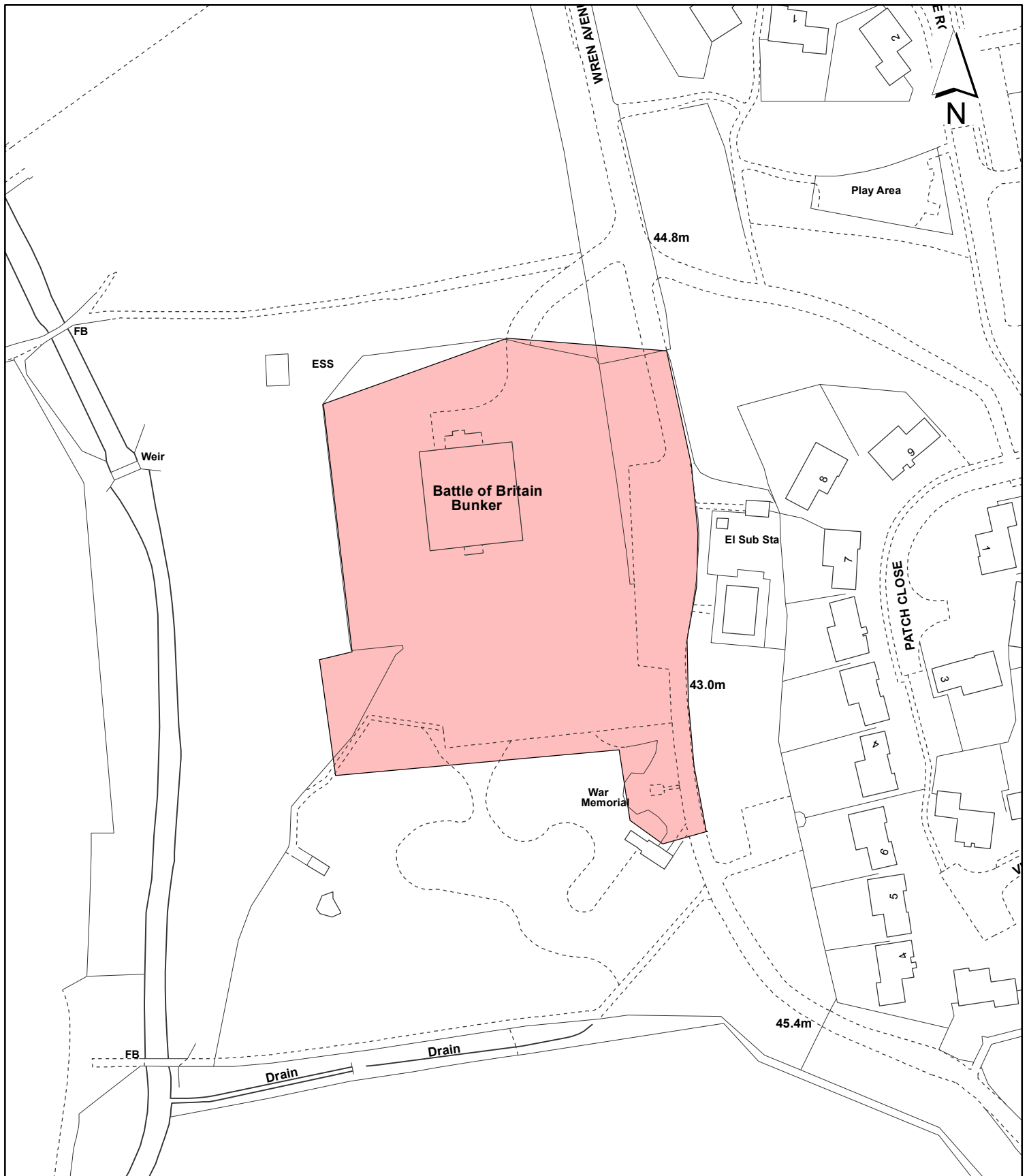
R8 Loss of facilities which support arts, cultural and entertainment activities

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

**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.

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Battle of Britain Bunker  
 St Andrews Park**

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

Planning Application Ref:  
**585/ADV/2017/139**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 147**

Date:  
**February 2018**



**HILLINGDON**  
 LONDON



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# Plans for Major Applications Planning Committee

Tuesday 20th February  
2018



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

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**Report of the Head of Planning, Sport and Green Spaces**

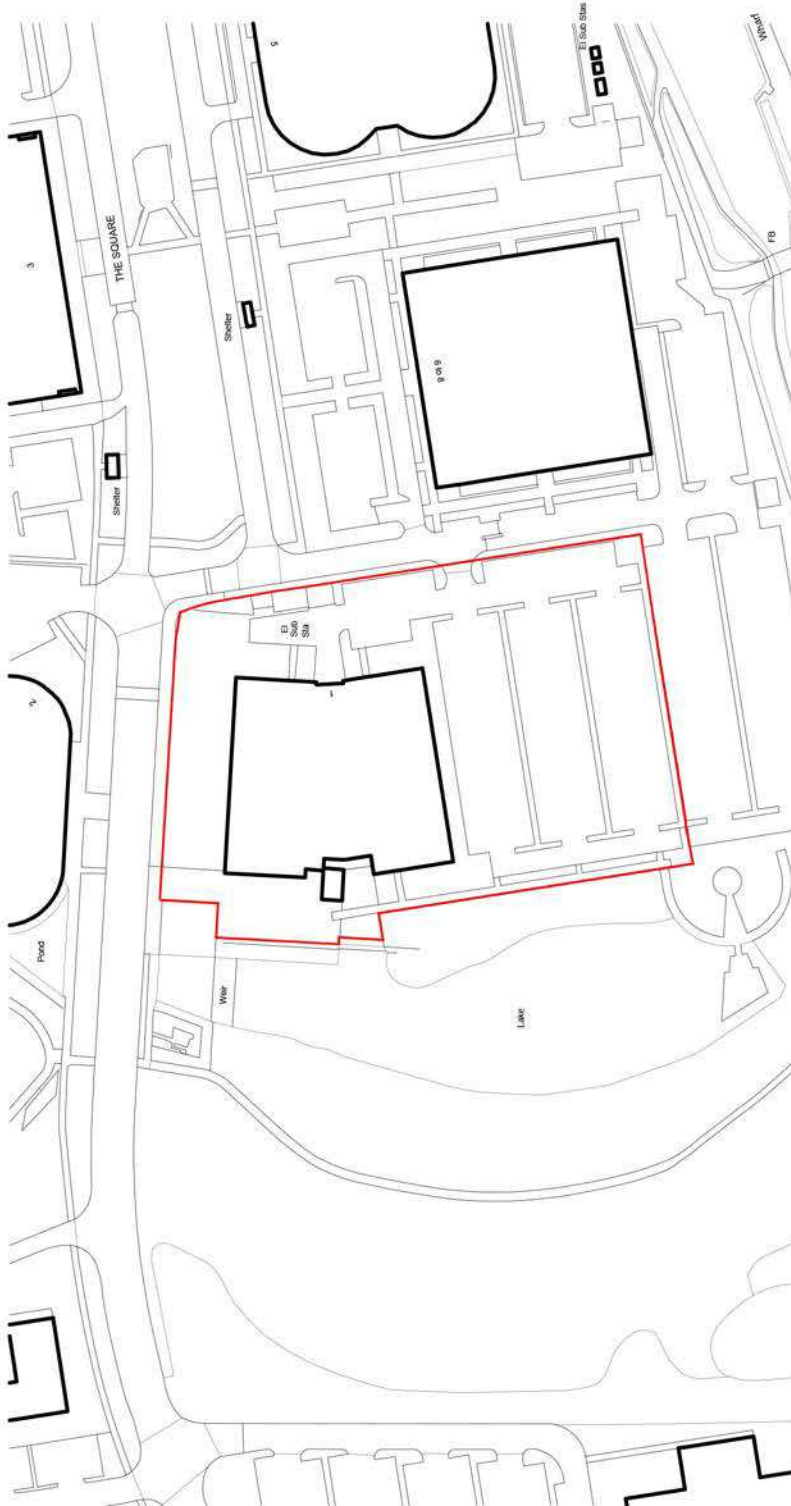
**Address** 1 THE SQUARE FURZEGROUND WAY STOCKLEY PARK

**Development:** Erection of a side extension and roof extension including recladding of existing building, provision of new decked car parking including hard and soft landscaping and ancillary works

**LBH Ref Nos:** 37506/APP/2017/4534

**Date Plans Received:** 15/12/2017      **Date(s) of Amendment(s):**  
**Date Application Valid:** 19/12/2017

Key: — Site Demise



**For Planning**

Rev	Description	By	Date
P1	Issued for Planning	TM	08.12.17

Client:  
**St James's Place UK Plc**

Project:  
**1 The Square**

Title:  
**Site Location Plan**

Project No.	Drawing No.	Rev.
<b>1609</b>	<b>00.101</b>	<b>P1</b>

Scale	Drawn	Checked	Date
1:250 @ A1	TM	TM	14.07.17

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Phone: 020 7638 5381  
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01. Site Location Plan  
00.101  
Scale 1:250 @ A3

**Notes:**

1. Existing main entrance. White framed glazed doors.
2. Existing plant room entrance. White metal covered doors.
3. Existing rear escape stair exit. White metal louvered door.
4. Existing office escape exit. White framed glazed door.
5. Existing walkway above.
6. Existing canopy above.
7. Existing white capped curtain walling.
8. Existing white concrete panel clad facade.
9. Existing white metal louvered cladding.
10. Existing front escape stair exit. White concrete panel clad door.
11. Existing wall painted white.
12. Existing column painted white.



**For Planning**  
 Rev: Description: P1 Issued for Planning  
 By: Date: TM 08.12.17

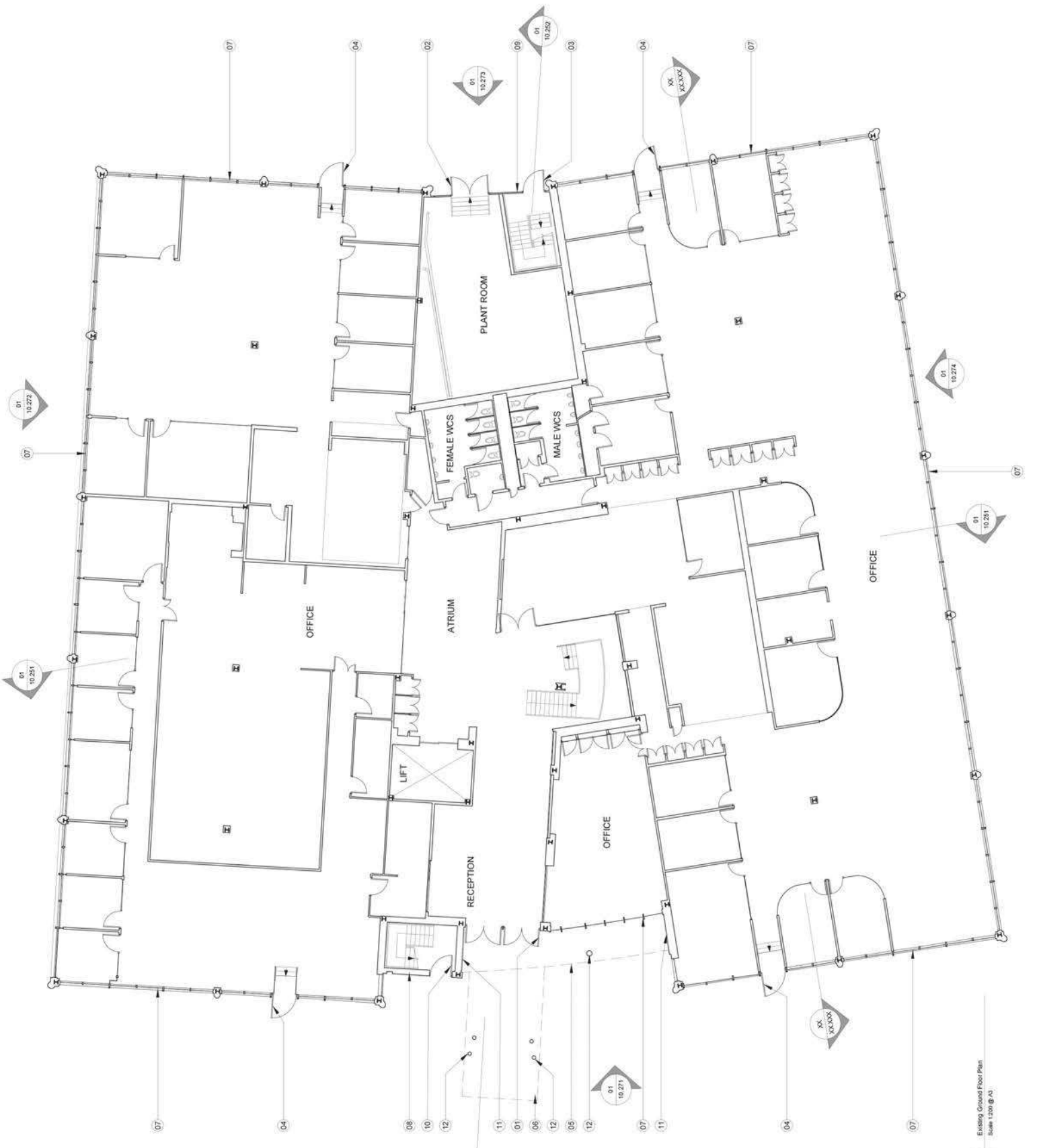
Client  
**St James's Place UK Plc**

Project  
**1 The Square**

Title  
**Existing Ground Floor Plan**

Project No.	1609	Drawing No.	10.201	Rev.	P1
Scale	1:100 @ A1	Checked	TJ	Date	10.07.17

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- Notes:
- Existing walkway with white metal balustrade.
  - Existing canopy above.
  - Existing white capped curtain walling with bands of silicon bonded glass blocks above and below.
  - Existing white concrete panel clad facade.
  - Existing white metal louvered cladding.
  - Existing wall painted white.
  - Existing escape door painted white.
  - Existing column painted white.
  - Existing white capped curtain walling.



**For Planning**  
Rev: Description: TM Date: 08.12.17  
P1 Issued for Planning

Client  
**St James's Place UK Plc**

Project  
**1 The Square**

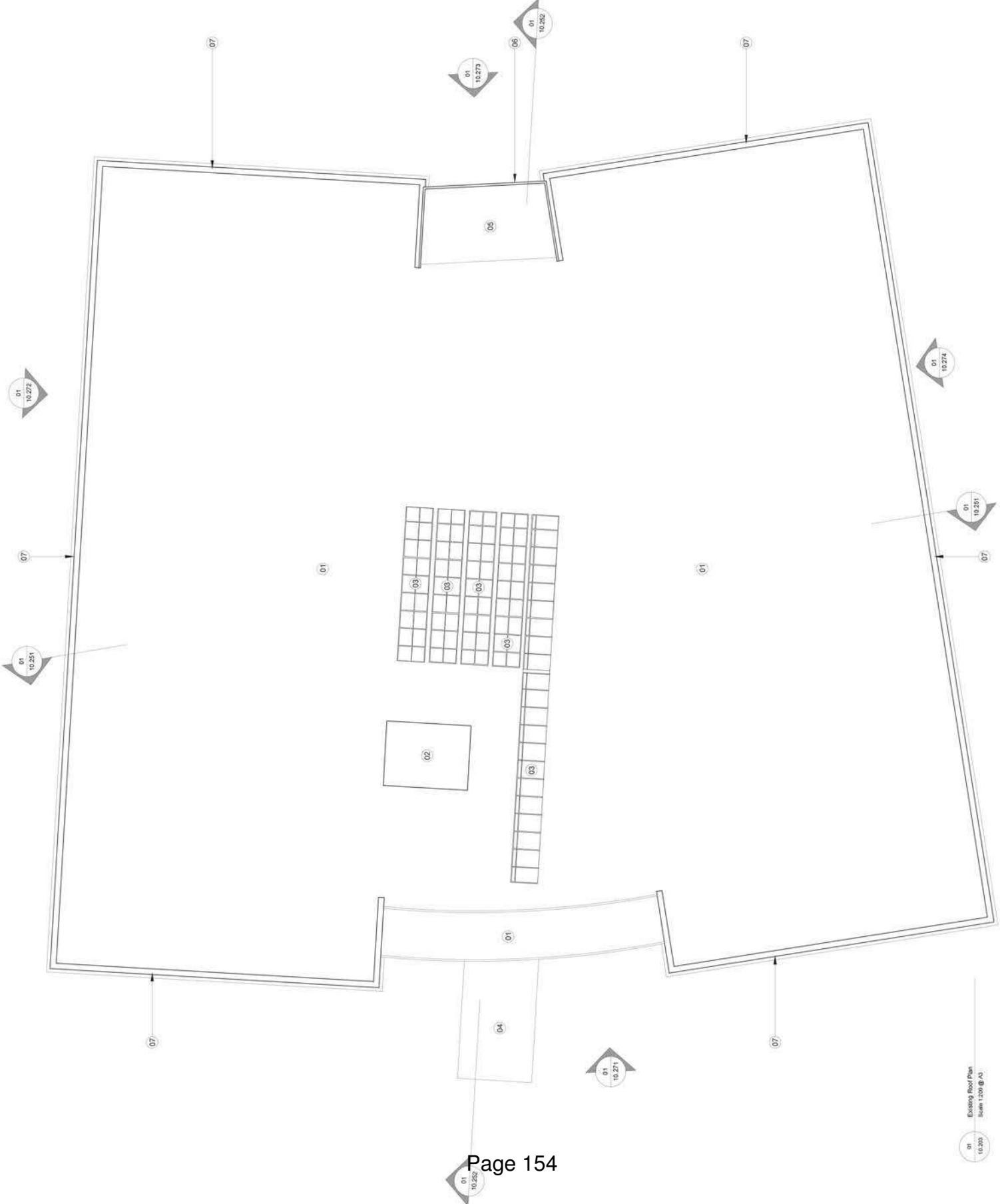
Title  
**Existing First Floor Plan**

Project No.	1609	Drawing No.	10.202	Rev.	P1
Scale	1:100 @ A1	Checked	TJ	Date	10.07.17
Drawn	1:200 @ A3	10.07.17			

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- Notes:
- Existing flat roof
  - Existing lift overrun
  - Existing skylight
  - Existing entrance canopy
  - Existing plant room
  - Existing white metal louvered plant screen
  - Existing white parapet



**For Planning**

Rev	Description	By	Date
P1	Issued for Planning	TM	08.12.17

Client  
**St James's Place UK Plc**

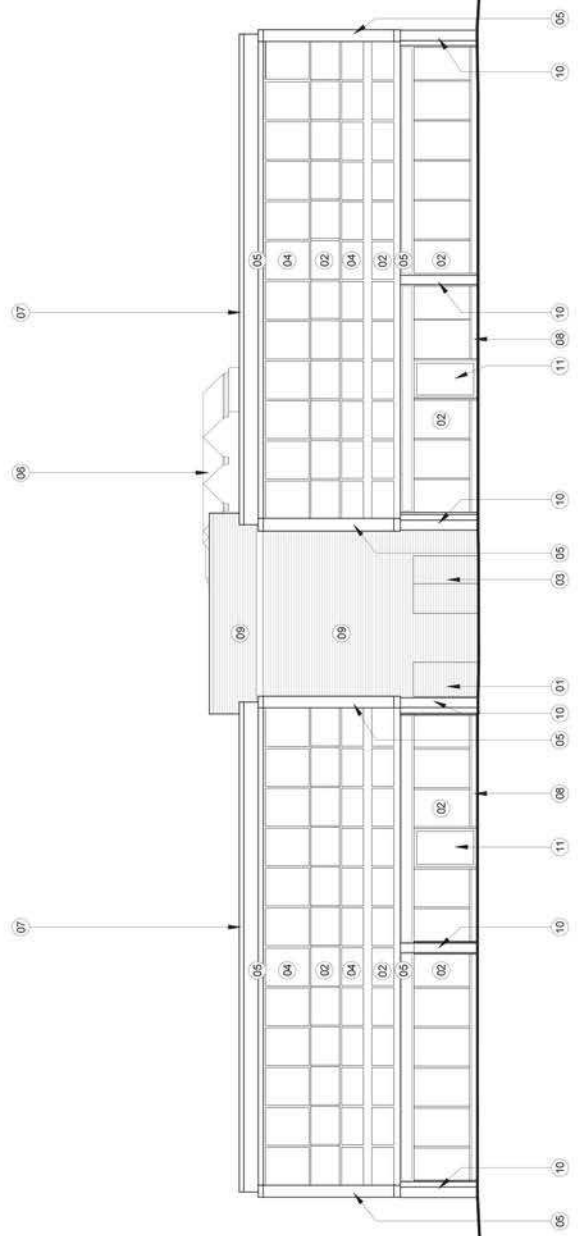
Project  
**1 The Square**

Title  
**Existing Roof Plan**

Project No.	Drawing No.	Rev.
1609	10.203	P1

Scale	Drawn	Checked	Date
1:200 @ A3			10.07.17

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01 Existing East Elevation  
Scale 1:200 @ A3

- Notes:
1. Existing rear escape stair exit. White metal framed door.
  2. Existing white capped curtain walling.
  3. Existing plant room entrance. White metal framed doors.
  4. Existing silicon bonded glass blocks.
  5. Existing white cladding panels.
  6. Existing rooflights.
  7. Existing white parapet.
  8. Existing lawn banked up to building.
  9. Existing white metal framed cladding.
  10. Existing column painted white.
  11. Existing office escape exit. White framed glazed door.



**For Planning**  
Rev. Description By Date  
P1 Issued for Planning TM 08.12.17

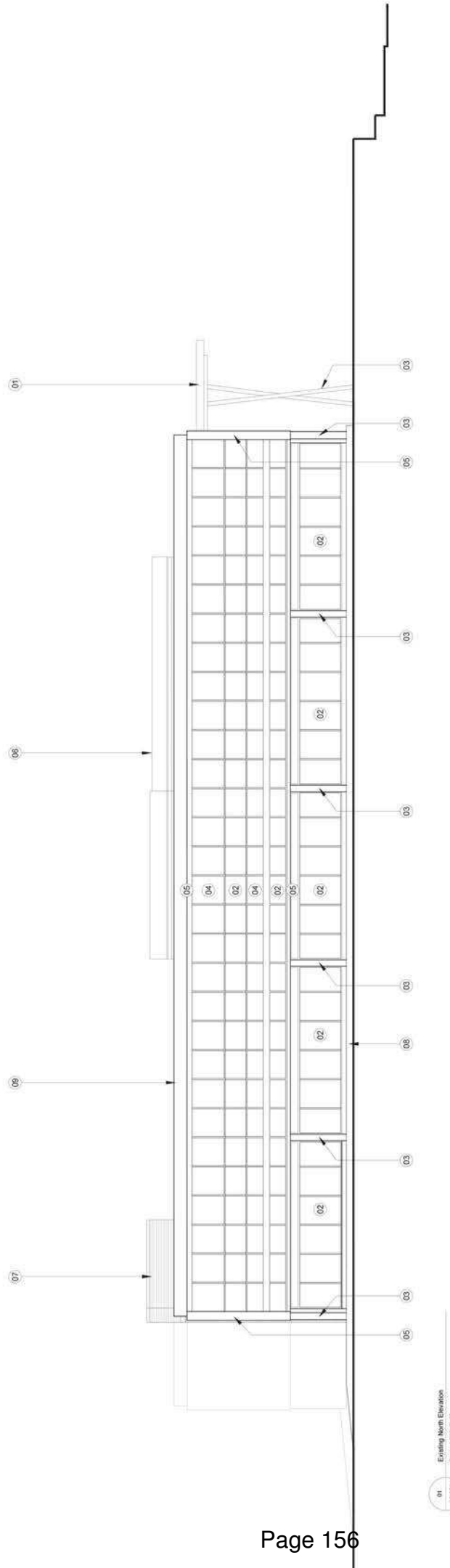
Client  
**St James's Place UK Plc**

Project  
**1 The Square**

Title  
**Existing East Elevation**

Project No.	Drawing No.	Rev.
1609	10.273	P1
Scale	1:200 @ A3	Date
Drawn	Checked	03.11.17
TM	TJ	

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01 Existing North Elevation  
Scale 1:200 @ A3

0 2 5 10m

**For Planning**  
Rev. Description By Date  
P1 Issued for Planning - TM 08.12.17

Client  
**St James's Place UK Plc**

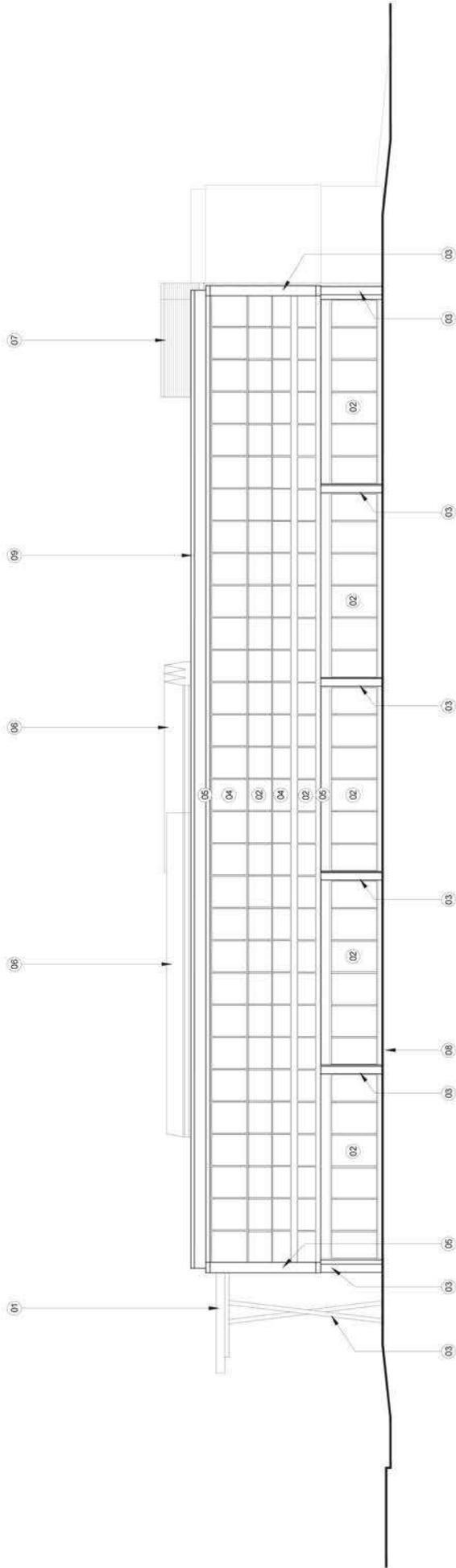
Project  
**1 The Square**

Title  
**Existing North Elevation**

Project No.	Drawing No.	Rev.
1609	10.272	P1
Scale	1:200 @ A3	Date
Drawn	Checked	03.11.17
TM	TJ	

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- Notes:
- Existing canopy faced with white cladding panels.
  - Existing white capped curtain walling.
  - Existing column painted white.
  - Existing silicon bonded glass blocks.
  - Existing white cladding panels.
  - Existing rooflights.
  - Existing white metal lowered plant screen.
  - Existing lawn banked up to building.
  - Existing white parapet.



01  
20.301  
Proposed South Elevation  
Scale 1:200 @ A3

- Notes:
1. Existing canopy faced with white cladding
  2. Existing white capped curtain walling
  3. Existing column painted white
  4. Existing silicon bonded glass blocks
  5. Existing white cladding panels.
  6. Existing rooflights
  7. Existing white metal louvered cladding
  8. Existing lawn banked up to building
  9. Existing white parapet

0 2 5 10m

**For Planning**  
Rev: Description By Date  
P1 Issued for Planning TM 08.12.17

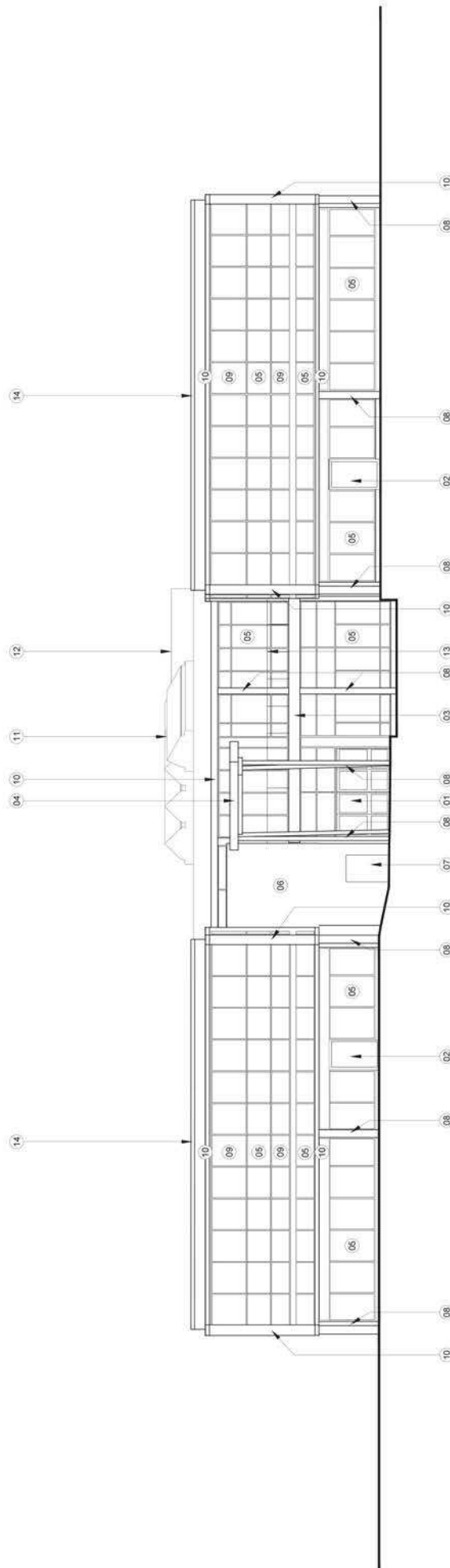
Client  
**St James's Place UK Plc**

Project  
**1 The Square**

Title  
**Existing South Elevation**

Project No.	Drawing No.	Rev.
1609	10.274	P1
Scale	1:200 @ A3	Date
Drawn	Checked	03.11.17
TM	TJ	

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01  
10.201 Existing West Elevation  
Scale 1:200 @ A3

- Notes:
1. Existing main entrance. White framed glazed doors.
  2. Existing office escape exit. White framed glazed canopy.
  3. Existing walkway painted white.
  4. Existing canopy faced with white cladding panels.
  5. Existing white capped curtain walling.
  6. Existing white concrete panel clad facade.
  7. Existing front escape stair exit. White concrete panel clad door.
  8. Existing column painted white.
  9. Existing silicon bonded glass blocks.
  10. Existing white cladding panels.
  11. Existing rooflights.
  12. Existing external plantroom.
  13. Existing white metal balustrade.
  14. Existing white parapet.



**For Planning**

Rev	Description	By	Date
P1	Issued for Planning	TM	08.12.17

Client  
**St James's Place UK Plc**

Project  
**1 The Square**

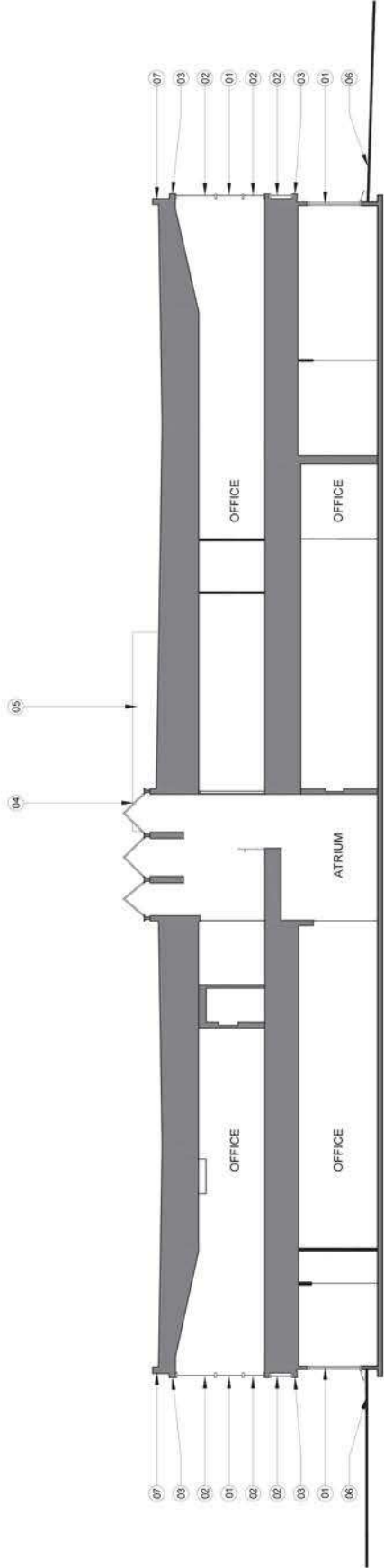
Title  
**Existing West Elevation**

Project No.	Drawing No.	Rev.
1609	10.271	P1

Scale	1:200 @ A3
Drawn	TM
Checked	TJ
Date	03.11.17

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- Notes:
1. Existing white capped curtain walling.
  2. Existing silicon bonded glass blocks.
  3. Existing white cladding panels.
  4. Existing rooflights.
  5. Existing external plantroom.
  6. Existing parapet.
  7. Existing white parapet.



04 Existing Section AA  
Scale: 1:200 @ A3

0 2 5 10m

**For Planning**  
Rev: Description: By: Date  
P1 Issued for Planning: TM 08.12.17

Client  
**St James's Place UK Plc**

Project  
**1 The Square**

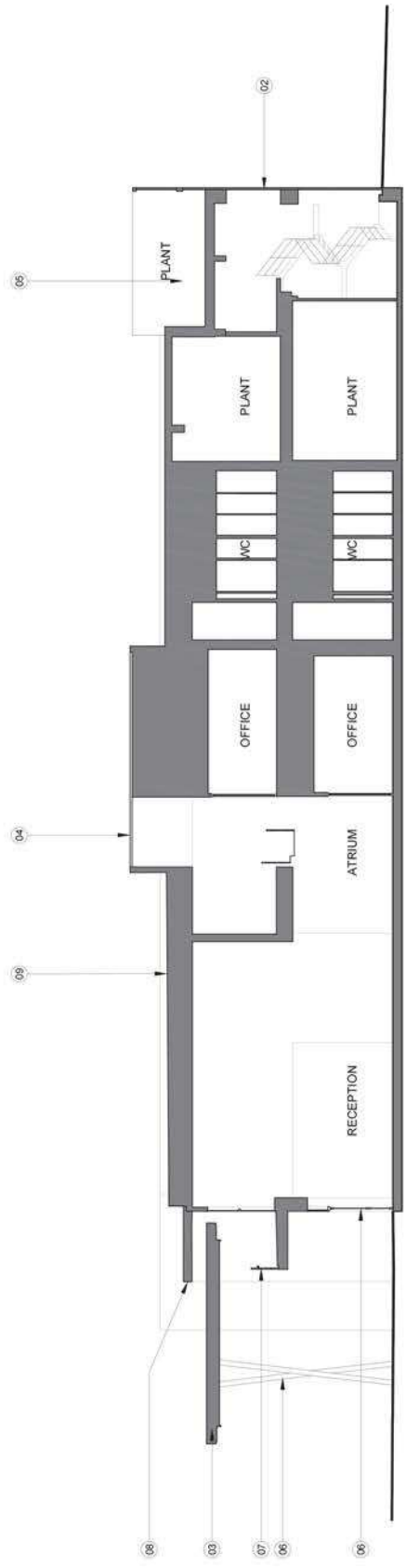
Title  
**Existing Section AA**

Project No.	Drawing No.	Rev.
1609	10.251	P1
Scale	1:200 @ A3	Date
Drawn	Checked	10.07.17
TM	TJ	

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- Notes:
- Existing main entrance. White framed glazed doors.
  - Existing white metal louvered cladding.
  - Existing canopy faced with white metal panels.
  - Existing rooflights.
  - Existing rear plantroom.
  - Existing columns painted white.
  - Existing walkway with white metal railings.
  - Existing white aluminium coping/fascia.
  - Mid grey membrane roofing.



04 Existing Section BB  
Scale: 1:200 @ A3



**For Planning**

Rev.	Description	By	Date
P1	Issued for Planning -	TM	08.12.17

Client  
**St James's Place UK Plc**

Project  
**1 The Square**

Title  
**Existing Section BB**

Project No.	Drawing No.	Rev.
1609	10.252	P1
Scale	1:200 @ A3	Date
Drawn	Checked	08.12.17
TM	TJ	

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2. The information on this drawing is based on the information provided to the architect by the client and is not to be used for any other purpose.
3. The architect is not responsible for the accuracy of the information provided by the client.
4. The architect is not responsible for the accuracy of the information provided by the client.
5. The architect is not responsible for the accuracy of the information provided by the client.
6. The architect is not responsible for the accuracy of the information provided by the client.
7. All dimensions shown, unless otherwise noted.
8. The architect is not responsible for the accuracy of the information provided by the client.
9. The architect is not responsible for the accuracy of the information provided by the client.
10. The architect is not responsible for the accuracy of the information provided by the client.
11. The architect is not responsible for the accuracy of the information provided by the client.
12. The architect is not responsible for the accuracy of the information provided by the client.
13. The architect is not responsible for the accuracy of the information provided by the client.
14. The architect is not responsible for the accuracy of the information provided by the client.
15. The architect is not responsible for the accuracy of the information provided by the client.



Western Elevation



Northern Elevation



DATE	DESCRIPTION	BY	APP'D

**turkington martin**  
 1000 15th Street, Suite 1000, Birmingham, AL 35202  
 P: (205) 392-3000  
 E: info@turkingtonmartin.com

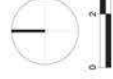
PROJECT: Orchard Street  
 1 The Square Stapleway PHK  
 PREPARED BY: Elizabeth  
 REVIEWED BY: Elizabeth  
 DATE: 11/11/2017

REVISION #	DATE	BY	APP'D
1	11/11/2017	CC	
2	11/11/2017	ET	

DRAWING NUMBER: TM3003LS01  
 REVISION: #

**Notes:**

1. New powder coated dark grey capped curtain walling - RAL 7022.
2. Bronze anodised aluminium pleated spandrel panel, colour Anolok 543.
3. New structurally glazed curtain walling.
4. New front facade. Glazed revolving door with bronze anodised aluminium canopy, colour Anolok 543.
5. Glazed pass door.
6. Office escape exit. Powder coated dark grey framed glazed door, RAL 7022.
7. New powder coated light grey metal louvered cladding, RAL 9006.
8. Rear entrance. Powder coated light grey metal louvered door, RAL 9006.
9. Rear escape stair exit. Powder coated light grey metal louvered door, RAL 9006.
10. New bronze anodised aluminium pleated panel clad facade with integrated building signage, colour Anolok 543.
11. Front escape stair exit. Bronze anodised aluminium pleated panel clad door, colour Anolok 543.
12. New freestanding metal fins with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anolok 543.
13. New structural metal fins wrapping around reception and terrace, with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anolok 543.
14. New powder coated light grey metal fins to rear facade, RAL 9006.
15. New double stacked cycle parking. Space for 46 long term bicycle spaces.
16. New cycle repair station.
17. New drying store.
18. New 45 lockers in triple stacked arrangement.



**For Planning**  
Rev: Description: By: Date: P1 Issued for Planning: TM 08.12.17

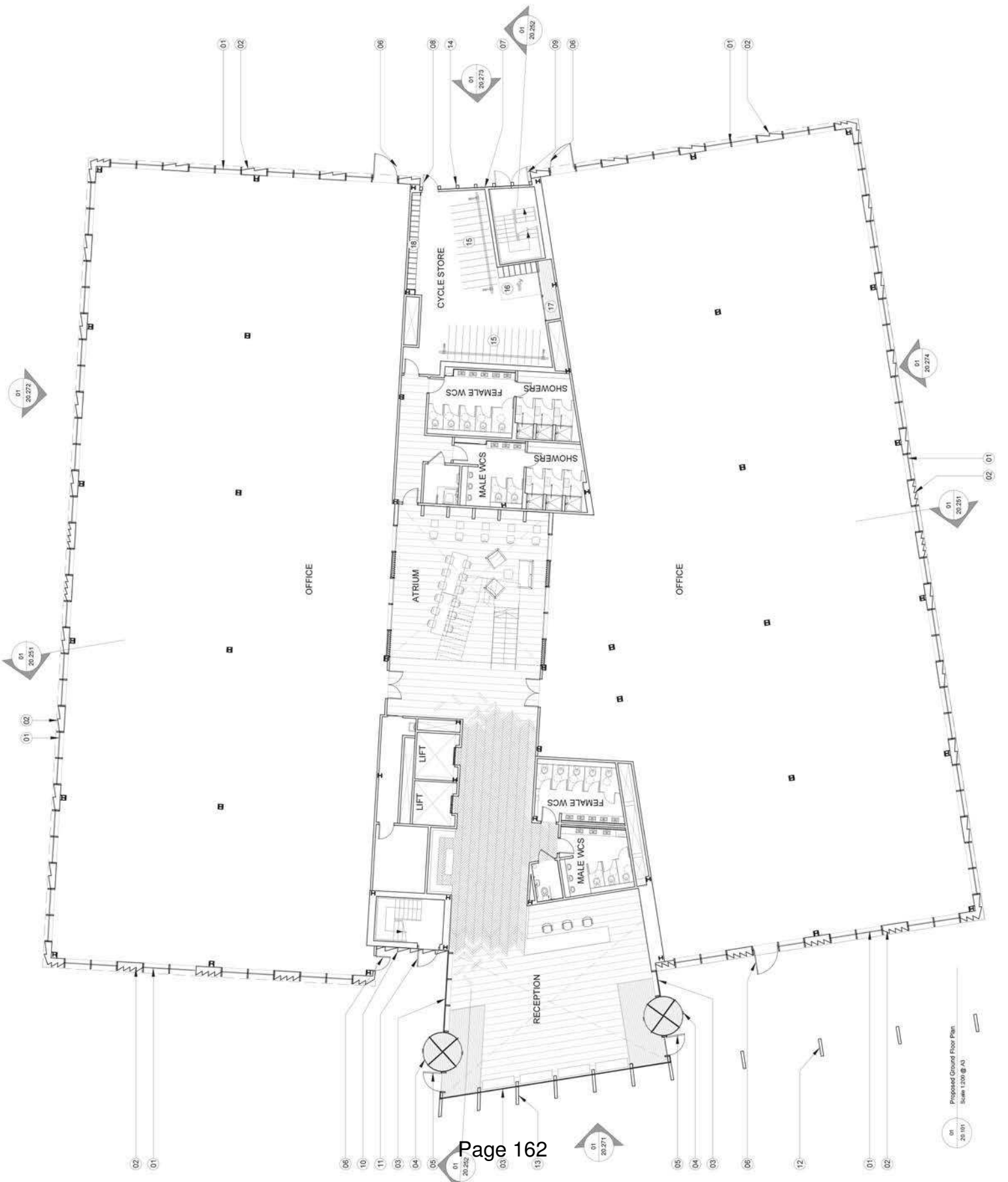
Client  
**St James's Place UK Plc**

Project  
**1 The Square**

Title  
**Proposed Ground Floor Plan**

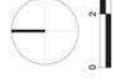
Project No.	Drawing No.	Rev.
1609	20.201	P1
Scale	1:100 @ A1	1:200 @ A3
Drawn	Checked	Date
TM	TJ	10.07.17

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**Notes:**

1. New powder coated dark grey capped curtain walling, RAL 7022.
2. Bronze anodised aluminium pleated spandrel panel, colour Anokok 543.
3. New structural glass curtain walling.
4. New powder coated light grey metal louvre cladding RAL 9006.
5. New bronze anodised aluminium pleated panel clad facade with integrated building signage, colour Anokok 543.
6. New freestanding metal fins with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anokok 543.
7. New structural metal fins wrapping around reception and terrace, with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anokok 543.
8. New powder coated light grey metal fins to rear facade, RAL 9006.
9. Double-height space above reception.
10. Revolving door below.



**For Planning**  
 Rev: Description: By: Date  
 P1 Issued for Planning: TM 08.12.17

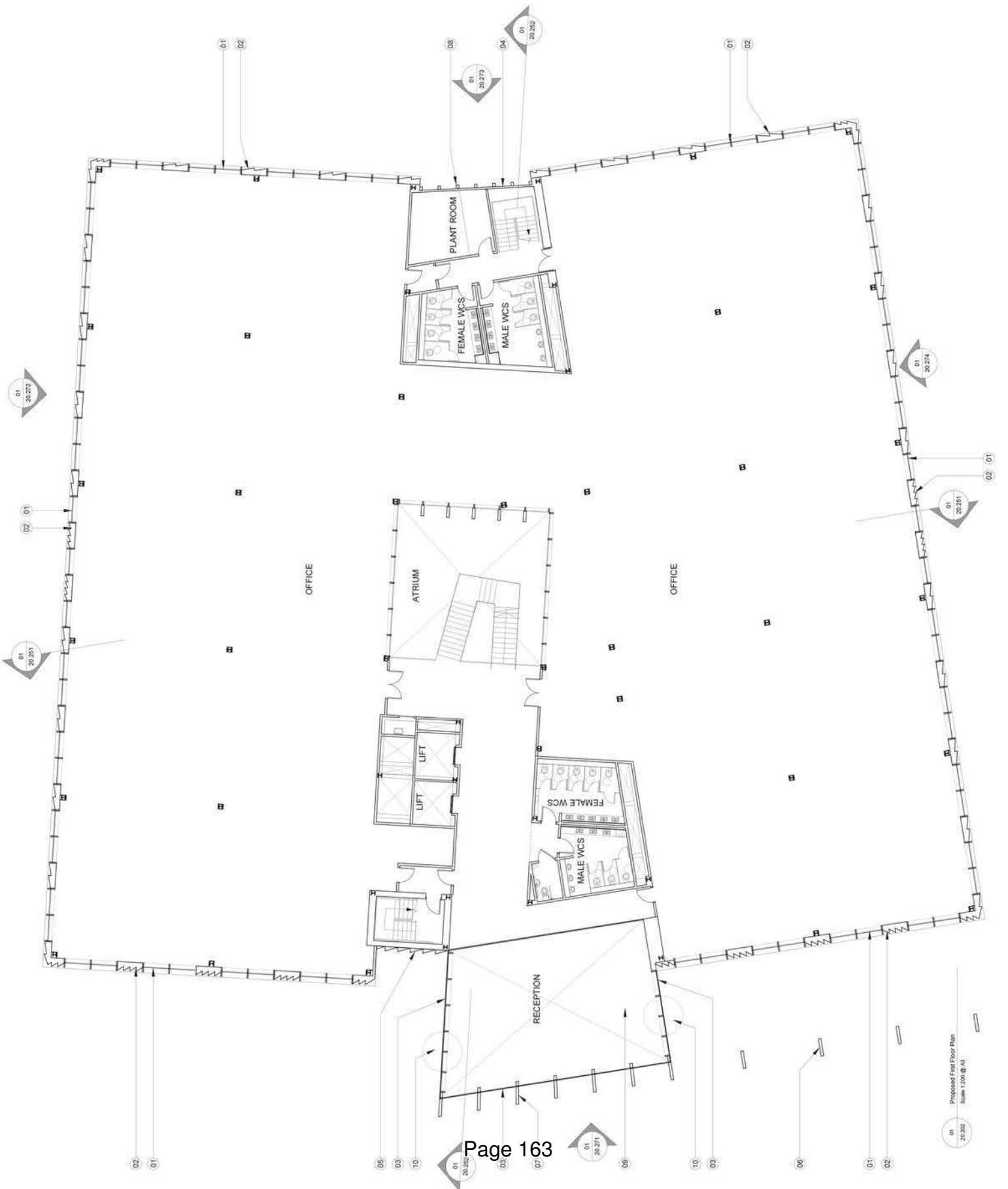
Client  
**St James's Place UK Plc**

Project  
**1 The Square**

Title  
**Proposed First Floor Plan**

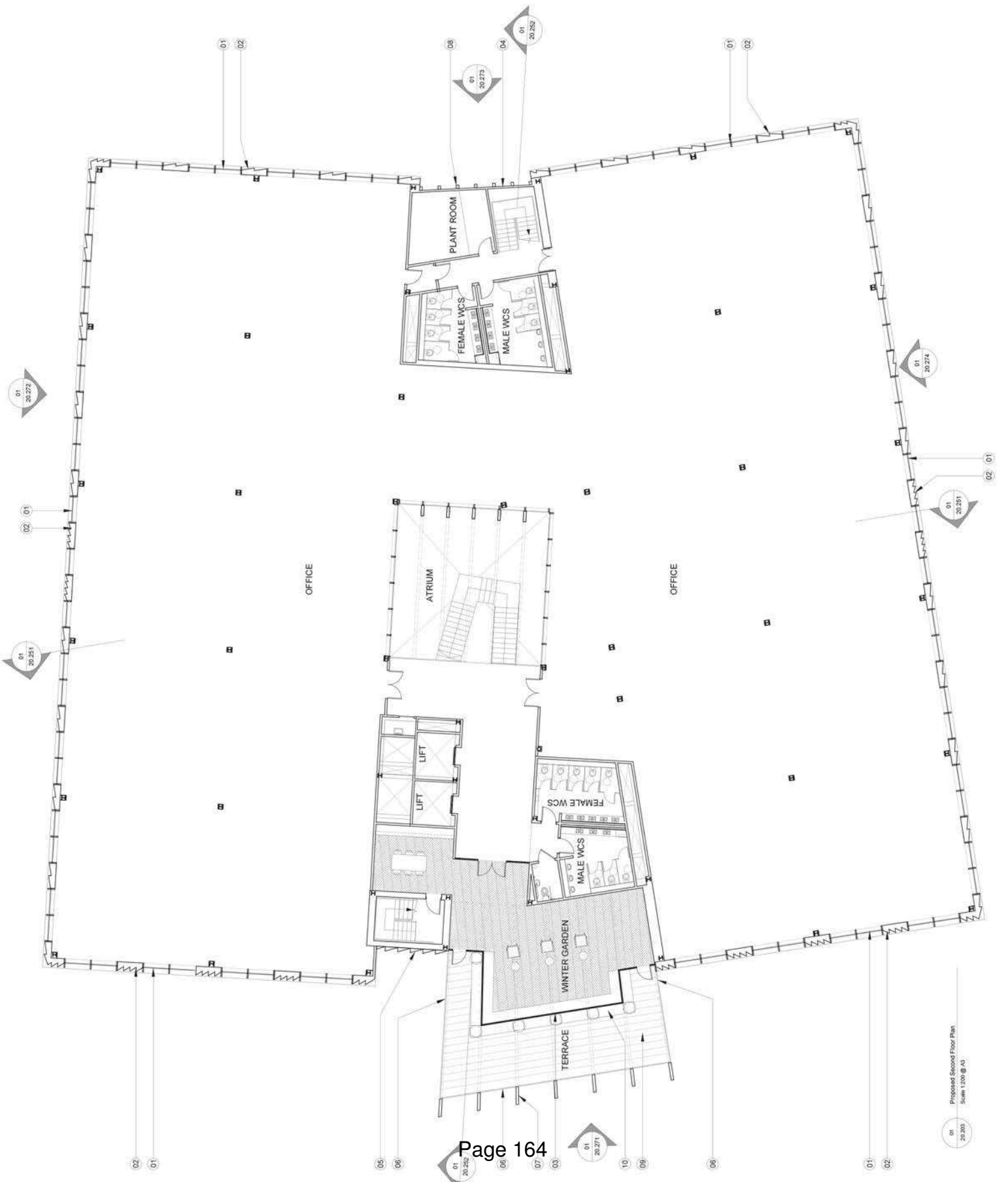
Project No.	1609	Drawing No.	20.202	Rev.	P1
Scale	1:100 @ A1	Checked	TJ	Date	10.07.17
Drawn	TJ				

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- Notes:
1. New powder coated dark grey capped curtain walling - RAL 7022.
  2. Bronze anodised aluminium pleated spandrel panel, colour Anolok 543.
  3. New structural glass curtain walling.
  4. New powder coated light grey metal louvre cladding RAL 9006.
  5. New bronze anodised aluminium pleated panel clad facade with integrated building signage, colour Anolok 543.
  6. New glass balustrade.
  7. New structural metal fins wrapping around reception and terrace, with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anolok 543.
  8. New powder coated light grey metal fins to rear facade, RAL 9006.
  9. New terrace with granite paving finish.
  10. New bench seating with integrated planting.



**For Planning**

Rev: Description: By: Date:  
 P1 Issued for Planning: TM 08.12.17

Client  
**St James's Place UK Plc**

Project  
**1 The Square**

Title  
**Proposed Second Floor Plan**

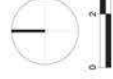
Project No.	Drawing No.	Rev.
1609	20.203	P1
Scale	1:100 @ A1	1:200 @ A3
Drawn	Checked	Date
TM	TJ	10.07.17

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**Notes:**

1. New mid-grey flat roof.
2. New mid-grey flat roof to lift overrun.
3. New rooflight.
4. New powder-coated light grey metal.
5. Screened plant screen, RAL 9006.
6. New extended flat roof.
7. New transparent access terrace and grey slates and top, RAL 9006 and bronze anodized aluminium to underside, colour Anolok 543.
8. New powder coated light grey fins to rear facade, RAL 9006.
9. Glazed roof to winter garden.
10. New powder coated light grey metal louvered cladding, RAL 9006.
11. New roof parapet with light grey powder coated metal cladding, RAL 9006.
12. Terrace below.
13. Mansafe system to roofs.
14. Mechanical equipment within screened plant area shown indicatively only.
15. Riser enclosures at roof level.



**For Planning**  
Rev: Description: By: Date  
P1 Issued for Planning: TM 08.12.17

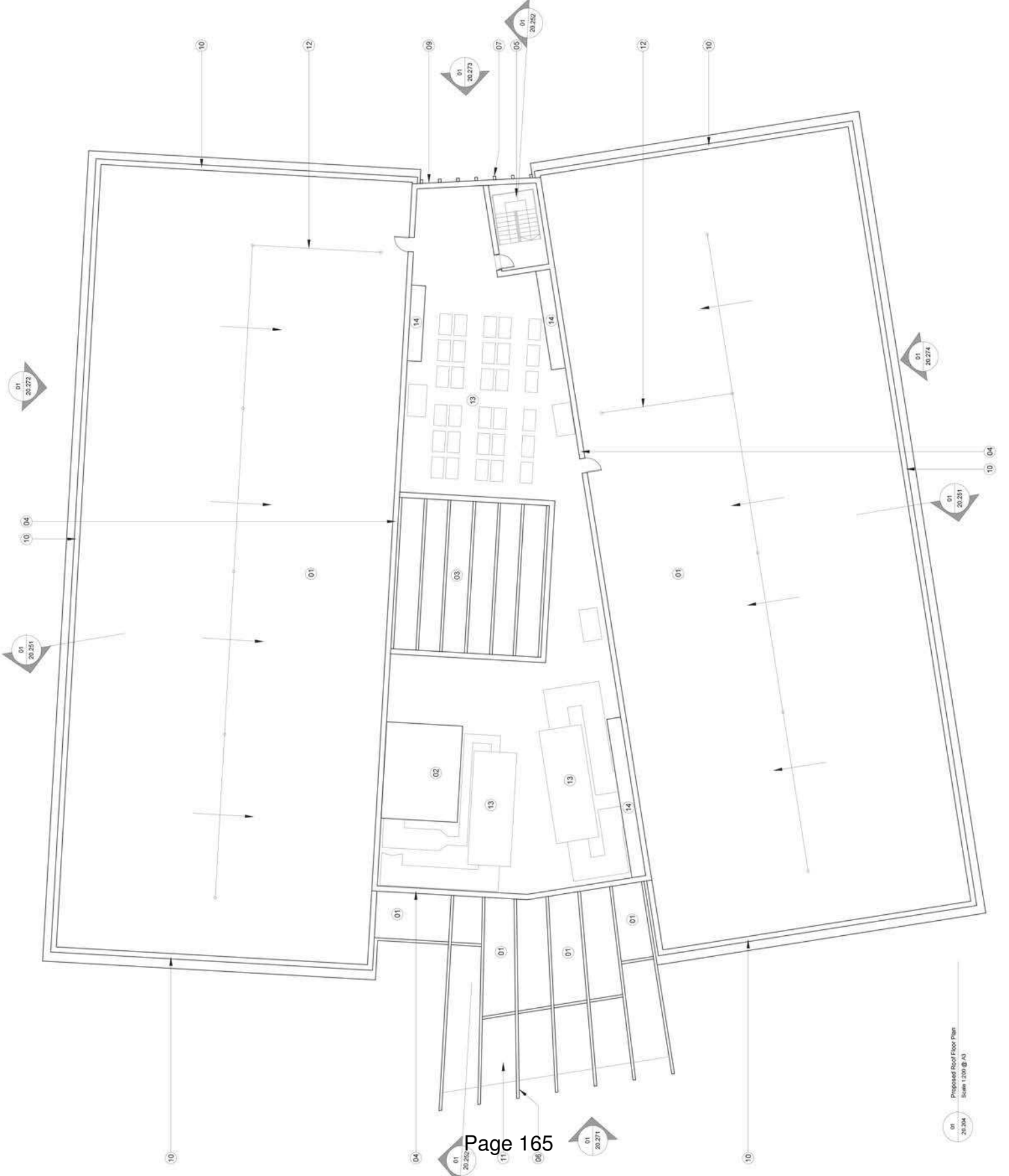
Client  
**St James's Place UK Pic**

Project  
**1 The Square**

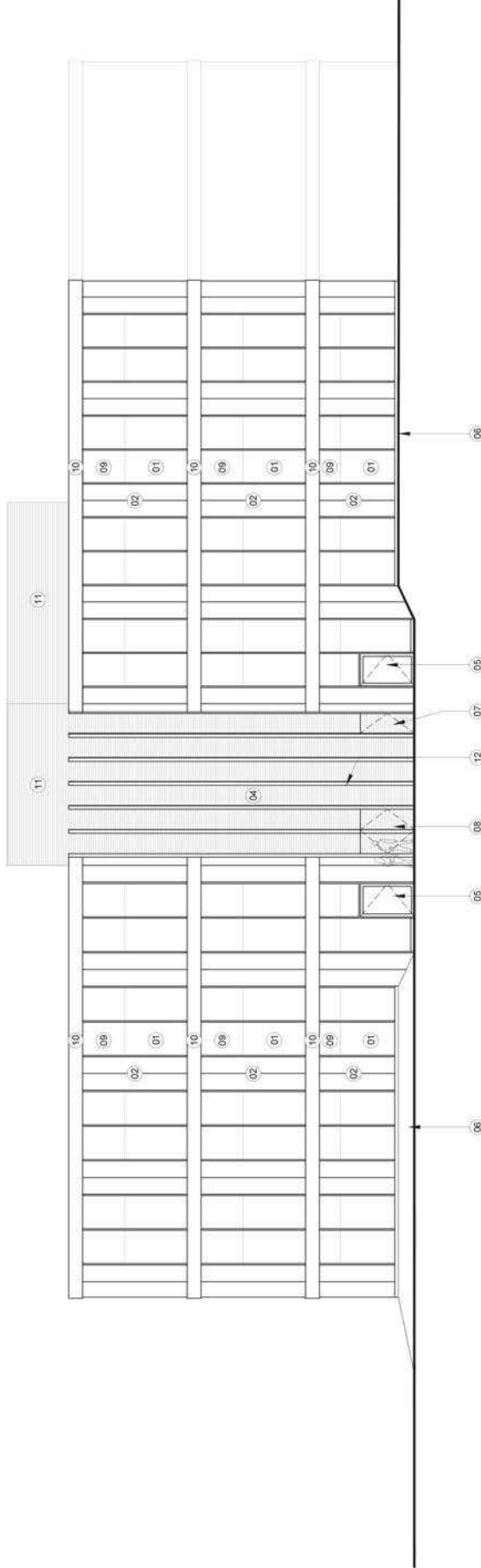
Title  
**Proposed Roof Plan**

Project No.	1609	Drawing No.	20.204	Rev.	P1
Scale	1:100 @ A1	1:200 @ A3		Date	10.07.17
Drawn	TM	Checked	TJ		

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01 Proposed East Elevation  
Scale 1:200 @ A3



**For Planning**  
Rev: Description: By: Date  
P1 Issued for Planning: TM 08.12.17

Client  
**St James's Place UK Plc**

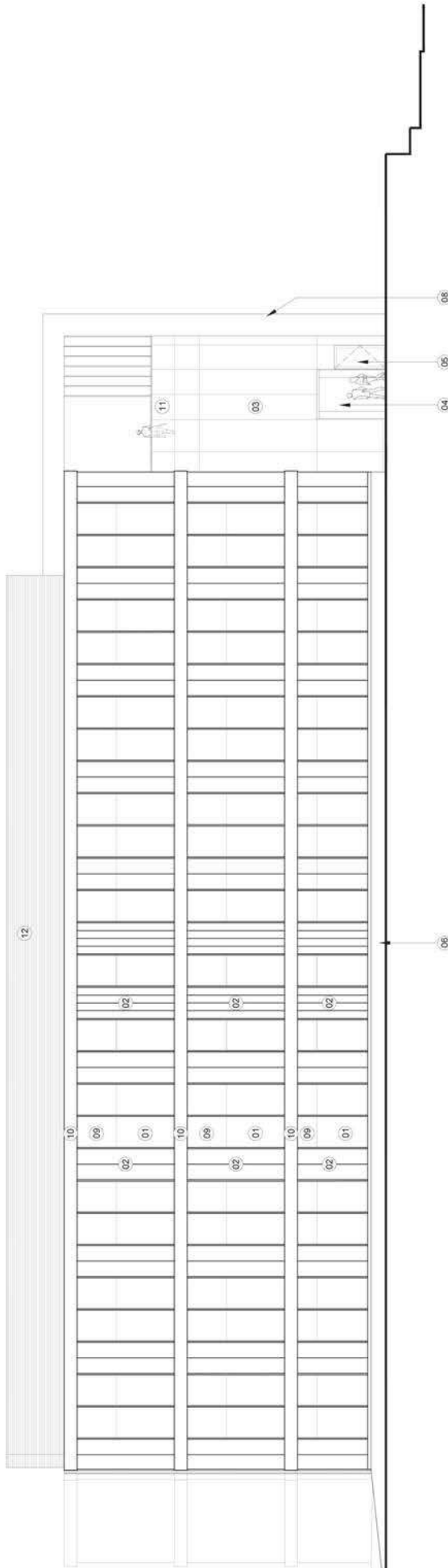
Project  
**1 The Square**

Title  
**Proposed East Elevation**

Project No.	Drawing No.	Rev.
1609	20.273	P1
Scale	1:100 @ A1	1:200 @ A3
Drawn	Checked	Date
TM	TJ	10.07.17

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- Notes:
1. New powder coated dark grey capped curtain walling, RAL 7022.
  2. Bronze anodised aluminium plated spandrel panel, colour Anodic 543.
  3. New powder coated light grey metal lowered cladding, RAL 9006.
  4. Office escape exit. Powder coated dark grey framed glazed door, RAL 7022.
  5. Existing lawn banked up to building.
  6. Rear entrance. Powder coated light grey metal lowered door, RAL 9006.
  7. Rear escape stair exit. Powder coated light grey metal lowered door, RAL 9006.
  8. Backpainted / fritted spandrel panel with bonded transom detail.
  9. New powder coated light grey metal band, RAL 9006.
  10. New powder coated light grey metal lowered plant screen, RAL 9006.
  11. New powder coated light grey metal fins to rear facade, RAL 9006.



01  
20.201  
Proposed North Elevation  
Scale 1:200 @ A3

- Notes:**
1. New powder coated dark grey capped curtain walling, RAL 7022.
  2. Bronze anodised aluminium plated structural colour Anolok 543.
  3. New structurally glazed curtain walling.
  4. New front entrance. Glazed revolving door with bronze anodised aluminium canopy, colour Anolok 543.
  5. Glazed pass door.
  6. Existing lawn banked up to building.
  7. -
  8. New structural metal fins wrapping around reception and terrace, with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anolok 543.
  9. Backpainted / fritted spandrel panel with bonded transom detail.
  10. New powder coated light grey metal band, RAL 9006.
  11. New glass balustrade.
  12. New powder coated light grey metal louvered plant screen, RAL 9006.

0 2 5 10m

**For Planning**  
Rev: Description By Date  
P1 Issued for Planning - TM 08.12.17

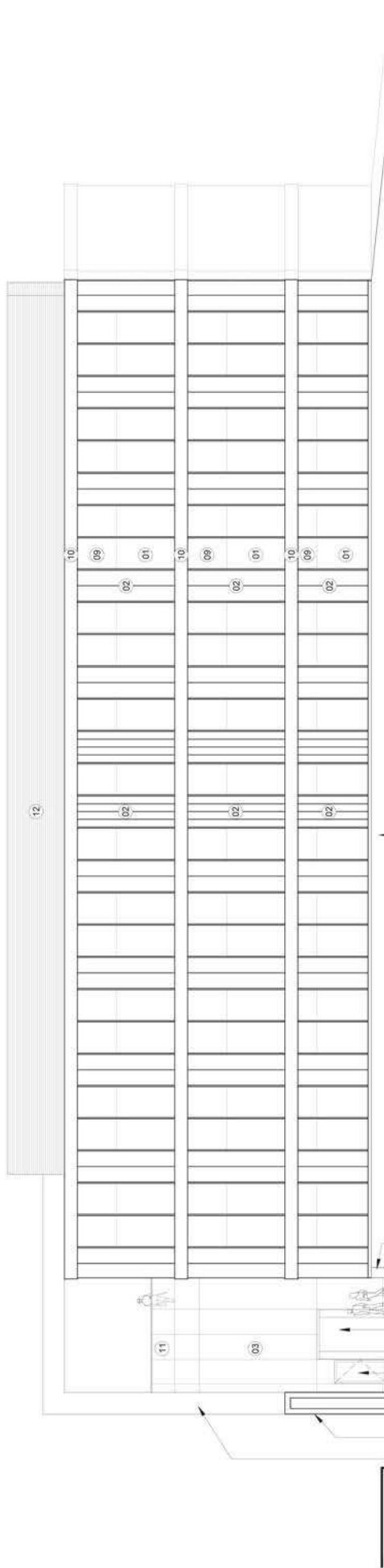
Client  
**St James's Place UK Pic**

Project  
**1 The Square**

Title  
**Proposed North Elevation**

Project No.	Drawing No.	Rev.
1609	20.272	P1
Scale	1:200 @ A1	1:200 @ A3
Drawn	Checked	Date
TM	TJ	10.07.17

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01  
20.201  
Proposed South Elevation  
Scale 1:200 @ A3

0 2 5 10m

**For Planning**  
Rev: Description: By: Date:  
P1 Issued for Planning: TM 08.12.17

Client  
**St James's Place UK Plc**

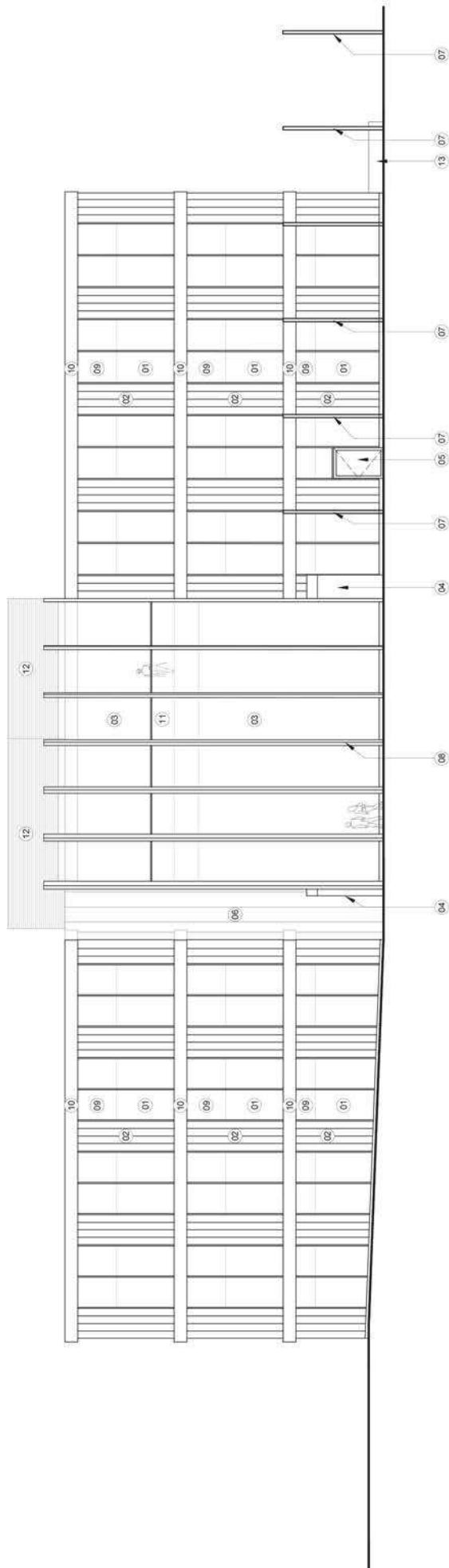
Project  
**1 The Square**

Title  
**Proposed South Elevation**

Project No.	Drawing No.	Rev.
1609	20.274	P1
Scale	1:200 @ A3	Date
Drawn	12	10.07.17
Checked		

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- Notes:
1. New powder coated dark grey capped curtain walling, RAL 7022.
  2. Bronze anodised aluminium plated spandrel colour Anolok 543.
  3. New structurally glazed curtain walling.
  4. New front entrance. Glazed revolving door with bronze anodised aluminium canopy, colour Anolok 543.
  5. Glazed pass door.
  6. Existing lawn banked up to building.
  7. New freestanding metal fins with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anolok 543.
  8. New structural metal fins wrapping around reception and terrace, with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anolok 543.
  9. Backpainted / fritted spandrel panel with bonded transom detail.
  10. New powder coated light grey metal band, RAL 9006.
  11. New glass balustrade.
  12. New powder coated light grey metal louvered plant screen, RAL 9006.
  13. New timber clad retaining wall.



01  
20.201  
Proposed West Elevation  
Scale 1:200 @ A3

**For Planning**  
Rev. Description By Date  
P1 Issued for Planning TM 08.12.17

Client  
**St James's Place UK Pic**

Project  
**1 The Square**

Title  
**Proposed West Elevation**

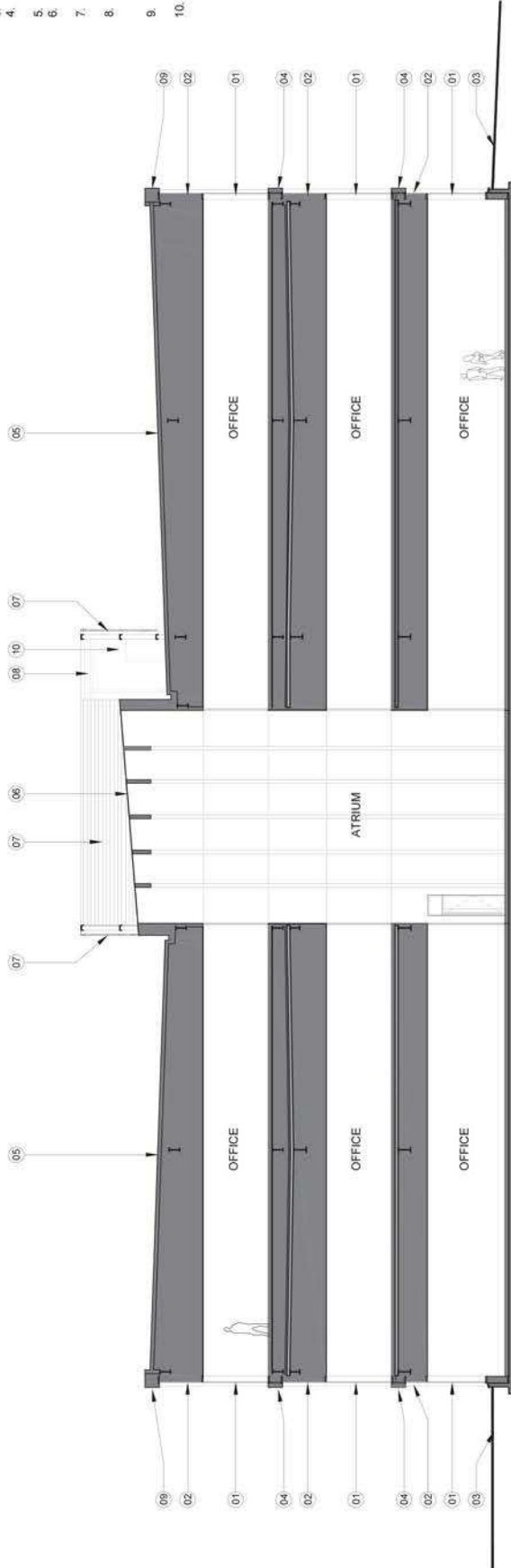
Project No.	Drawing No.	Rev.
1609	20.271	P1
Scale	1:200 @ A1	1:200 @ A3
Drawn	Checked	Date
TM	TJ	10.07.17

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- Notes:
1. New powder coated dark grey capped curtain walling, RAL 7022.
  2. Bronze anodised aluminium pleated spandrel colour Anolok 543.
  3. New structurally glazed curtain walling.
  4. New front entrance. Glazed revolving door with bronze anodised aluminium canopy, colour Anolok 543.
  5. Office escape exit. Powder coated dark grey framed glazed door, RAL 7022.
  6. New bronze anodised aluminium pleated panel clad facade with integrated building signage, colour Anolok 543.
  7. New freestanding light post.
  8. New structural metal fins wrapping around reception and terrace, with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anolok 543.
  9. Backpainted / fritted spandrel panel with bonded transom detail.
  10. New powder coated light grey metal band, RAL 9006.
  11. New glass balustrade.
  12. New powder coated light grey metal louvered plant screen, RAL 9006.
  13. New timber clad retaining wall to banked landscape, to match benches.

Notes:

1. New powder coated dark grey capped curtain walling, RAL 7022.
2. Backpainted / lined spandrel panel with bonded transom detail.
3. Existing masonry banded up to building.
4. New powder coated light grey metal band, RAL 9006.
5. New mid-grey flat roof.
6. New aluminium PPC framed rooflight, RAL 9006.
7. New powder coated light grey/metal louvered plant screen, RAL 9006.
8. Stair extended to roof with dark grey metal cladding within plant screen, RAL 7022.
9. New roof parapet with light grey powder coated metal cladding, RAL 9006.
10. Riser enclosure at roof level.



01  
20.251  
Proposed Section AA  
Scale 1:250 @ A3



**For Planning**

Rev.	Description	By	Date
P1	Issued for Planning - - - -	TM	08.12.17

Client

**St James's Place UK Plc**

Project

**1 The Square**

Title

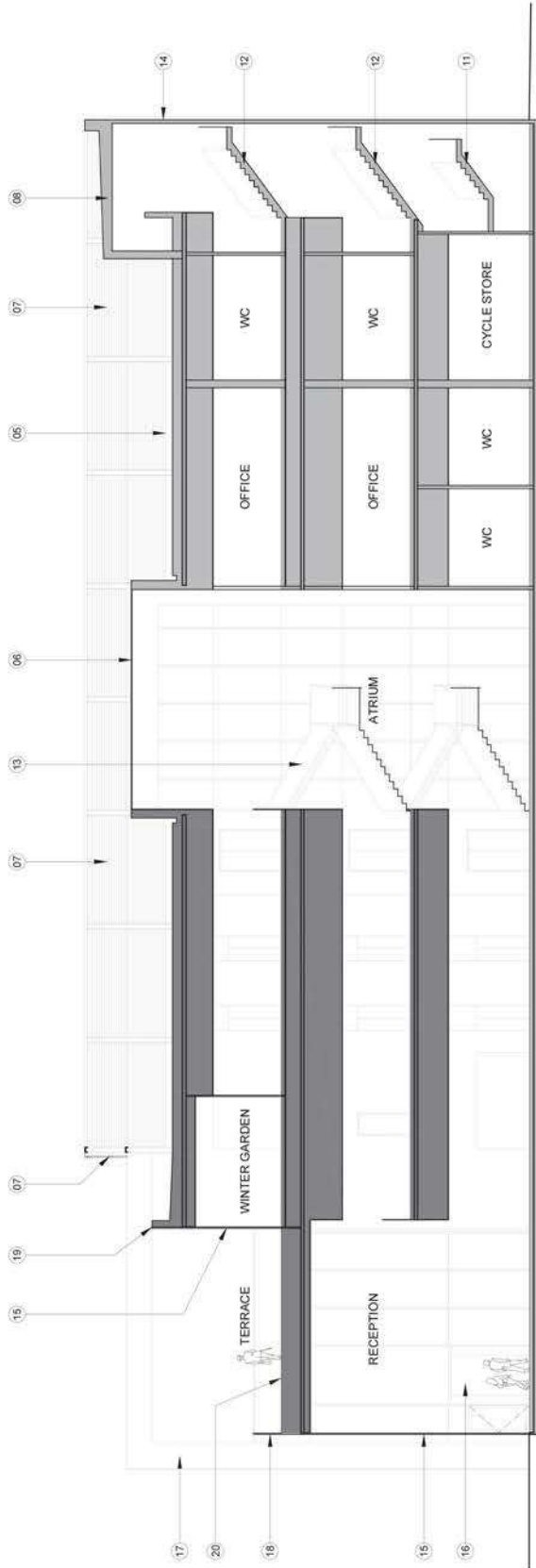
**Proposed Section AA**

Project No.	Drawing No.	Rev.
1609	20.251	P1
Scale	1:200 @ A1	1:200 @ A3
Drawn	Checked	Date
TM	TJ	10.07.17

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**Notes:**

1. New powder coated dark grey capped curtain walling, RAL 7022.
2. Backpainted / finished spandrel panel with bonded transom detail.
3. New powder coated light grey metal band, RAL 9006.
4. New mid-grey flat roof.
5. New aluminium PPC framed rooflight, RAL 9006.
6. New powder coated light grey/metal lowered plant screen, RAL 9006.
7. Stair extended to roof with dark grey metal cladding within plant screen, RAL 7022.
8. New roof parapet with light grey powder coated metal cladding, RAL 9006.
9. Existing stair.
10. New stair from second floor to third floor and to roof.
11. New stair to atrium.
12. Cladding to match louvre, PPC RAL 9006.
13. New structurally glazed curtain walling.
14. New front entrance. Glazed revolving door with bronze anodised aluminium canopy, colour Anolok 543.
15. New structural metal fins wrapping around reception and terrace, with powder coated light grey sides, RAL 9006, and bronze anodised aluminium to front and inside faces, colour Anolok 543.
16. New glass balustrade.
17. Aluminium coping, PPC RAL 9006.
18. New terrace with granite paving finish.



01 Proposed Section AA  
Scale 1:250 @ A3



**For Planning**

Rev	Description	By	Date
P1	Issued for Planning	TM	08.12.17

**Client**

**St James's Place UK Plc**

**Project**

**1 The Square**

**Title**

**Proposed Section BB**

Project No.	Drawing No.	Rev.
1609	20.252	P1

Scale	Drawn	Checked	Date
1:200 @ A3	TM	TJ	09.12.17

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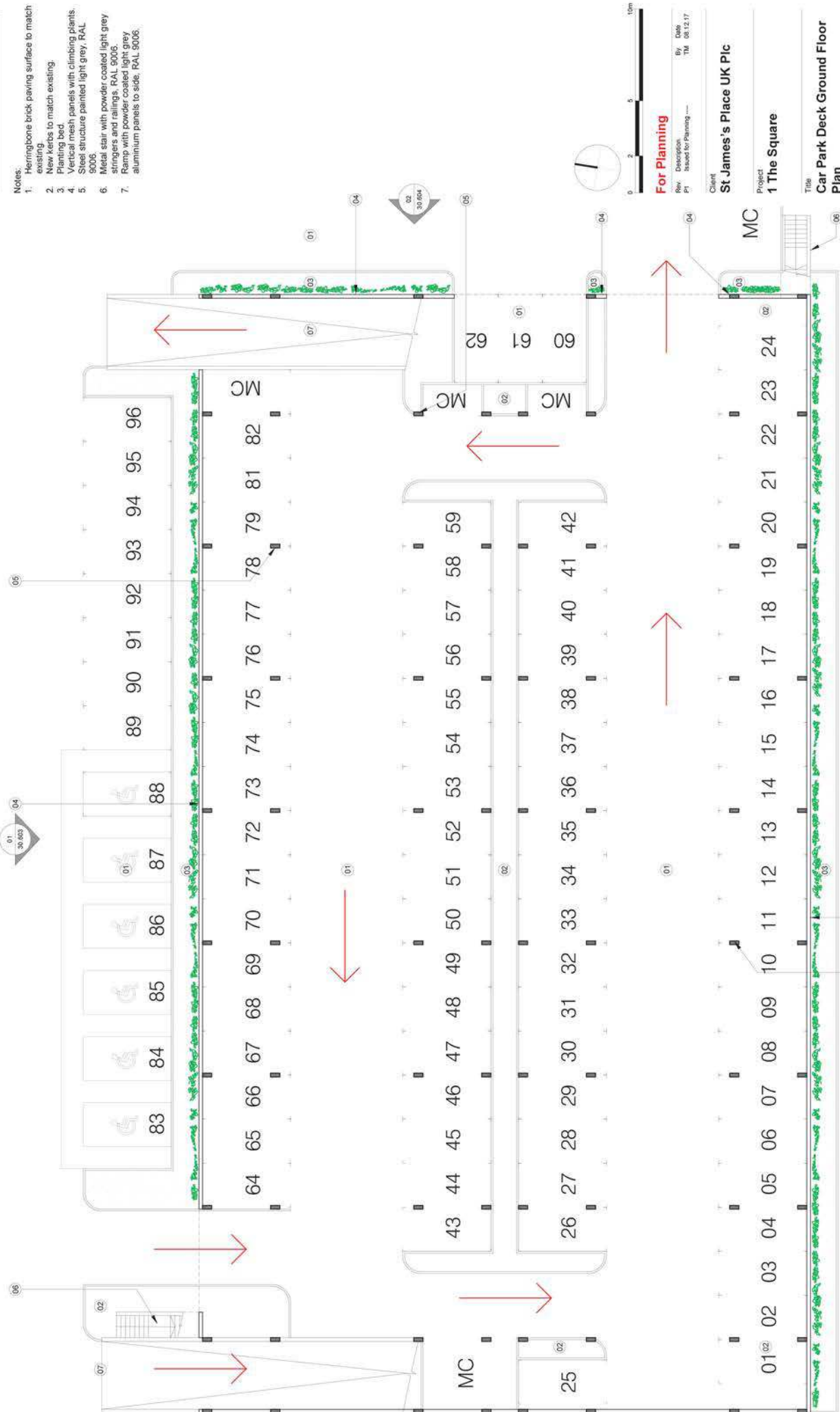


# BARR GAZETAS

## RIBA STAGE 2

**Notes:**

- Herringbone brick paving surface to match existing
- New kerbs to match existing
- Painting base
- Vertical mesh panels with climbing plants
- Steel structure painted light grey, RAL 9006
- Metal stair with powder coated light grey stringers and railings RAL 9006
- Ramp with powder coated light grey aluminium panels to side, RAL 9006

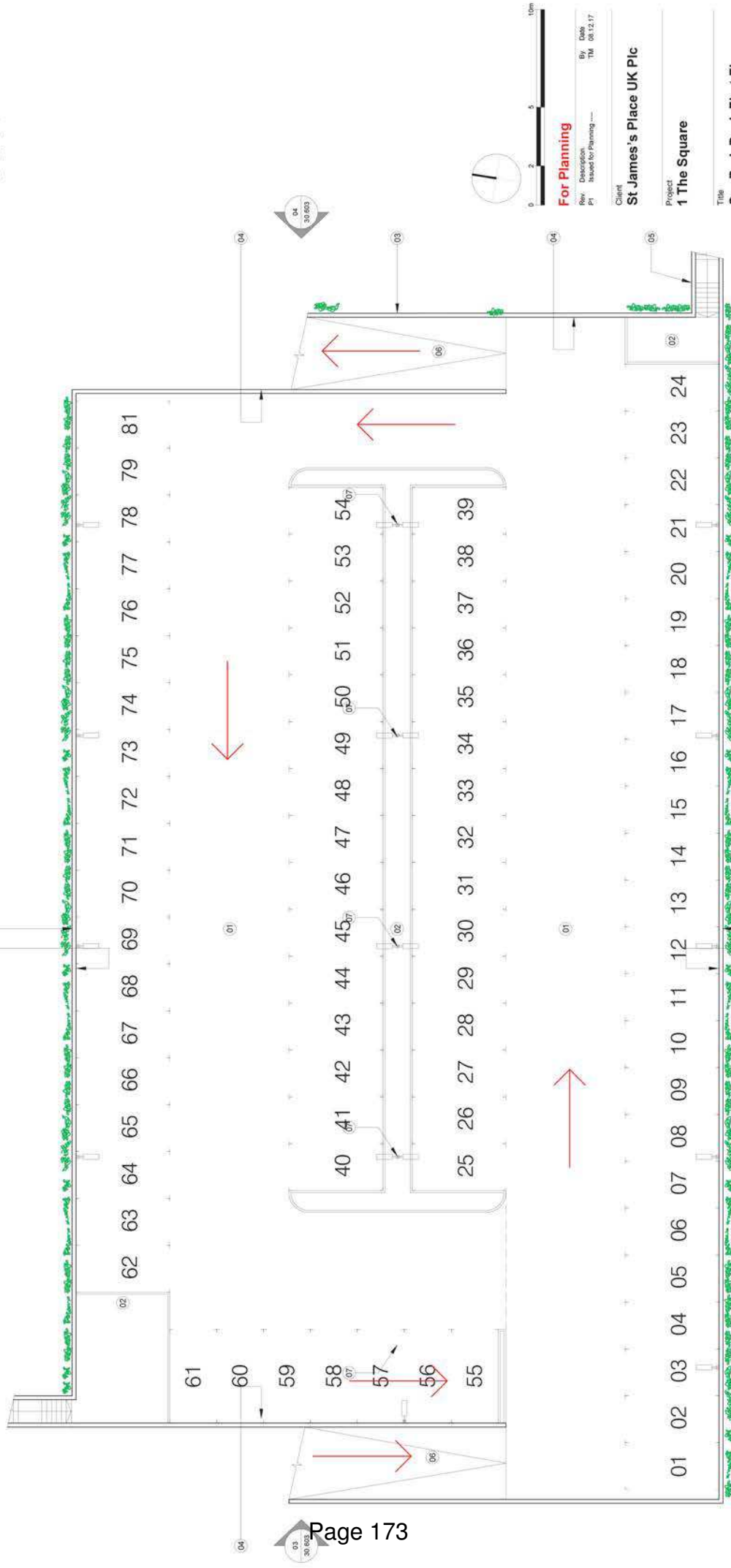


Project No.	1609	Drawing No.	30.601	Rev.	P1
Scale	1:100 @ A1	Checked	TJ	Date	12.07.17
Drawn	TJ	By	TM	Date	08.12.17
Issued for	Planning				

Client: **St James's Place UK Plc**  
 Project: **1 The Square**  
 Title: **Car Park Deck Ground Floor Plan**

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- Notes:
1. Car park, asphalt surface.
  2. New kerbs to match existing.
  3. Vertical mesh panels with climbing plants.
  4. Light grey powder coated aluminium panels, RAL 9006.
  5. Mesh with powder coated light grey stringers and railings RAL 9006.
  6. Ramps with powder coated light grey aluminium panels to side RAL 9006.
  7. Light grey light post, RAL 9006.



**For Planning**  
 By: TM Date: 08.12.17  
 Rev: P1 Description: Issued for Planning

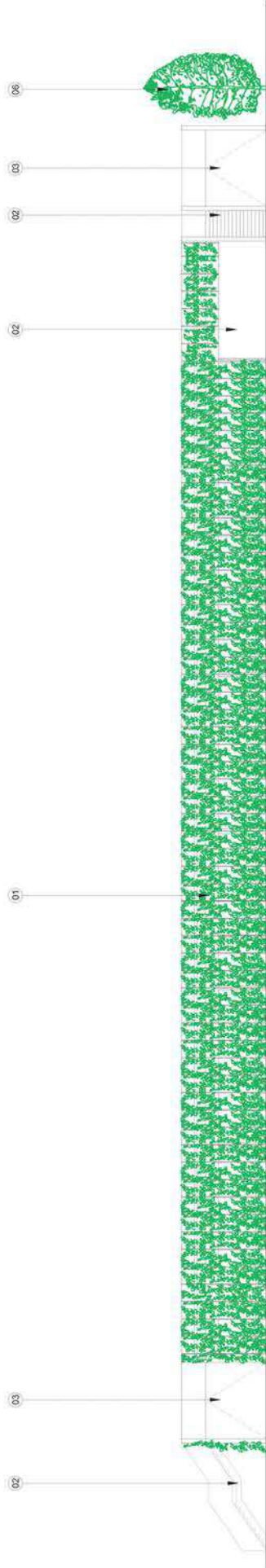
Client:  
**St James's Place UK Plc**

Project:  
**1 The Square**

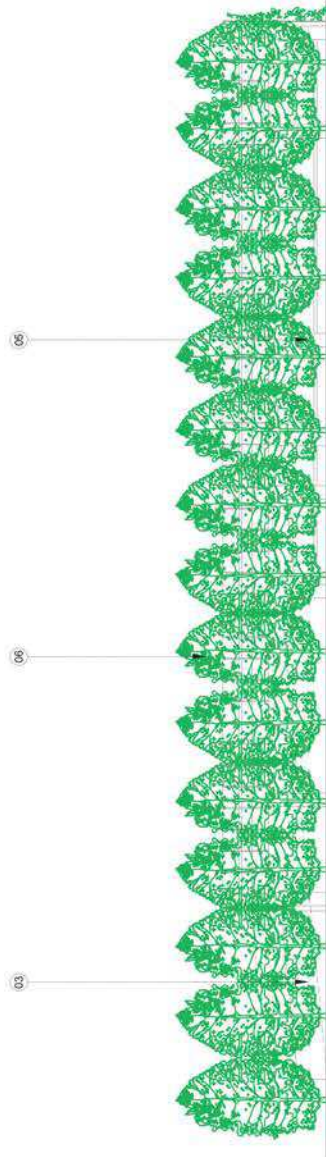
Title:  
**Car Park Deck First Floor Plan**

Project No.	1609	Drawing No.	30.602	Rev.	P1
Scale	1:100 @ A1	Checked	TJ	Date	12.07.17
Drawn	TJ	By	TM	Date	08.12.17

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01 North Elevation  
30.000  
Scale 1:200 @ A3



02 West Elevation  
30.000  
Scale 1:200 @ A3

- Notes:
1. Vertical mesh panels with climbing plants.
  2. Stair with light grey stringers and railings, RAL 9006.
  3. Ramp with powder coated light grey aluminium panels to side, RAL 9006.
  4. Steel structure in background painted light grey, RAL 9006.
  5. Tree to Landscape Architect's information.
  - 6.



**For Planning**

Rev.	Description	By	Date
P1	Issued for Planning	TM	08.12.17

Client  
**St James's Place UK Plc**

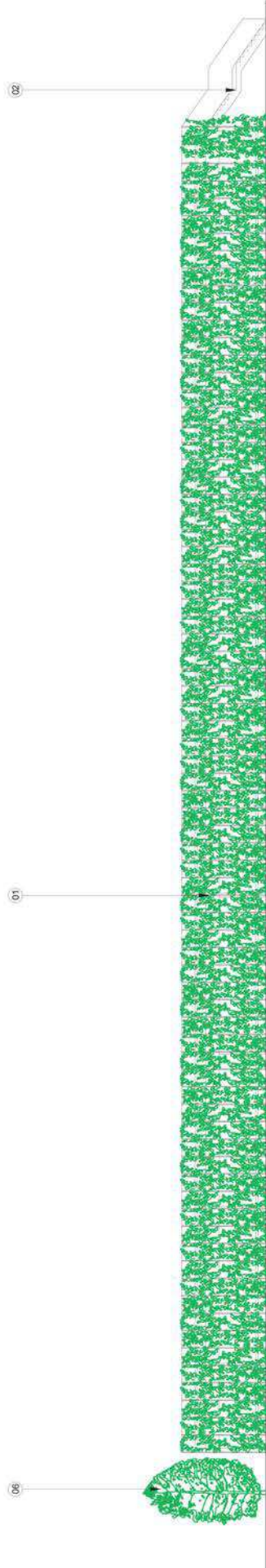
Project  
**1 The Square**

Title  
**Car Park Deck Elevations 1**

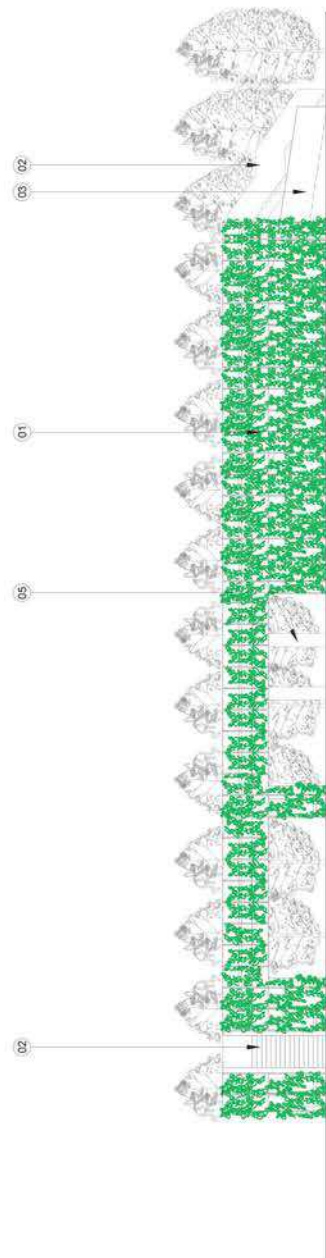
Project No.	Drawing No.	Rev.
1609	30.603	P1

Scale	Drawn	Checked	Date
1:100 @ A1			12.07.17
			12.07.17

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01  
30.000  
South Elevation  
Scale 1:200 @ A3



02  
30.000  
East Elevation  
Scale 1:200 @ A3

- Notes:
1. Vertical mesh panels with climbing plants
  2. Stair with light grey stringers and railings, RAL 9006
  3. Ramp with powder coated light grey aluminium panels to side, RAL 9006.
  4. Steel structure in background painted light grey, RAL 9006.
  5. Trees to Landscape-Architect's information.
  - 6.

0 2 5 10m

**For Planning**

Rev.	Description	By	Date
P1	Issued for Planning	TM	08.12.17

Client  
**St James's Place UK Plc**

Project  
**1 The Square**

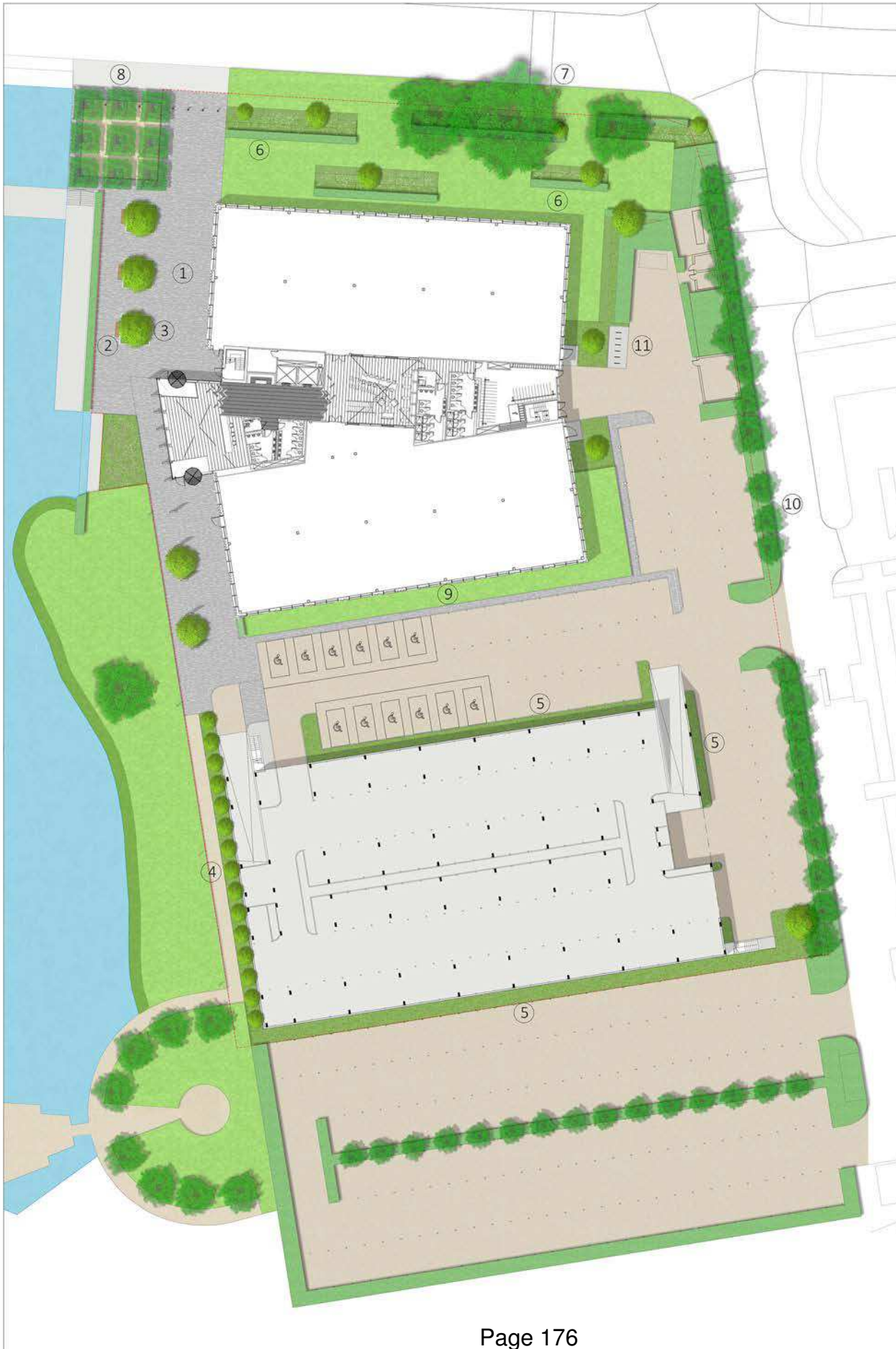
Title  
**Car Park Deck Elevation 2**

Project No.	Drawing No.	Rev.
1609	30.604	P1
Scale	1:200 @ A3	Date
Drawn	Checked	16.11.17
TM	TJ	

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**Key**

1. Existing area re-surfaced with high quality concrete block paving.
2. New timber seats.
3. Proposed multi-stemmed specimen trees with herbaceous perennials beneath.
4. Proposed fastigate trees and herbaceous perennials.
5. Proposed herbaceous perennials with climbing plants to car park structure.
6. Proposed planting of low evergreen hedges, herbaceous perennials and specimen multi-stemmed shrubs.
7. Existing trees retained with new planting beneath.
8. Existing off-site pleached Lime trees.
9. Lawn.
10. Existing off-site boundary tree planting.
11. Cycle stands

**NOTES**

1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Turkington Martin Landscape Architects in writing before commencing on site.
2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Turkington Martin Landscape Architects in writing before commencing on site.
3. All dimensions in mm, unless otherwise stated.
4. Do not scale from this drawing.
5. All soil base and concrete design and specification is engineer's detail. All elements provided from a separate discipline.
6. Waterproofing of any element to be specified by others.
7. All proprietary products shall be installed in accordance with manufacturers written instructions.
8. Plant numbers are an indication only and plants should be ordered for each site area in accordance with schedule plant schedule.
9. Any proposed plant substitutions shall be agreed with the architect and noted prior to planting.

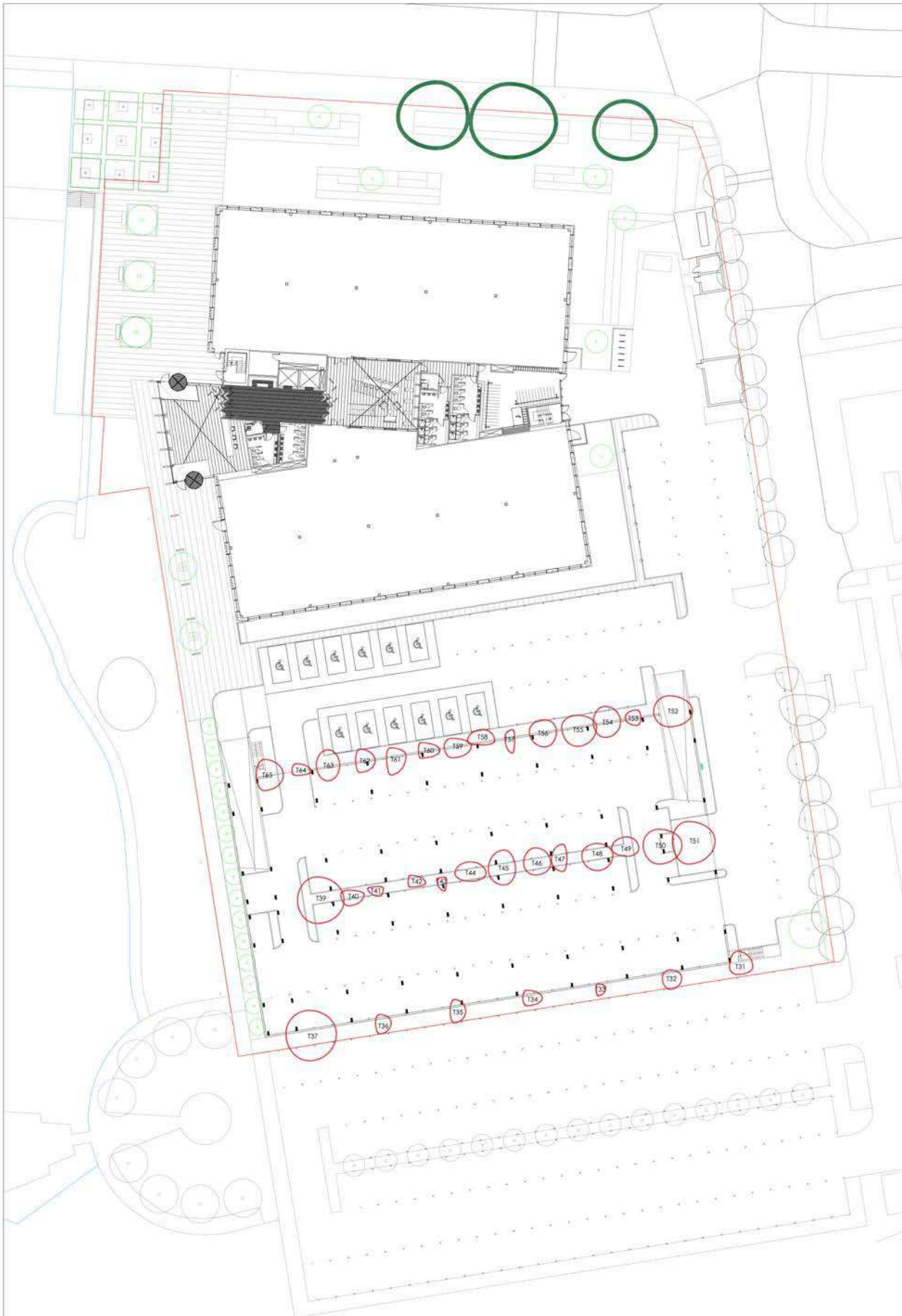


**turkington martin**  
 Studio 3 5th Church House, Goslington Park  
 2-8 Bishop Road, London, SE9 6DE  
 T: +44 (0) 20 2947 2000  
 E: info@turkingtonmartin.com

**CLIENT**  
 Orchard Street  
**PROJECT TITLE**  
 3 The Square Stockley Park  
**ISSUED FOR**  
 Landscape Proposals  
**ISSUED FOR**  
 Planning

DATE	BY	CHKD BY
2/20	GC	—
10/18	—	—
AT	—	—

DESIGN NUMBER	REVISION
TM303L01	#



- Trees to be removed:  
 T31;  
 T32;  
 T33;  
 T34;  
 T35;  
 T36;  
 T37;  
 T39;  
 T40;  
 T41;  
 T42;  
 T43;  
 T44;  
 T45;  
 T46;  
 T47;  
 T50;  
 T51;  
 T52;  
 T53;  
 T54;  
 T55;  
 T56;  
 T57;  
 T58;  
 T59;  
 T60;  
 T61;  
 T62;  
 T63;  
 T64;  
 T65;
- Tree to be retained and protected through construction period. Protection in line with approved arboriculturalist's recommendations and in accordance with BS: 5837
- Proposed Tree
- Existing tree outside red line

- NOTES
1. This drawing is for use in conjunction with all relevant contract documents and the design team, with any conflicting information to be brought to the attention of Turkington Martin Landscape Architects in writing before commencing any site.
  2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Turkington Martin Landscape Architects in writing before commencing any site.
  3. All dimensions are in mm, unless otherwise stated.
  4. Do not scale from this drawing.
  5. All work to be done in accordance with the contractor's details. All dimensions are to be given and verified on site.
  6. Interpretation of any element to be specified by others.
  7. All proprietary products shall be installed in accordance with manufacturers' written instructions.
  8. Plans (unless) are an indication only and plans should be ordered for use on site in accordance with schedule part drawings.
  9. Any proposed plans or alterations shall be agreed with the building authority prior to building.

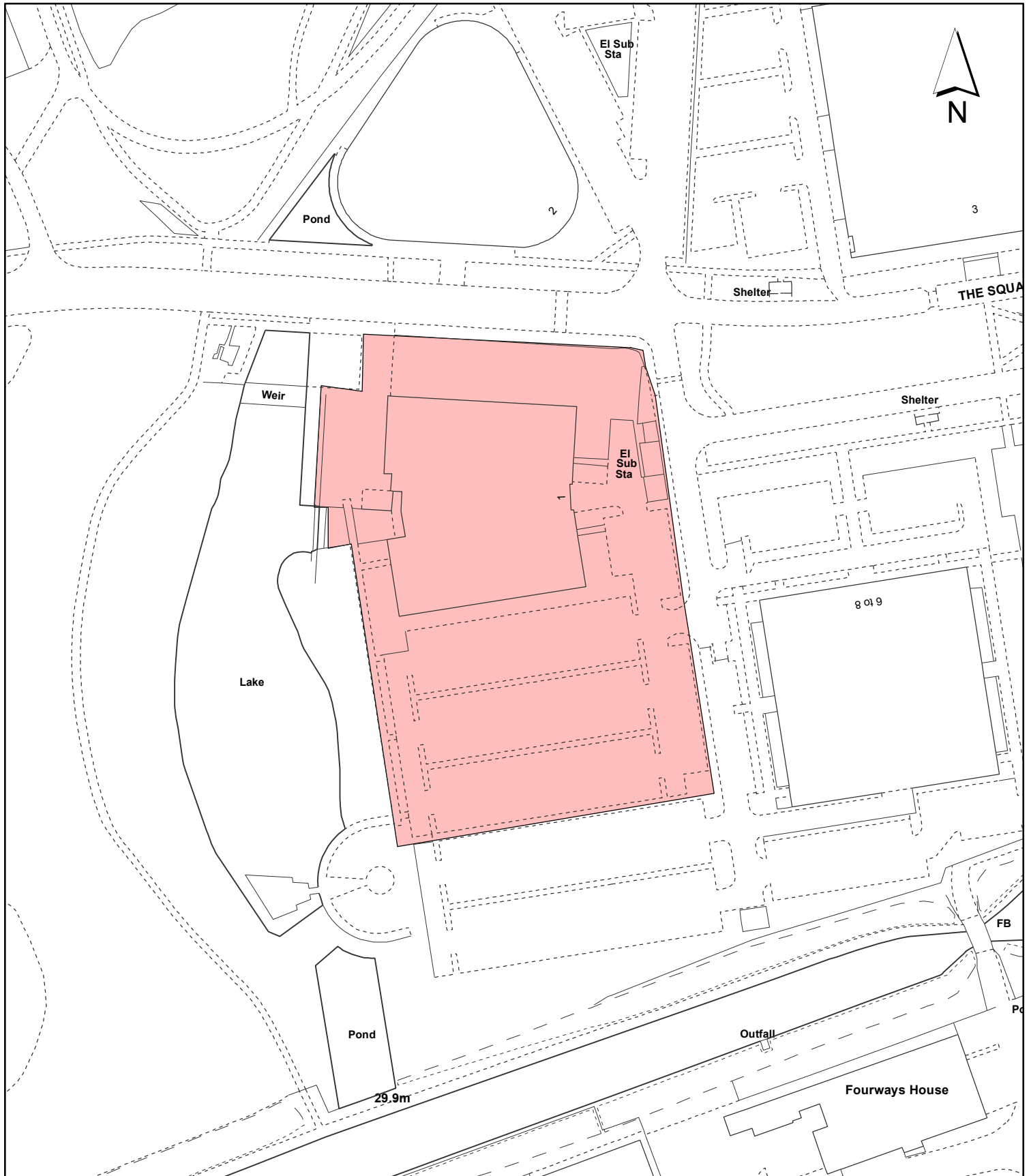


**turkington martin**  
 Studio: 3, 25 Chester House, Torrington Park  
 1, 1 Brixton Road, London, SW9 6AE  
 T: (+44) (0)20 761 3300  
 E: info@turkingtonmartin.com

ORIGIN: Orchard Street  
 PROJECT: 1 The Square Stockley Park  
 DRAWING: Tree Removal Plan  
 DRAWING TITLE: Planning

DESIGNED BY: S250	DRAWN BY: CC	CHECKED BY:
APPROVED BY: AS	DATE: 10/01/2023	SCALE: 1:100





**Notes:**

 Site boundary

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Site Address:

**1 The Square  
 Furzerground Way**

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

Planning Application Ref:  
**37506/APP/2017/4534**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 178**

Date:  
**February 2018**



**Report of the Head of Planning, Sport and Green Spaces**

**Address** SUMMIT CENTRE SKYPORT DRIVE HARMONDSWORTH  
**Development:** Provision of 1.8 metre high metal palisade fence and automated gates to control access to service yards associated with Units 1-6.  
**LBH Ref Nos:** 9420/APP/2017/4321

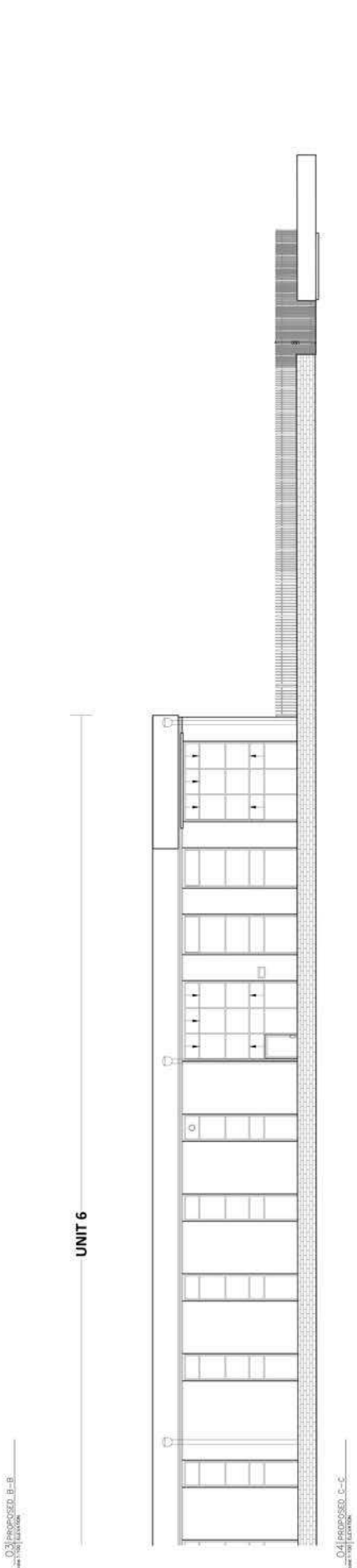
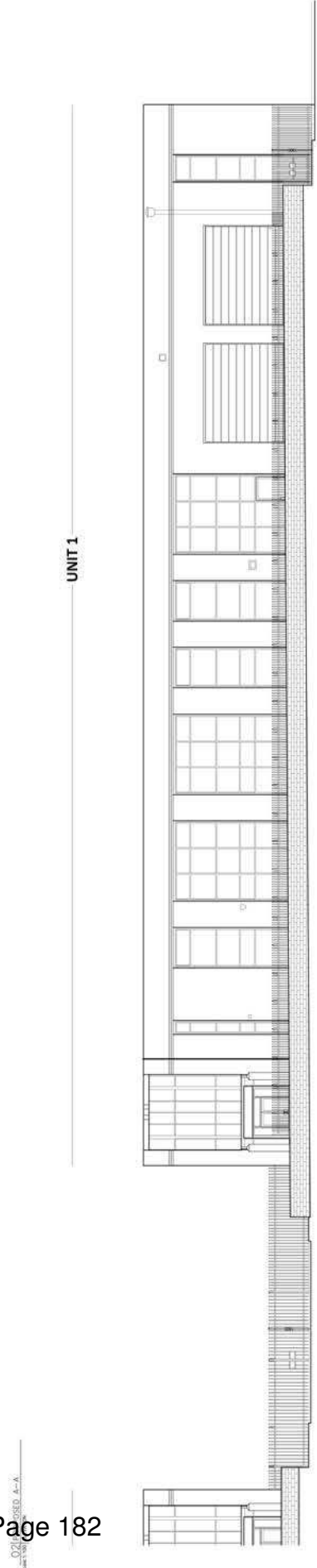
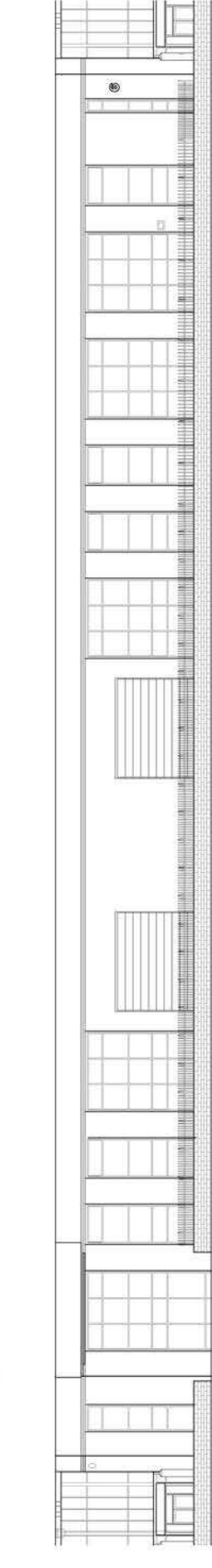
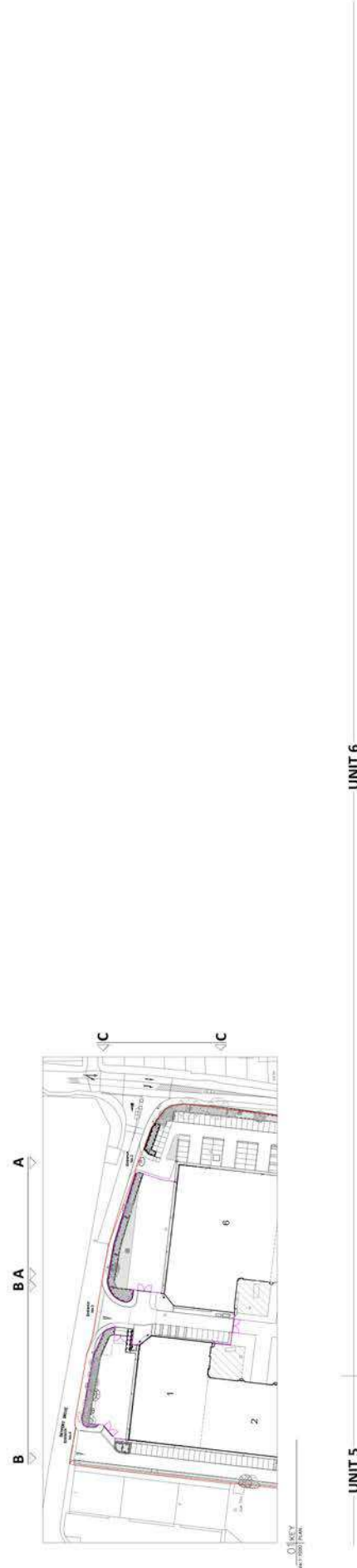
<b>Date Plans Received:</b>	29/11/2017	<b>Date(s) of Amendment(s):</b>	29/11/2017
<b>Date Application Valid:</b>	29/11/2017		25/01/2018





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**Note:**  
 FAC 400 series hydraulic onboard motors to be used for the gates. Each pair of gates to have a fob reader and an intercom connected to reception for controlled access, each set of gates to have an automatic exit via induction loop in roadway.  
 Galvanised palisade fences, sprayed with merlin grey R5 180 00 05, 1800mm high.



A 25.01.18 Amended fence position  
 THE SUMMIT CENTRE  
 SKYPORT DRIVE  
 UB 8 3JH

**PROPOSED ELEVATIONS**

DATE	25.01.18	SCALE	1:100
BY	OM	DATE	JAN 18
CHECKED	BM		

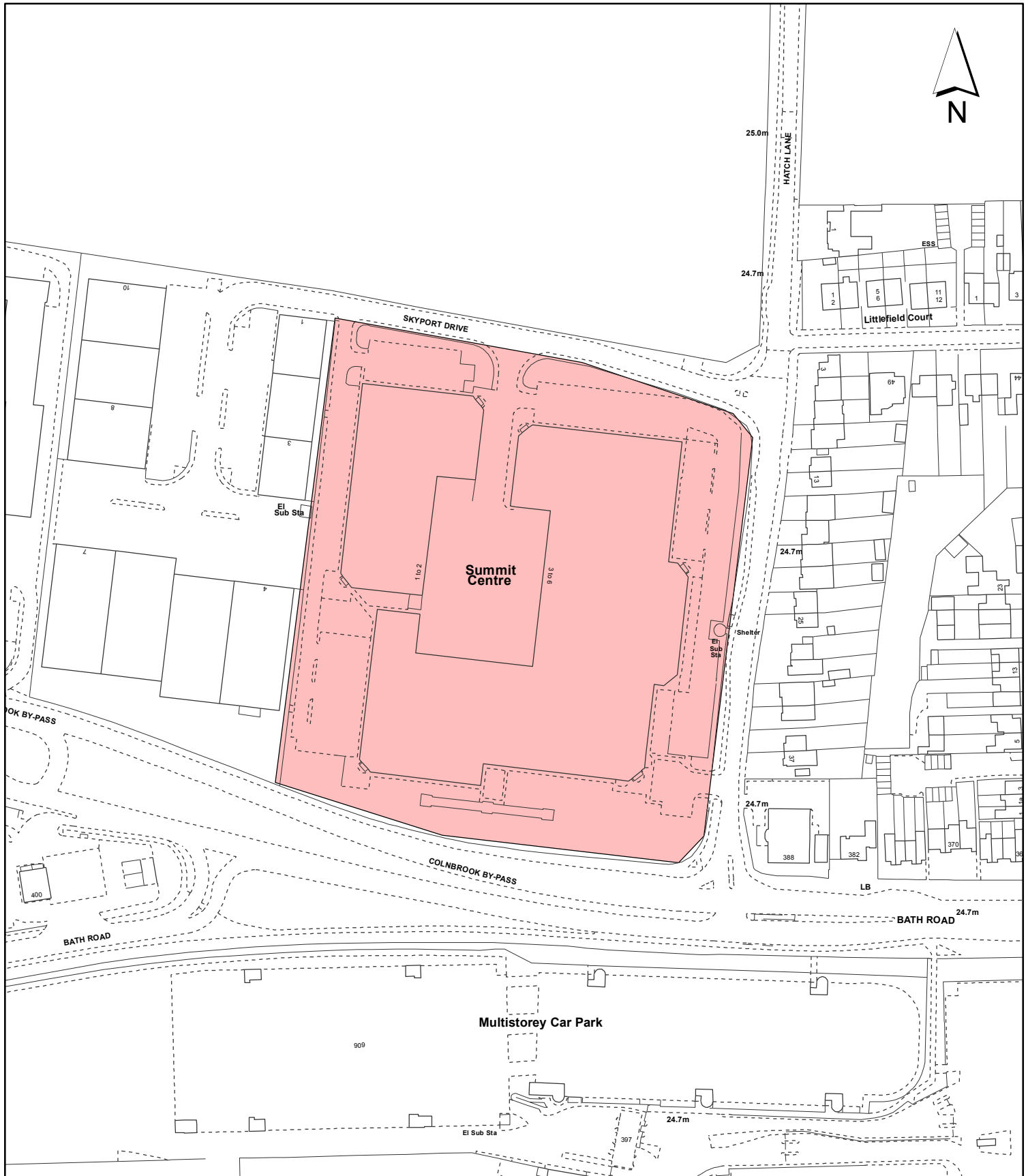
PROJECT NO. 1494  
 DRAWING NO. AE(2)10

**MINIFIE ARCHITECTS**  
 Studio 1, 14 Marshalsea Road  
 Borough - SE1 1HL

**MA**

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Site Address:

**Summit Centre  
 Skyport Drive**

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

Planning Application Ref:

**9420/APP/2017/4321**

Scale:

**1:2,000**

Planning Committee:

**Major Page 183**

Date:

**February 2018**



**HILLINGDON**  
 LONDON



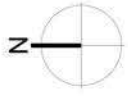
## **Report of the Head of Planning, Sport and Green Spaces**

**Address** ACOL CRESCENT EARLY LEARNING CENTRE ACOL CRESCENT  
RUISLIP

**Development:** Demolition of all existing buildings and replacement with new part two, part three-storey building accommodating 33 (14 x 1 bedroom and 19 x 2 bedroom) social housing flats with associated access, parking and landscaping

**LBH Ref Nos:** 67607/APP/2017/4627

<b>Date Plans Received:</b>	21/12/2017	<b>Date(s) of Amendment(s):</b>	19/01/2018
<b>Date Application Valid:</b>	22/12/2017		07/02/2018
			21/12/2017



- APPLICATION SITE BOUNDARY  
Area: 0.7 Acres; 0.28 Hectares

- Bourne Court Site Boundary



Scale 1:1250@A3

Revision  
 Rev A - 07.08.2017 - PS - Applications boundary changed - pedestrian walkway added to site  
 Rev B - 24.08.2017 - PS - Applications boundary changed - link between BC and Acol is added to site  
 Rev C - 10.11.2017 - PS - Issued for Planning

project name: **Acol Crescent Housing Scheme, South Ruislip**  
 drawing reference: **SITE LOCATION PLAN**

job number: **M9077**  
 drawing number: **APL001**  
 revision: **C**

date: **August 2017**  
 sheet: **PS**  
 scale: **1:1250@A3**  
 drawn: **PS**  
 checked: **JW**

**hunters**  
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 London W16 8EA  
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 F 020 8741 2814  
 mail@hunters.co.uk  
 www.hunters.co.uk

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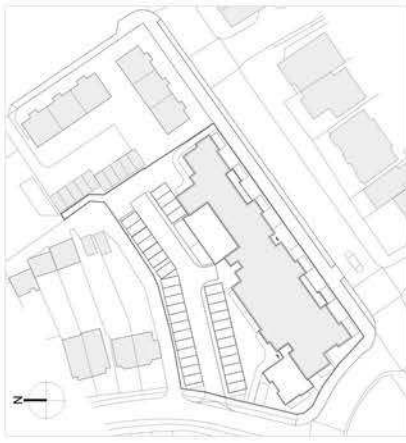
**For Planning**  
 M9077\_APL001\_Site Location Plan Rev C.dwg











Site Plan  
Scale 1:500

GENERAL NEEDS SITE ACCOMMODATION AREAS

Floor	1-Bed Flat (60 sqm approx) (60 sqm approx) (60 sqm approx) (60 sqm approx)	1-Bed Flat (60 sqm approx) (60 sqm approx) (60 sqm approx) (60 sqm approx)	2-Bed Flat (90 sqm approx) (90 sqm approx) (90 sqm approx) (90 sqm approx)	Totals	GFA	GFA
	01	04	05	52	1102 sqm	1177 sqm
ground	01	04	05	52	1102 sqm	1177 sqm
mezz	00	08	08	50	806 sqm	878 sqm
mezz	00	04	04	50	806 sqm	878 sqm
Totals	01	01	10	50	2,505 sqm	3,111 sqm

33 Bikes per bedroom  
11 rented and 11 shared ownership

All flat layouts are fully compliant with London Housing Design Guide and Lettable Home standards.

Shared amenity space  
min 20sqm per 1 bed  
min 25sqm per 2 bed

Private amenity space  
min 6 sqm per 1 bed  
min 7 sqm per 2 bed

**ABBREVIATION KEY**

ADY - Automatic Opening Vent  
MDE - Means of Escape  
AC - Access Controlled Door  
SBD Lobby - compliant with Secured by Design New Homes 2014

**CLOUR KEY**

- Shared Ownership
- Rent
- Circulation
- One Bed Flat
- One Bed Wheelchair Adapted Flat
- Two Bed Flat
- Cycle Store
- Stair / Lifts
- Refuse Store

Scale 1:100@A0

10m 5m 0m

hunters

Architect: HUNTERS ARCHITECTS  
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Ground Floor Plan  
1:100 @A0

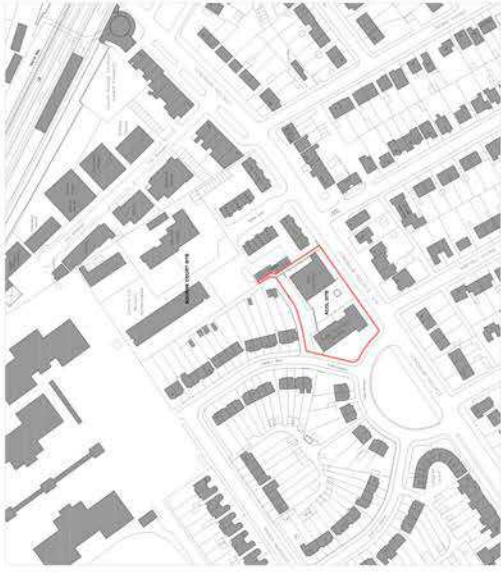


First Floor Plan  
1:100 @A0









SCALE 1:1000

**NOTES:**  
 1. THE DEVELOPER SHALL OBTAIN ALL NECESSARY PERMITS FROM THE LOCAL AUTHORITY.  
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LOCAL AUTHORITY'S REQUIREMENTS.  
 3. THE DEVELOPER SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES.  
 4. THE DEVELOPER SHALL MAINTAIN THE EXISTING SERVICES.  
 5. THE DEVELOPER SHALL MAINTAIN THE EXISTING UTILITIES.  
 6. THE DEVELOPER SHALL MAINTAIN THE EXISTING LANDSCAPE.  
 7. THE DEVELOPER SHALL MAINTAIN THE EXISTING FENCING.  
 8. THE DEVELOPER SHALL MAINTAIN THE EXISTING DRIVEWAYS.  
 9. THE DEVELOPER SHALL MAINTAIN THE EXISTING PATHS.  
 10. THE DEVELOPER SHALL MAINTAIN THE EXISTING WALLS.

**PROPOSED MATERIALS:**

1. Brickwork	2. Concrete	3. Asphalt	4. Granite
5. Slate	6. Timber	7. Glass	8. Steel
9. Copper	10. Zinc	11. Aluminium	12. PVC
13. UPVC	14. HDPE	15. LDPE	16. PP
17. PE	18. PS	19. PU	20. PU
21. PU	22. PU	23. PU	24. PU
25. PU	26. PU	27. PU	28. PU
29. PU	30. PU	31. PU	32. PU
33. PU	34. PU	35. PU	36. PU
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97. PU	98. PU	99. PU	100. PU

**NOTES:**  
 1. THE DEVELOPER SHALL OBTAIN ALL NECESSARY PERMITS FROM THE LOCAL AUTHORITY.  
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 5. THE DEVELOPER SHALL MAINTAIN THE EXISTING UTILITIES.  
 6. THE DEVELOPER SHALL MAINTAIN THE EXISTING LANDSCAPE.  
 7. THE DEVELOPER SHALL MAINTAIN THE EXISTING FENCING.  
 8. THE DEVELOPER SHALL MAINTAIN THE EXISTING DRIVEWAYS.  
 9. THE DEVELOPER SHALL MAINTAIN THE EXISTING PATHS.  
 10. THE DEVELOPER SHALL MAINTAIN THE EXISTING WALLS.



**hunters**

**Architectural Services**

**Project Information**

Project Name: **Architectural Services**

Client: **Architectural Services**

Address: **Architectural Services**

Site No: **Architectural Services**

Scale: **1:2000**

Drawn by: **Architectural Services**

Checked by: **Architectural Services**

Date: **Architectural Services**

Project No: **Architectural Services**

Sheet No: **Architectural Services**

Scale: **1:2000**

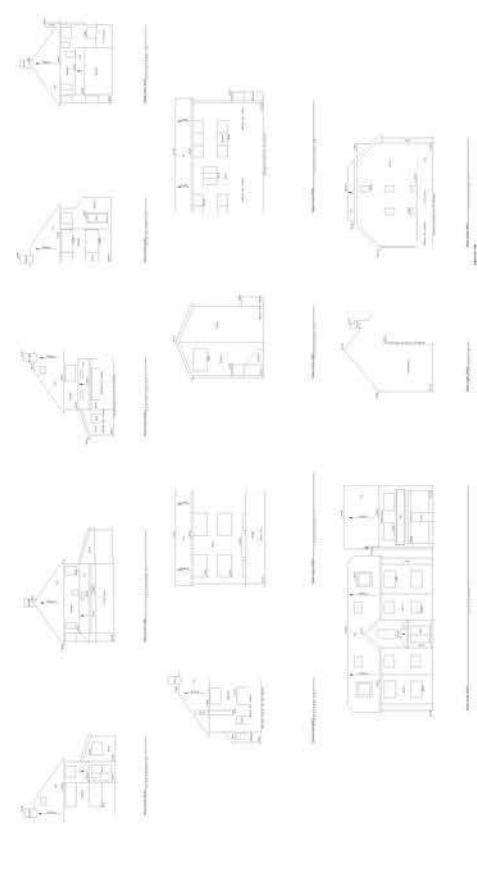
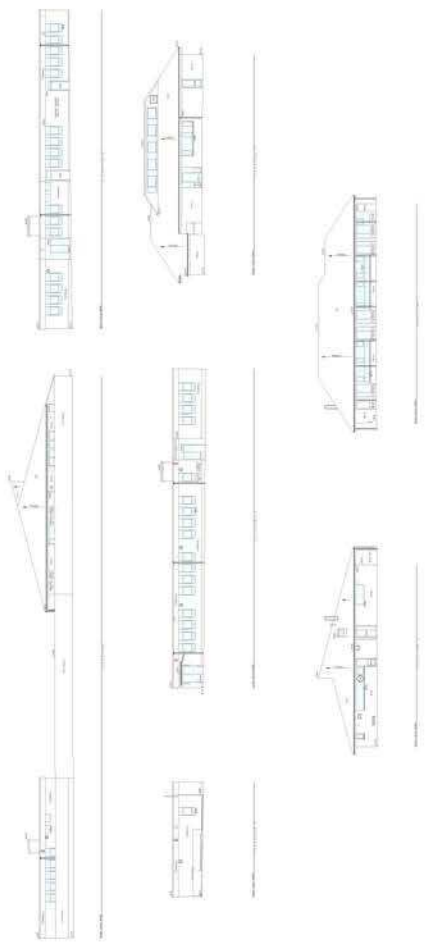
Drawn by: **Architectural Services**

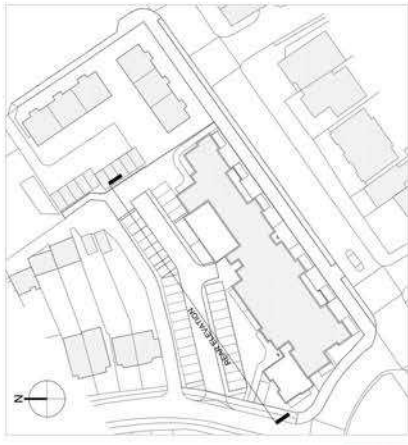
Checked by: **Architectural Services**

Date: **Architectural Services**

Project No: **Architectural Services**

Sheet No: **Architectural Services**





Site Plan  
Scale 1:500

**SCHEDULE OF FACADE MATERIALS:**

1. Wall -- Brick, Dorchester Red Stock by Wienerberger or similar
2. Wall -- Brick, Staffordshire Blue by Wienerberger or similar
3. Windows -- composite timber/aluminium, powder coated to colour RAL 7021
4. Oriel windows - PPC aluminium, to colour RAL 7021
5. Doors -- Slatted, ventilated door to refuse rooms  
powder coated to RAL 7021
6. Doors -- fire exits,  
powder coated to RAL 7021
7. Doors -- entrances,  
powder coated to RAL 7021
8. Balconies -- Zinc finish,  
colour RAL 7021
9. Balconies -- painted steel railing,  
colour RAL 7021
10. Brick feature -- hit and miss
11. Brick feature -- brick banding
12. Brick feature -- brick coping
13. Feature -- timber trellis



Rear Elevation - without context  
Scale 1:100



Rear Elevation - with context  
Scale 1:100



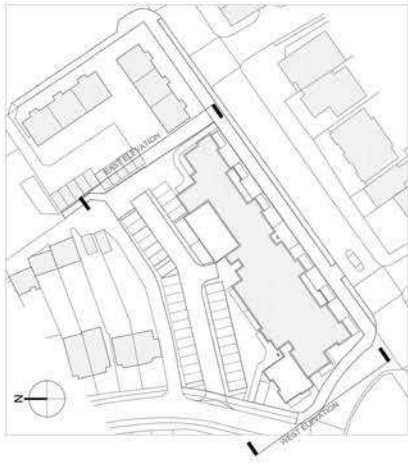
**hunters**

Architectural Services  
1000000

Project Name: **Alton Gateway Housing Scheme**  
 Client: **Alton Gateway Housing Scheme**  
 Date: **15/08/2024**  
 Drawn by: **[Name]**  
 Checked by: **[Name]**  
 For: **Planning**  
 Scale: **1:1000000**

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Site Plan  
Scale 1:500

**SCHEDULE OF FACADE MATERIALS:**

1. Wall -- Brick, Dorchester Red Stock by Wienerberger or similar
2. Wall -- Brick, Staffordshire Blue by Wienerberger or similar
3. Windows -- composite timber/aluminium, powder coated to colour RAL 7021
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6. Doors -- fire exits,  
powder coated to RAL 7021
7. Doors -- entrances,  
powder coated to RAL 7021
8. Balconies -- Zinc finish,  
colour RAL 7021
9. Balconies -- painted steel railing,  
colour RAL 7021
10. Brick feature -- hit and miss
11. Brick feature -- brick banding
12. Brick feature -- brick coping
13. Feature -- timber trellis



West Elevation - without context  
Scale 1:100



West Elevation - with context  
Scale 1:100



East Elevation - without context  
Scale 1:100



East Elevation - with context  
Scale 1:100

Scale 1:1000000

0 1 2 3 4 5 6 7 8 9 10

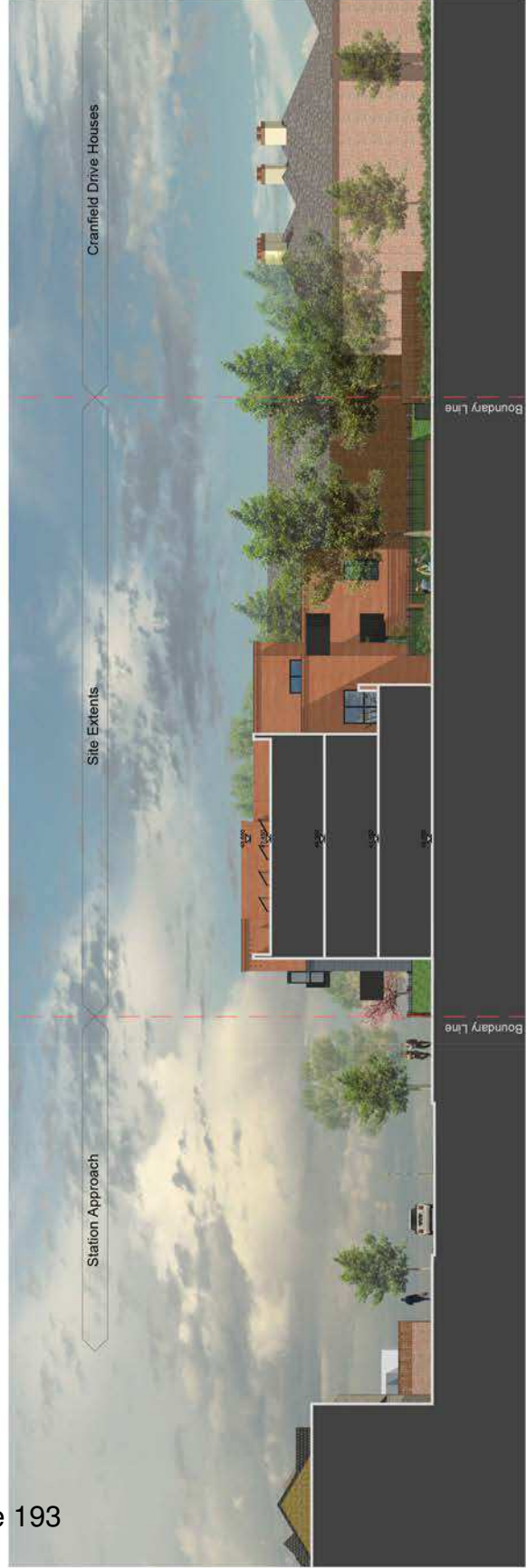
**hunters**

Project: Allot Garden Housing Scheme  
 Date: 2023-01-11  
 Scale: 1:100  
 Author: [Name]  
 For: Planning  
 Status: [Status]

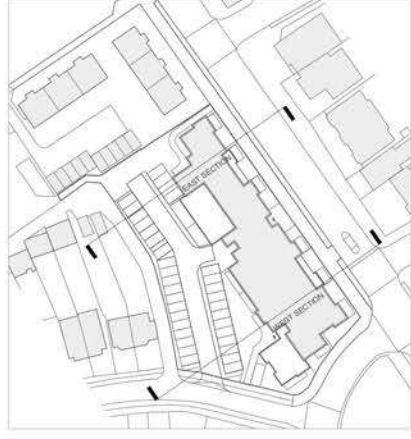
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West Section - with context  
Scale 1:100



East Section - with context  
Scale 1:100



Site Plan  
Scale 1:500

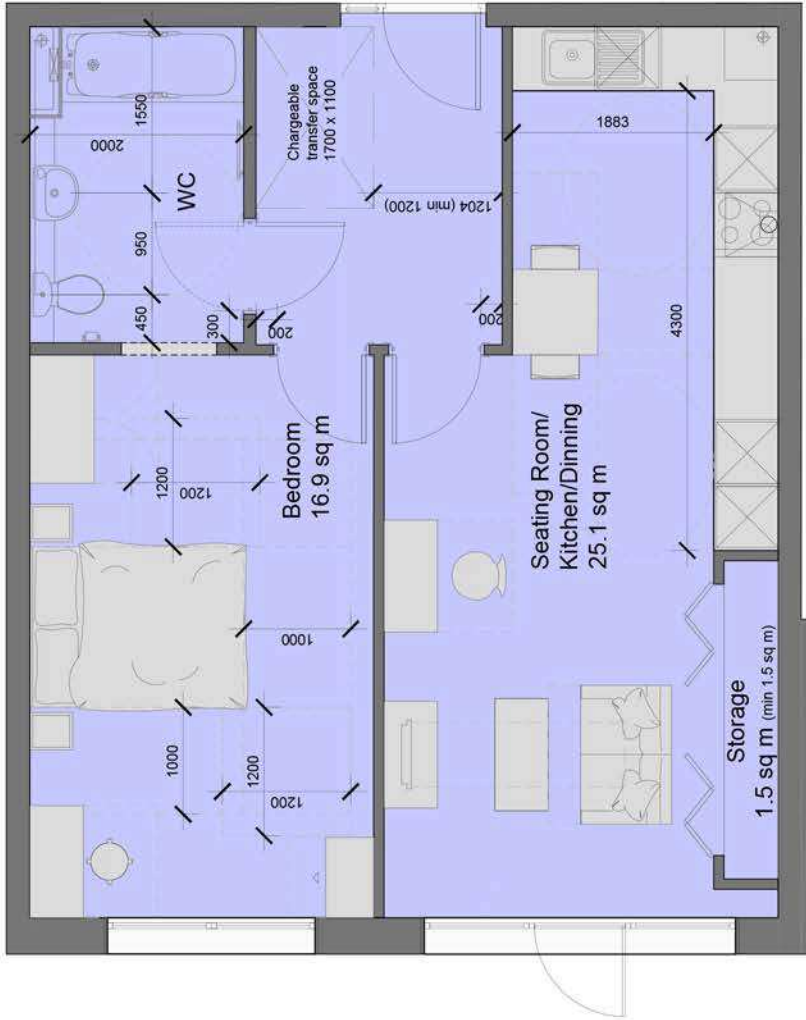








Shared Ownership  
 Flat no 02  
 1-Bed fully wheelchair adaptable  
 58.3 sq m



date: 07.02.2018  
 sheet: 2 of 3  
 scale: 1:50@A3  
 drawn: PS  
 checked: JW

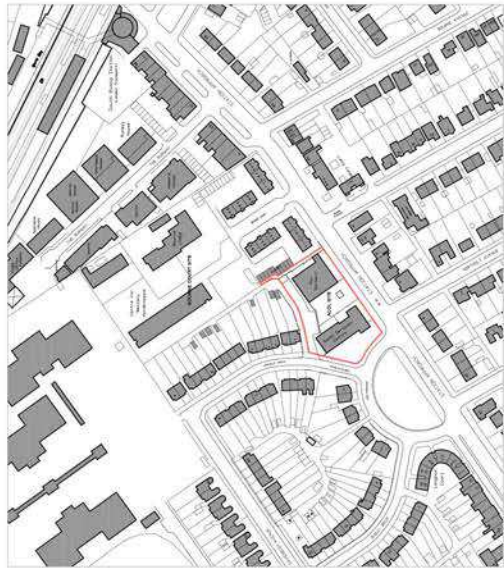
Use figured dimensions only. All levels and dimensions to be checked on site. This drawing is to be read in conjunction with all other relevant drawings and specifications under the heading name of Hunter & Partners Limited. © Hunter & Partners Limited. All rights reserved.

project name: Acol Crescent  
 drawing reference: Fully Wheelchair Adaptable Flats  
 Plans  
 drawing number: APL016  
 job number: M9077  
 status: For Planning  
 cad ref: M9077\_APL016\_Fully Wheelchair Adaptable.dwg

revision:  
 -







**REMARKS:**  
 1. THIS PLAN SHOWS THE PROPOSED DEVELOPMENT OF THE SITE.  
 2. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.  
 3. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.  
 4. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.  
 5. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

- PROPOSED DEVELOPMENT:**
- 1. 100m<sup>2</sup> Social Services Centre
  - 2. 100m<sup>2</sup> Day Nursery
  - 3. 100m<sup>2</sup> Garages
  - 4. 100m<sup>2</sup> Parking
  - 5. 100m<sup>2</sup> Access
  - 6. 100m<sup>2</sup> Fencing
  - 7. 100m<sup>2</sup> Landscaping
  - 8. 100m<sup>2</sup> Driveway
  - 9. 100m<sup>2</sup> Path
  - 10. 100m<sup>2</sup> Wall
  - 11. 100m<sup>2</sup> Gate
  - 12. 100m<sup>2</sup> Light
  - 13. 100m<sup>2</sup> Sign
  - 14. 100m<sup>2</sup> Bench
  - 15. 100m<sup>2</sup> Bin
  - 16. 100m<sup>2</sup> Tree
  - 17. 100m<sup>2</sup> Hedge
  - 18. 100m<sup>2</sup> Fence
  - 19. 100m<sup>2</sup> Gate
  - 20. 100m<sup>2</sup> Light
  - 21. 100m<sup>2</sup> Sign
  - 22. 100m<sup>2</sup> Bench
  - 23. 100m<sup>2</sup> Bin
  - 24. 100m<sup>2</sup> Tree
  - 25. 100m<sup>2</sup> Hedge
  - 26. 100m<sup>2</sup> Fence
  - 27. 100m<sup>2</sup> Gate
  - 28. 100m<sup>2</sup> Light
  - 29. 100m<sup>2</sup> Sign
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  - 31. 100m<sup>2</sup> Bin
  - 32. 100m<sup>2</sup> Tree
  - 33. 100m<sup>2</sup> Hedge
  - 34. 100m<sup>2</sup> Fence
  - 35. 100m<sup>2</sup> Gate
  - 36. 100m<sup>2</sup> Light
  - 37. 100m<sup>2</sup> Sign
  - 38. 100m<sup>2</sup> Bench
  - 39. 100m<sup>2</sup> Bin
  - 40. 100m<sup>2</sup> Tree
  - 41. 100m<sup>2</sup> Hedge
  - 42. 100m<sup>2</sup> Fence
  - 43. 100m<sup>2</sup> Gate
  - 44. 100m<sup>2</sup> Light
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  - 46. 100m<sup>2</sup> Bench
  - 47. 100m<sup>2</sup> Bin
  - 48. 100m<sup>2</sup> Tree
  - 49. 100m<sup>2</sup> Hedge
  - 50. 100m<sup>2</sup> Fence
  - 51. 100m<sup>2</sup> Gate
  - 52. 100m<sup>2</sup> Light
  - 53. 100m<sup>2</sup> Sign
  - 54. 100m<sup>2</sup> Bench
  - 55. 100m<sup>2</sup> Bin
  - 56. 100m<sup>2</sup> Tree
  - 57. 100m<sup>2</sup> Hedge
  - 58. 100m<sup>2</sup> Fence
  - 59. 100m<sup>2</sup> Gate
  - 60. 100m<sup>2</sup> Light
  - 61. 100m<sup>2</sup> Sign
  - 62. 100m<sup>2</sup> Bench
  - 63. 100m<sup>2</sup> Bin
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  - 75. 100m<sup>2</sup> Gate
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  - 83. 100m<sup>2</sup> Gate
  - 84. 100m<sup>2</sup> Light
  - 85. 100m<sup>2</sup> Sign
  - 86. 100m<sup>2</sup> Bench
  - 87. 100m<sup>2</sup> Bin
  - 88. 100m<sup>2</sup> Tree
  - 89. 100m<sup>2</sup> Hedge
  - 90. 100m<sup>2</sup> Fence
  - 91. 100m<sup>2</sup> Gate
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  - 93. 100m<sup>2</sup> Sign
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  - 95. 100m<sup>2</sup> Bin
  - 96. 100m<sup>2</sup> Tree
  - 97. 100m<sup>2</sup> Hedge
  - 98. 100m<sup>2</sup> Fence
  - 99. 100m<sup>2</sup> Gate
  - 100. 100m<sup>2</sup> Light

**NOTES:**

1. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.
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3. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.
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9. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.
10. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

Scale 1:2000

Approximate Site Boundary

**hunters**

Architectural Services

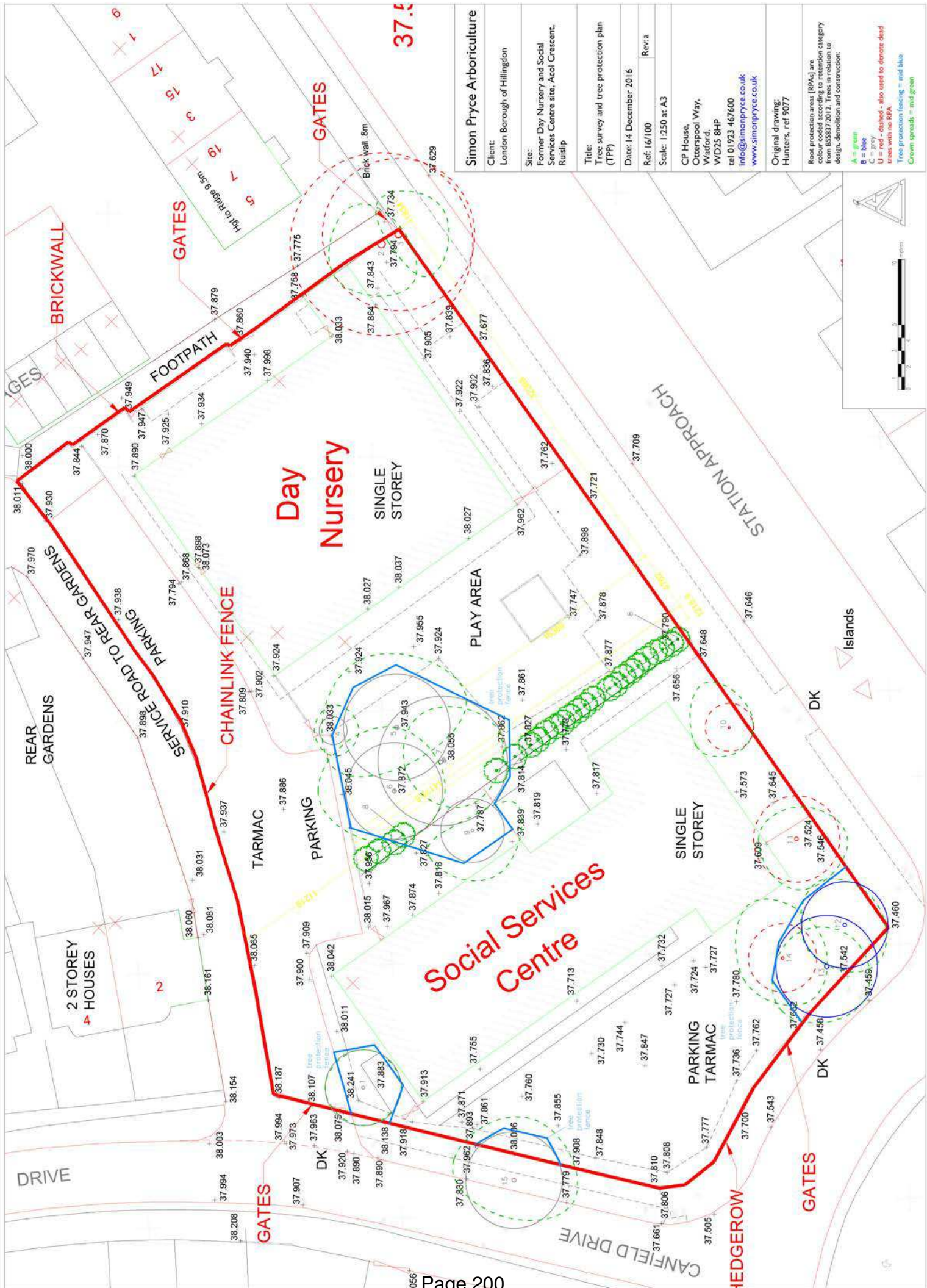
100, High Street, London, E15 2RT

020 7424 1000

www.hunters-architects.co.uk

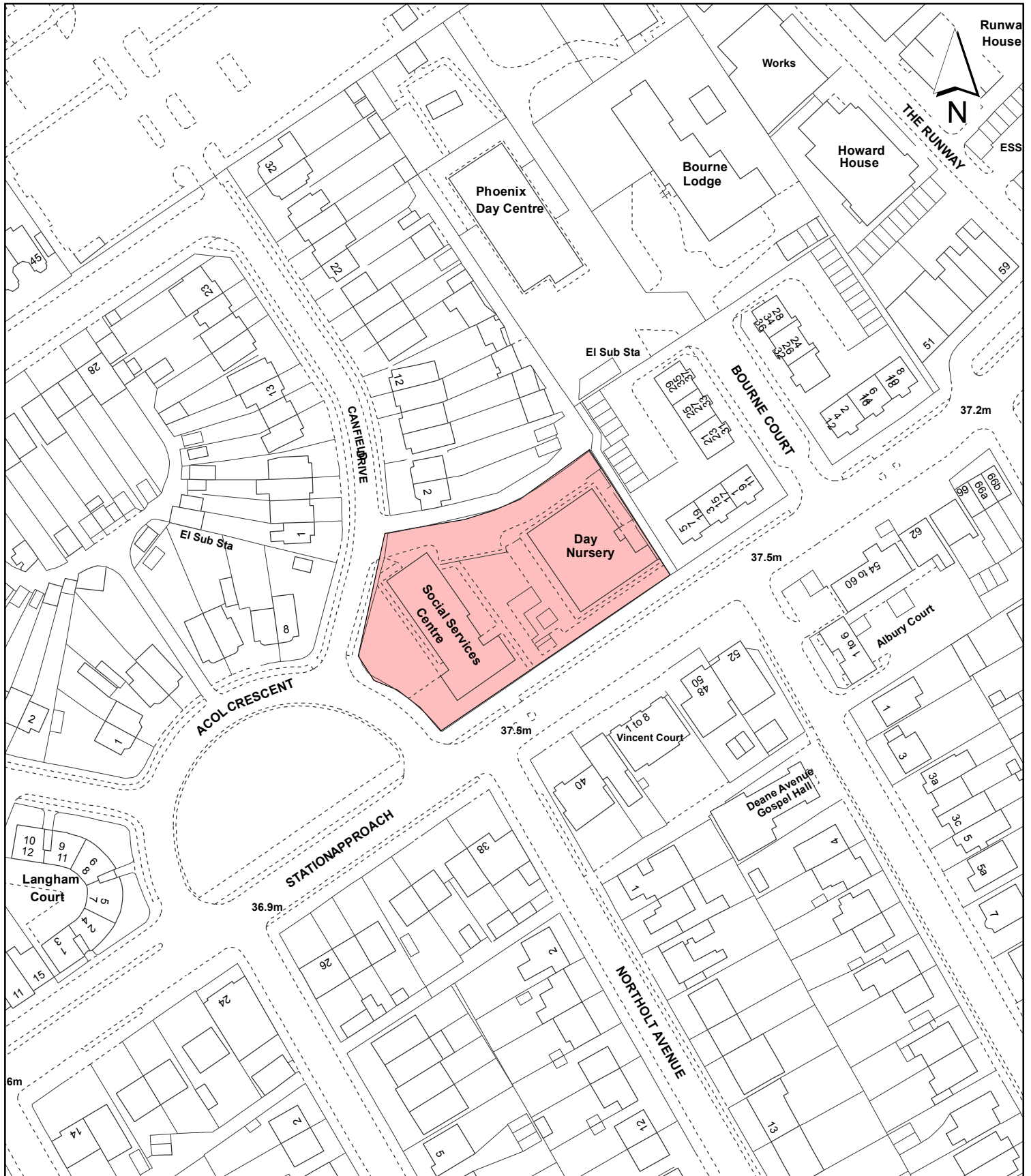












**Notes:**

 Site boundary

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Site Address:

**Acol Crescent**

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

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

Planning Application Ref:

**67607/APP/2017/4627**

Scale:

**1:1,250**

Planning Committee:

**Major Page 202**

Date:

**February 2018**



**HILLINGDON**  
LONDON

**Report of the Head of Planning, Sport and Green Spaces**

**Address** HAYES CIVIC HALL - CAR PARK PUMP LANE HAYES  
**Development:** Installation of metal powder coated guard fencing and lighting columns along perimeter of car park roof.  
**LBH Ref Nos:** 18520/APP/2017/4379

**Date Plans Received:** 05/12/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 05/12/2017



NOTES  
 The contractor must verify all dimensions at the site before setting out.  
 All dimensions are to be taken from the centre of the road unless otherwise stated.  
 DO NOT SCALE FROM THIS DRAWING



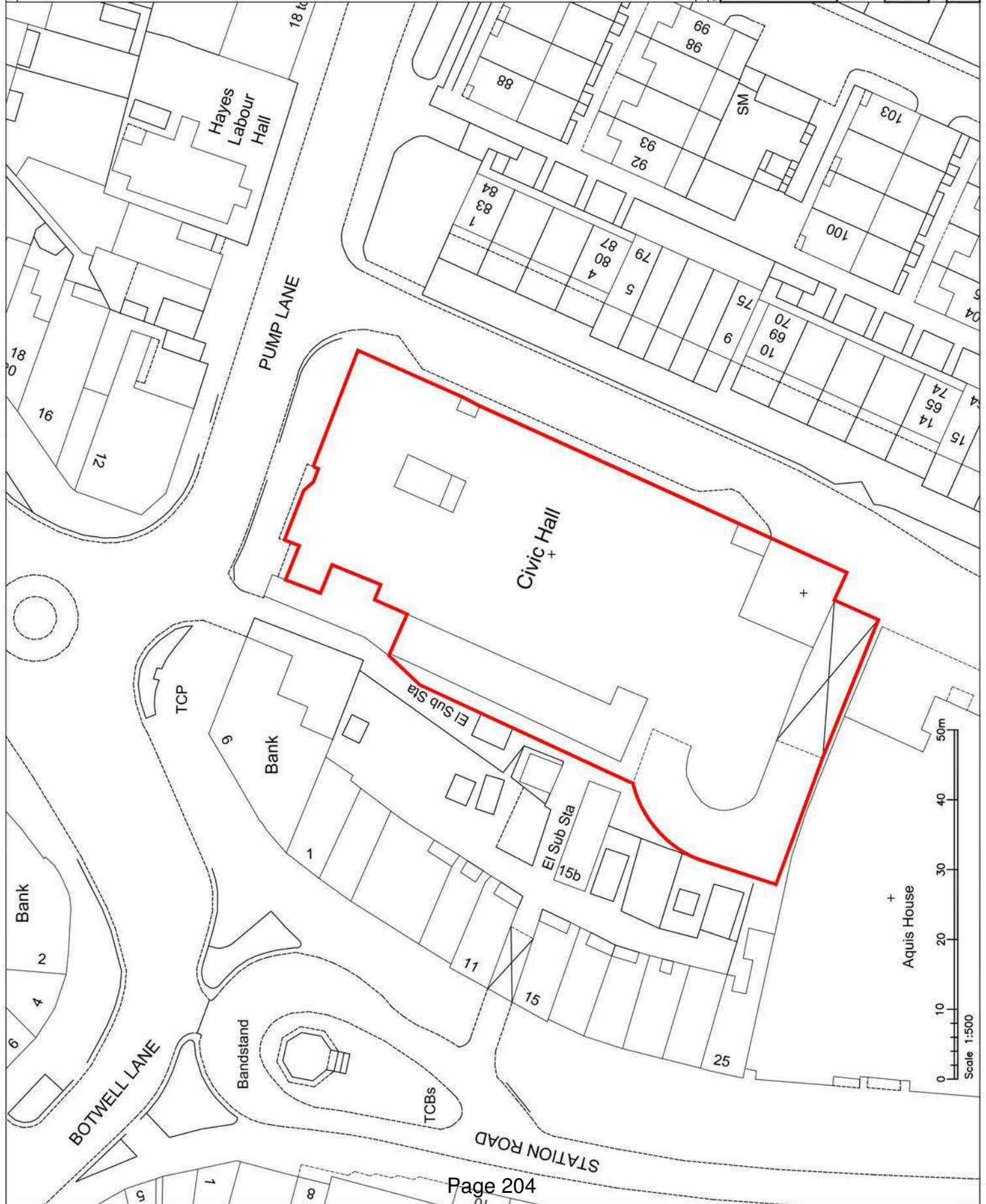
Site Area = 0.3243 Hectares

Rev	Description	Issue	Date

**HILLINGDON**  
LONDON

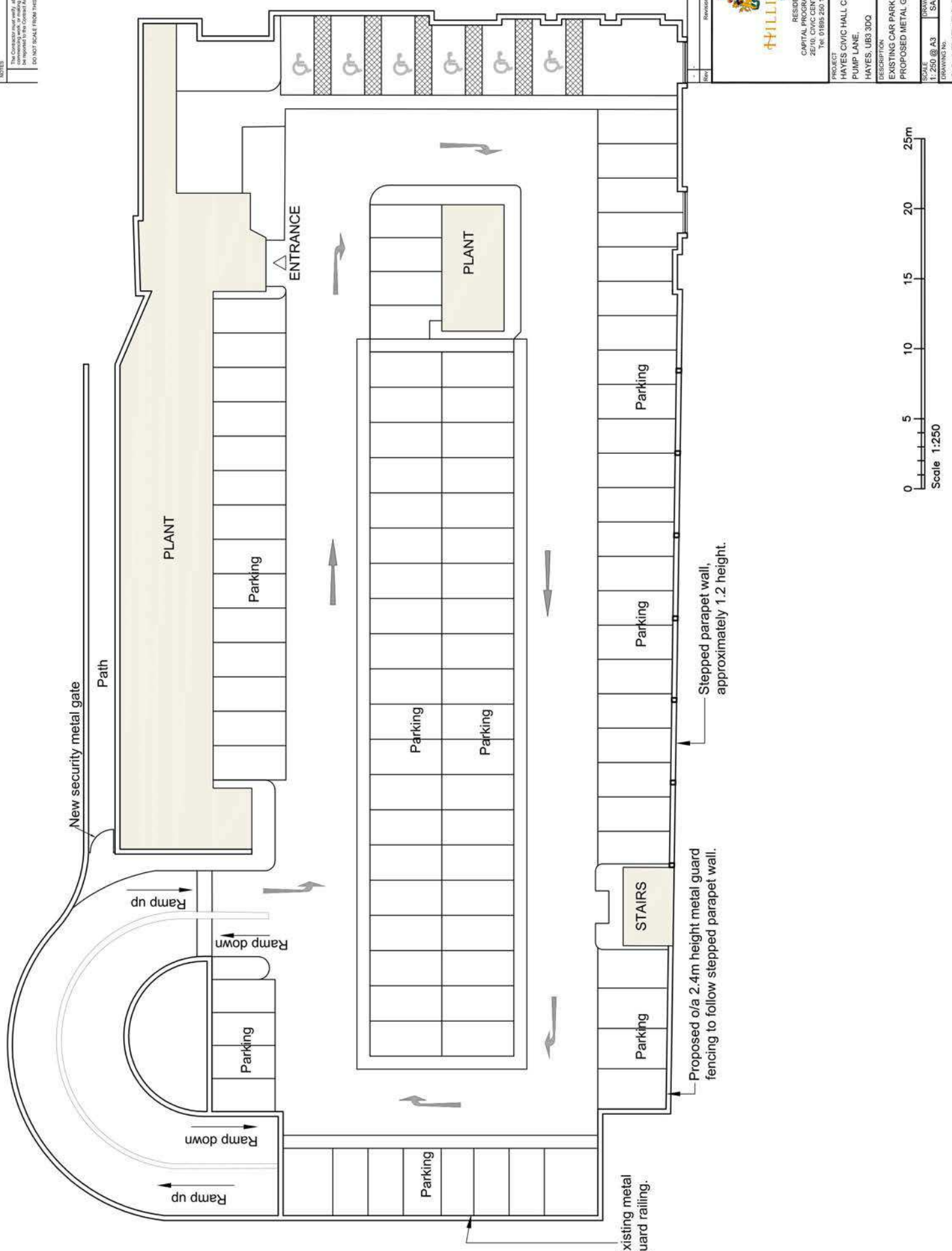
RESIDENTS SERVICES  
 CAPITAL PROGRAMME & PLANNED WORKS  
 2E/10, CIVIC CENTRE, UXBURDGE, UBX 10W  
 Tel: 01895 250 111 Fax: 01895 277 224

PROJECT	HAYES CIVIC HALL CAR PARK
DESCRIPTION	HAYES, UBX 30Q PUMP LANE
SITE LOCATION PLAN	
SCALE	1:250 @ A3
DRAWN BY	SAM
CHECKED BY	SV
DATE	Nov17
DRAWING No.	2017/D230/P101
REV.	



NOTES

The Contractor must verify all dimensions at the site before setting out. All dimensions are given in millimetres unless otherwise stated. All dimensions must be reported to the Contract Administrator before proceeding. DO NOT SCALE FROM THIS DRAWING



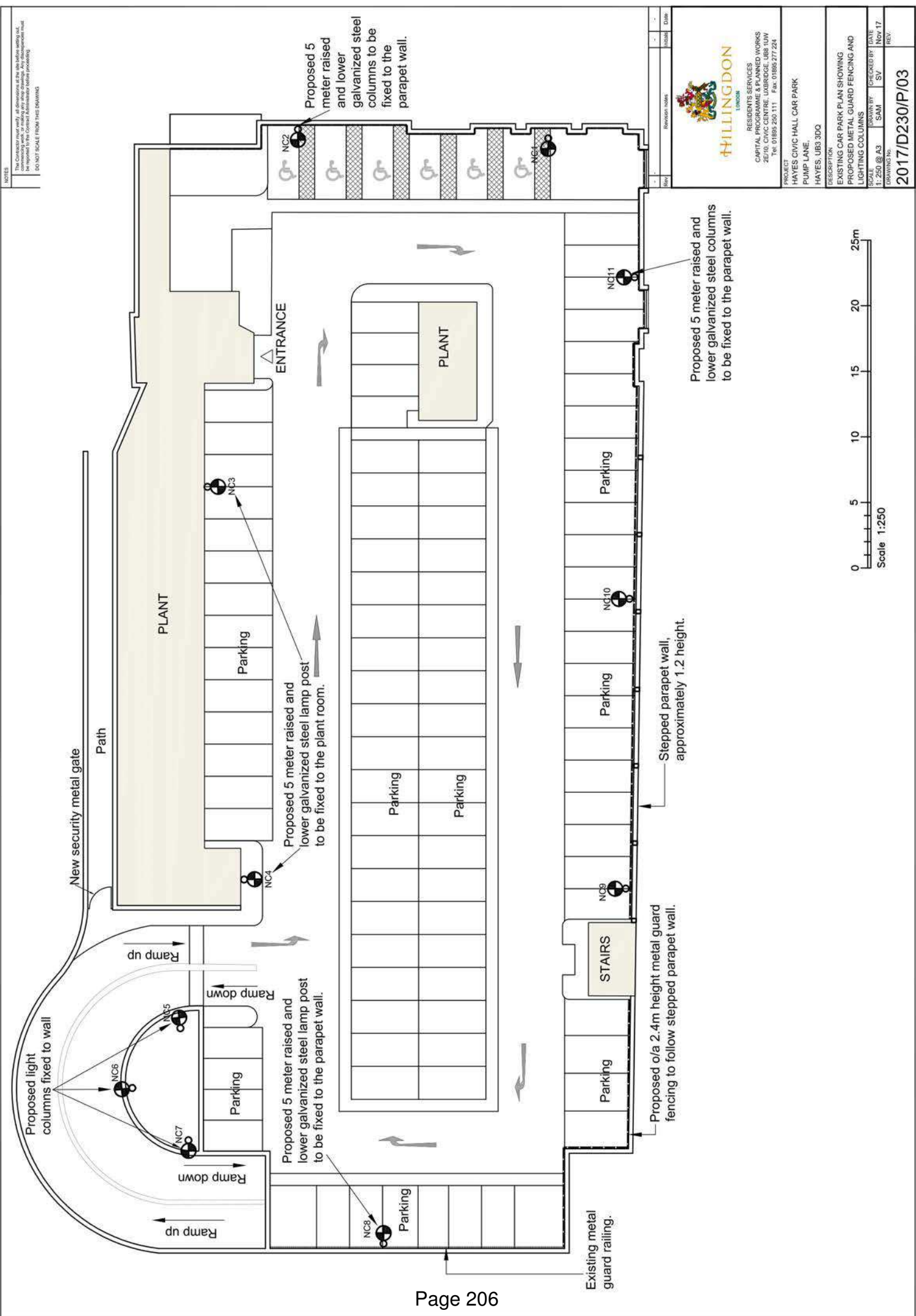
RESIDENTS SERVICES CAPITAL PROGRAMME & PLANNED WORKS 2E/10, CIVIC CENTRE, UxBRIDGE, UB8 3UW Tel: 01895 250 111 Fax: 01895 277 224	
PROJECT HAYES CIVIC HALL CAR PARK PUMP LANE HAYES, UB8 3DU	
DESCRIPTION EXISTING CAR PARK PLAN SHOWING PROPOSED METAL GUARD FENCING	
SCALE 1:250 @ A3	DRAWN BY SAM
CHECKED BY SV	DATE 26/09/17
DRAWING No. <b>2017/D230/P/02</b>	





**NOTES**

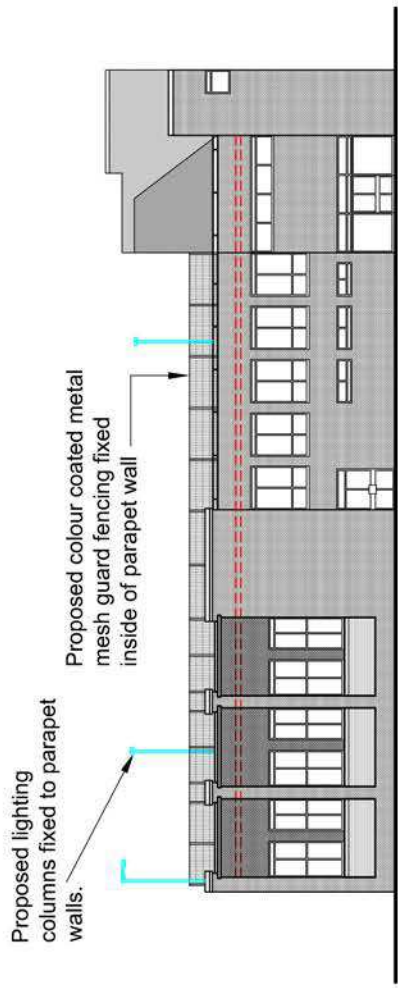
The Contractor must verify all dimensions at the site before setting out. All dimensions are to be taken from the Centre Line unless otherwise stated. All dimensions must be reported to the Contract Administrator before proceeding.  
DO NOT SCALE FROM THIS DRAWING



RESIDENTS SERVICES CAPITAL PROGRAMME & PLANNED WORKS 2E/10, CIVIC CENTRE, UXBRODGE, UBB 10W Tel: 01895 250 111 Fax: 01895 277 224	
PROJECT HAYES CIVIC HALL CAR PARK PUMP LANE HAYES, UBB3 3DD	
DESCRIPTION EXISTING CAR PARK PLAN SHOWING PROPOSED METAL GUARD FENCING AND LIGHTING COLUMNS	
SCALE 1:250 @ A3	DRAWN BY SAM
CHECKED BY SV	DATE Nov.17
DRAWING No. <b>2017/D230/P/03</b>	

**NOTES**

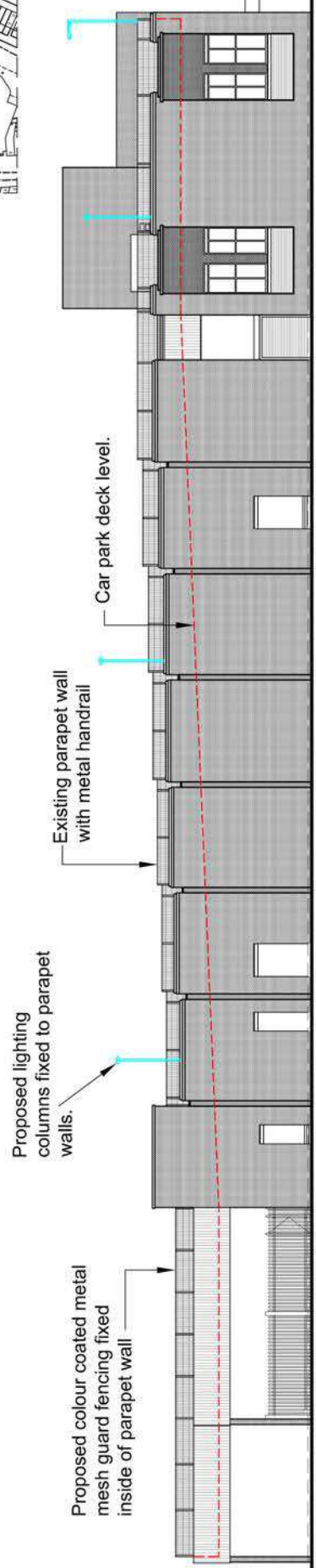
The Contractor must verify all dimensions at the site before setting out. In the event of any discrepancy between the drawings and the site conditions, the Contractor must refer to the Contract Agreement before proceeding. DO NOT SCALE FROM THIS DRAWING.



**PUMP LANE ELEVATION**



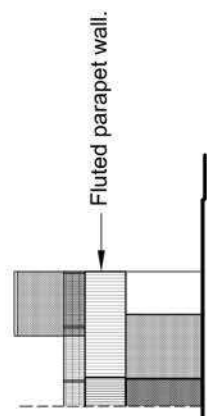
**PUMP LANE EXISTING VIEW**



**CROWN CLOSE ELEVATION**



**CROWN CLOSE EXISTING VIEW**



**PART SIDE ELEVATION. (RAMP ENTRANCE)**



**TYPICAL FENCING TYPE**



Rev	Revision notes	Issued	Date

**HILLINGDON**  
LONDON

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

PROJECT  
HAYES CIVIC HALL CAR PARK  
PUMP LANE  
HAYES, UB8 3DD

DESCRIPTION  
EXISTING ELEVATIONS SHOWING  
PROPOSED GUARD FENCING & LIGHTING  
COLUMNS AT CAR PARK DECK LEVEL

SCALE  
1:250 @ A3

DRAWN BY  
SAM

CHECKED BY  
SV

DATE  
Nov 17

REV.

DRAWING NO.  
**2017/D230/P/04**





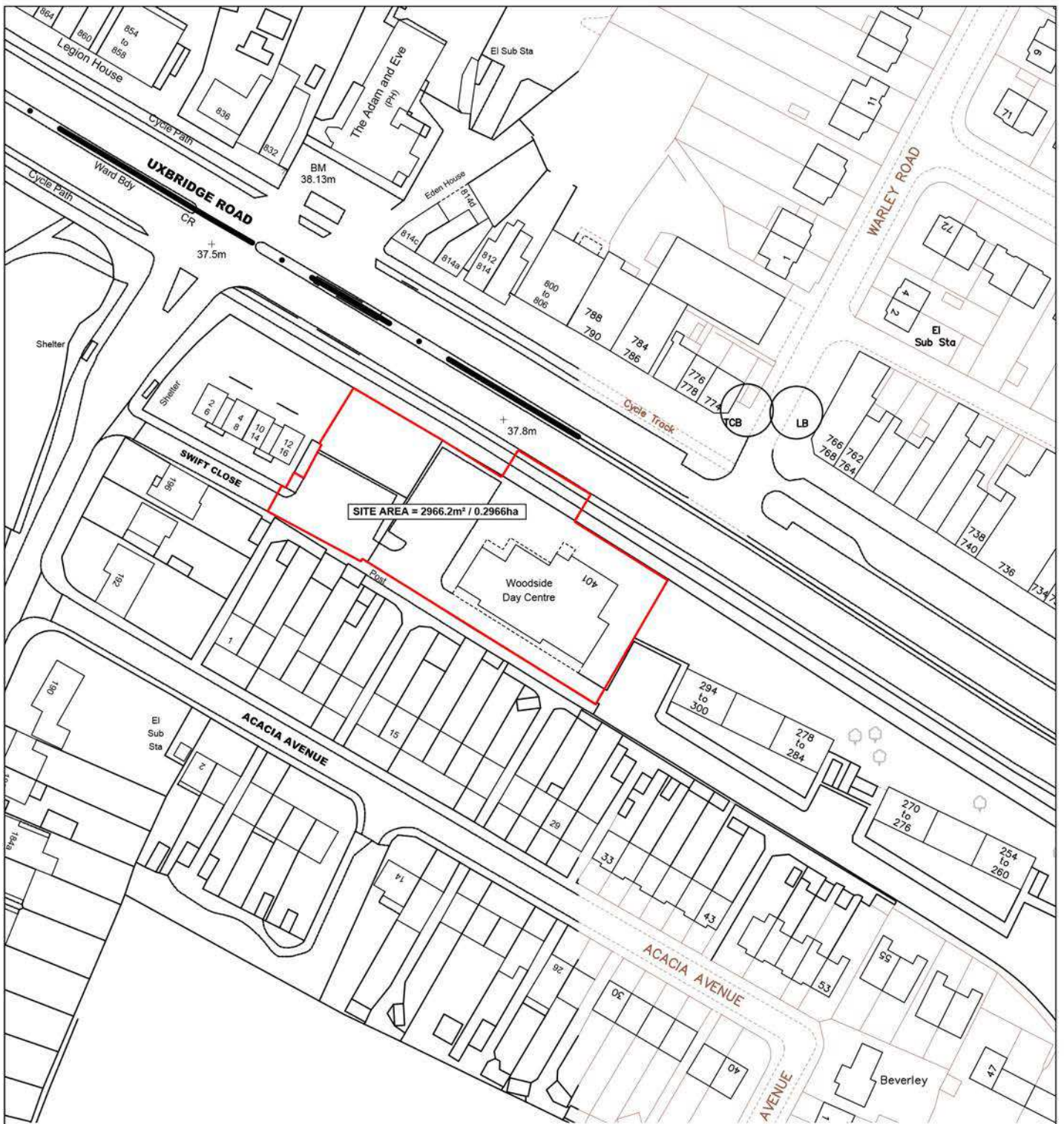
## Report of the Head of Planning, Sport and Green Spaces

**Address** 401 UXBRIDGE ROAD HAYES

**Development:** Demolition of existing day care centre and erection of a new primary healthcare facility for two GP surgeries plus 2 storey residential scheme above comprising a total of 20 flats (4 x 1 bed, 14 x 2 bed and 2 x 4 bed), new car parking and all associated external works and landscaping

**LBH Ref Nos:** 23799/APP/2017/4648

<b>Date Plans Received:</b>	22/12/2017	<b>Date(s) of Amendment(s):</b>	22/12/2017
<b>Date Application Valid:</b>	22/12/2017		02/02/2018



**HILLINGDON**  
LONDON

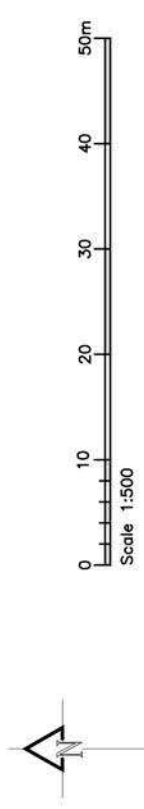
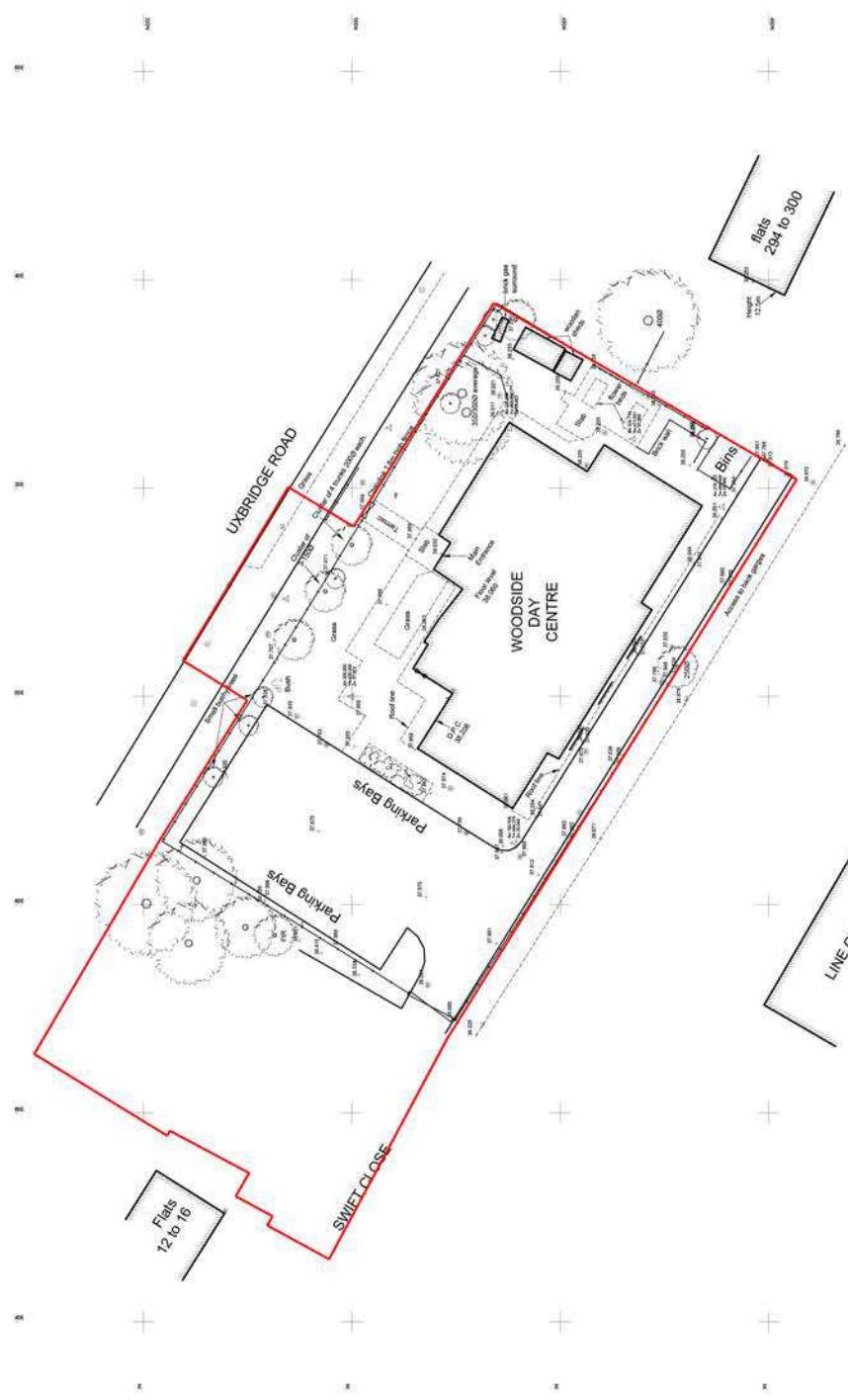
RESIDENTS SERVICES, CAPITAL PROGRAMME  
2E/10, CIVIC CENTRE, UXBRIDGE, UB8 1UW  
Tel: 01895 250 111  
Fax: 01895 277 224

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

Rev	Revision notes	Initials	Date
-	-	-	-
Project <b>WOODSIDE DAY CENTRE SITE, UXBRIDGE ROAD, UB3</b>		Scale <b>1:1250@A4</b>	Drawn by <b>DB</b>
Description <b>SITE LOCATION PLAN</b>		Date <b>DEC 17</b>	Checked by
		Drawing No. <b>2017/D/232/P/01</b>	Rev.



NOTES  
 The Contractor shall be responsible for the accuracy of the information provided in this drawing. The Contractor shall be responsible for the accuracy of the information provided in this drawing. The Contractor shall be responsible for the accuracy of the information provided in this drawing.  
 DO NOT SCALE FROM THIS DRAWING.



Revisions	Revised by	Checked	Date

**HILLINGDON**  
LONDON

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

PROJECT  
 WOODSIDE DAY CENTRE SITE  
 LOCATION  
 UXBRIDGE ROAD  
 UB8

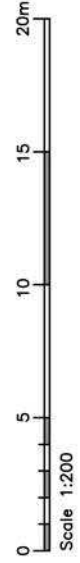
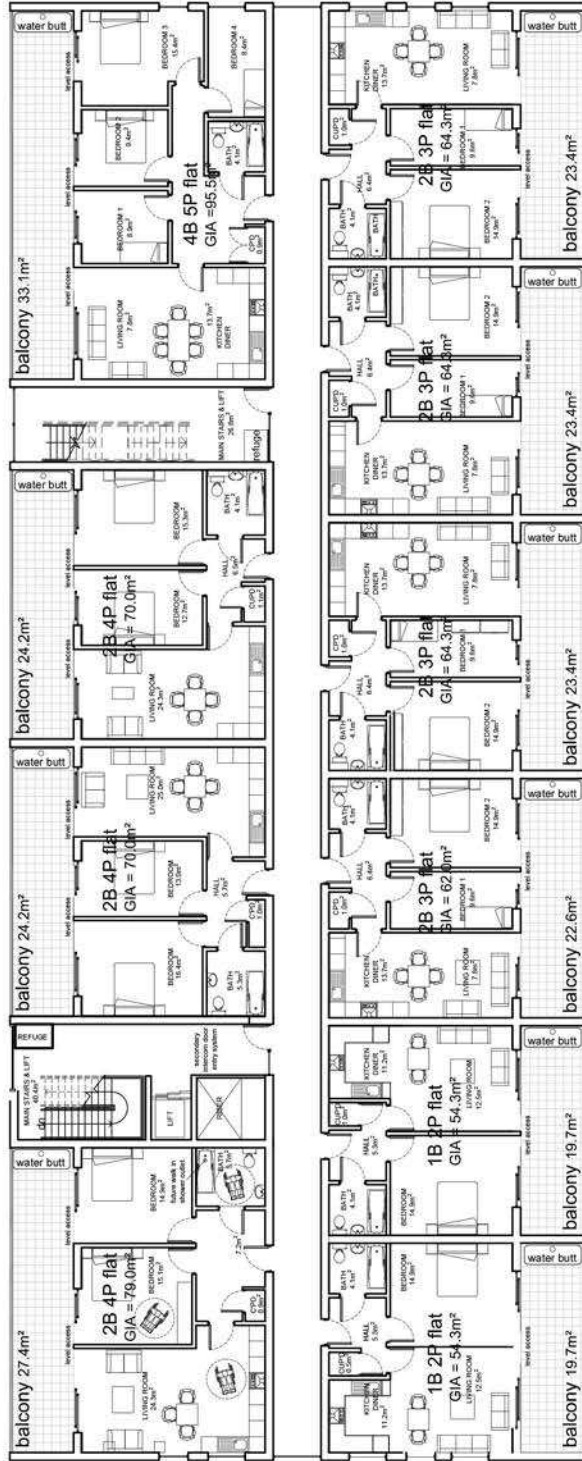
EXISTING PLAN & TOPOGRAPHICAL SURVEY

SCALE	DRAWN BY	CHECKED BY	DATE
1:500 @ A3	SAM	SV	DEC 17

2017/D/232/P/02

**SECURE BY DESIGN REQUIREMENTS:**

- Door entry to be A/V intercom.
- Smart lift required with secondary a/v door entry at each floor locks to PAS24/2016.



**NOTES**

The Contractor must verify all dimensions of the site before works start. Commencing work, if making any minor variations, any photographs must be taken and submitted to the client for their approval.  
 20:000 SCALE (REFER THIS DRAWING)

**GROUND FLOOR**  
**RESI - GROUND FLOOR**  
 GEA = 63.9m<sup>2</sup>  
 GIA = 52.8m<sup>2</sup>

**MEDICAL CENTRE**  
 GEA = 854.8m<sup>2</sup>  
 GIA = 815.3m<sup>2</sup>

**RESI 1ST & 2ND FLOORS**  
 GEA = 948.2m<sup>2</sup>  
 GIA = 845.6m<sup>2</sup>

**FLAT MIX 1ST & 2ND FLOORS**  
 1 x 2B-4P Flat @ 79.0m<sup>2</sup>  
 2 x 2B-4P Flat @ 70.0m<sup>2</sup>  
 1 x 4B-5P Flat @ 95.5m<sup>2</sup>  
 2 x 1B-2P Flat @ 54.3m<sup>2</sup>  
 3 x 2B-5P Flat @ 64.3m<sup>2</sup>  
 1 x 2B-3P Flat @ 62.0m<sup>2</sup>  
**10 FLATS x 2 = 20 TOTAL**

10% (2) dda flats 1 on each floor

**TOTAL AMENITY REQUIRED**  
 = 670m<sup>2</sup>

**FRONT GARDEN AMENITY**  
 = 213.8m<sup>2</sup>

**REAR GARDEN AMENITY**  
 = 236.8m<sup>2</sup>

**TOTAL BALCONY AMENITY**  
 = 482.2m<sup>2</sup>

**TOTAL AVAILABLE AMENITY**  
 = 932.8m<sup>2</sup>

**TOTAL REAR GARDEN & BALCONY AMENITY**  
 = 719.0m<sup>2</sup>

**CAR PARKING @ 1:1**  
 27 car spaces inclusive of 3 dda bays  
 8 dedicated bays for swift close  
 1 non dedicated dda space for swift close  
 8 visitor car parking spaces in total  
**TOTAL CAR PARKING SPACES = 43**

Rev	Revision notes	Issue	Date
A	Main use (carriage) amended. Access Officer Requirements (DDA for added bathroom to M1P). Secured by Design notes added. Notes revised.	01-02-16	

**HILLINGDON**  
LONDON

RESIDENTS SERVICES: CAPITAL PROGRAMME  
 25/10, CIVIC CENTRE, URBAN, URB 10W  
 Call: 01895 250 111  
 Fax: 01895 277 224

**PROJECT:**  
 WOODSIDE DAY CENTRE SITE  
 UXBRIDGE ROAD  
 UB3

**OCCUPATION:**  
 1ST AND 2ND FLOOR PLAN

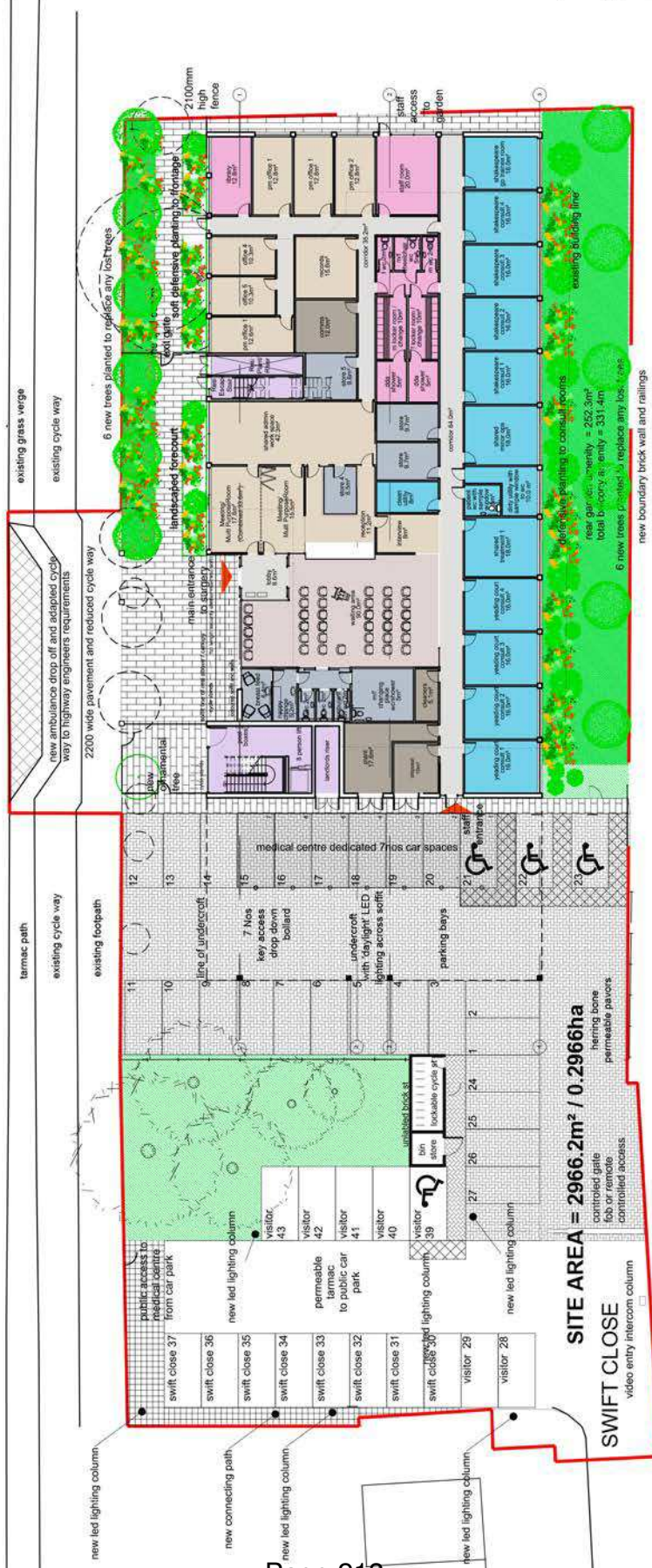
DATE OF ISSUE	1:200 @ A3	DESIGNED BY	DEV	CHECKED BY	DEC-17
PROJECT NO.	2017/D/232/P/05	SCALE		REVISION	A



- key
- clinical rooms
  - admin areas & non clinical
  - staff areas
  - waiting
  - lobby
  - circulation
  - public wc & baby areas
  - plant rooms and support
  - vertical access to residential areas

- SECURE BY DESIGN REQUIREMENTS:**
- All external gates and doors to LPS117 issue SR2, and self closing with exit buttons, including external bike and bin stores
  - Door entry to be AV intercom.
  - Smart lift required with secondary av door entry at each floor locks to PAS24/2016.
  - Allocated parking bays are to be labeled differently from flat numbers (i.e. they must not coordinate).
  - Undercroft lighting min 5 lux and colour rendering score of 60 minimum and uniformity score of 45 minimum.
  - CCTV to undercroft doors and external doors, and at pinch points such as entry ways to capture a face clearly.
  - Lighting to public car parking to be above highway requirements to create a well lit and safe route for pedestrian moving through.

**UXBRIDGE ROAD**



**NOTES**

The Contractor must verify all dimensions of the site before works start. Collaboration with the local authority is required for any proposed works. All dimensions are to be taken from the centre of the road unless otherwise stated. (2016) SCALE: 1:1000 (SITE PLAN)

**RESI - GROUND FLOOR**  
 GEA = 63.9m²  
 GIA = 52.8m²

**MEDICAL CENTRE**  
 GEA = 854.8m²  
 GIA = 815.3m²

**1ST & 2ND FLOORS**  
 GEA = 890.0m²  
 GIA = 840.7m²

**FLAT MIX 1ST & 2ND FLOORS**  
 1 x 2B-4P Flat @ 73.8m²  
 2 x 2B-4P Flat @ 70.0m²  
 1 x 4B-5P Flat @ 95.5m²  
 2 x 1B-2P Flat @ 50.5m²  
 3 x 2B-3P Flat @ 64.3m²  
 1 x 2B-3P Flat @ 62.0m²  
**10 FLATS x 2 = 20 TOTAL**

**TOTAL AMENITY REQUIRED**  
 = 490.0m²

**FRONT GARDEN AMENITY**  
 = 0.0m²

**REAR GARDEN AMENITY**  
 = 252.3m²

**TOTAL BALCONY AMENITY**  
 = 331.4m²

**TOTAL AVAILABLE AMENITY**  
 = 568.2m²

**CAR PARKING @ 1:1**  
 20 car spaces for flats inclusive 2 dda bays  
 7 bays dedicated for medical centre  
 inclusive of 1 dda car space  
 7 dedicated bays for swift close  
 1 dedicated dda space for swift close  
 8 visitor car parking spaces in total  
**TOTAL CAR PARKING SPACES = 43**

Rev	Revision notes	Date
A	Main road drainage amended. Access Officer Requirements to public are across a changing places reduced to highway's Officers requirement. Storage by Design notes added.	10-02-16

**HILLINGDON**  
LONDON

RESIDENTS SERVICES: CAPITAL PROGRAMME  
 2E/10, CIVIC CENTRE, URBAN CENTRE, URB 10W  
 Tel: 01895 250 111  
 Fax: 01895 277 224

**PROPOSED SITE PLAN - MEDICAL CENTRE**

WOODSIDE DAY CENTRE SITE  
 UXBRIDGE ROAD  
 UB3

DATE	BY	SCALE	REVISED
1:200 @ A3	DB	SV	DEC 2017
PROJECT NO.	2017/D/232/P/03	REV	A





**NOTES**

The Contractor must verify all dimensions of the site before works start. Commencing work, it is the responsibility of the Contractor to ensure that the site is suitable for the proposed development. Any discrepancies should be reported to the Client immediately. DENSITY SCALE FROM THIS DRAWING.

**RESI - GROUND FLOOR**  
 GEA = 63.9m<sup>2</sup>  
 GIA = 52.8m<sup>2</sup>

**MEDICAL CENTRE**  
 GEA = 854.8m<sup>2</sup>  
 GIA = 815.3m<sup>2</sup>

**1ST & 2ND FLOORS**  
 GEA = 890.0m<sup>2</sup>  
 GIA = 840.7m<sup>2</sup>

**FLAT MIX 1ST & 2ND FLOORS**  
 1 x 2B-4P Flat @ 73.8m<sup>2</sup>  
 2 x 2B-4P Flat @ 70.0m<sup>2</sup>  
 1 x 4B-5P Flat @ 95.5m<sup>2</sup>  
 2 x 1B-2P Flat @ 50.5m<sup>2</sup>  
 3 x 2B-3P Flat @ 64.3m<sup>2</sup>  
 1 x 2B-3P Flat @ 62.0m<sup>2</sup>  
**10 FLATS x 2 = 20 TOTAL**

**TOTAL AMENITY REQUIRED**  
 = 490.0m<sup>2</sup>

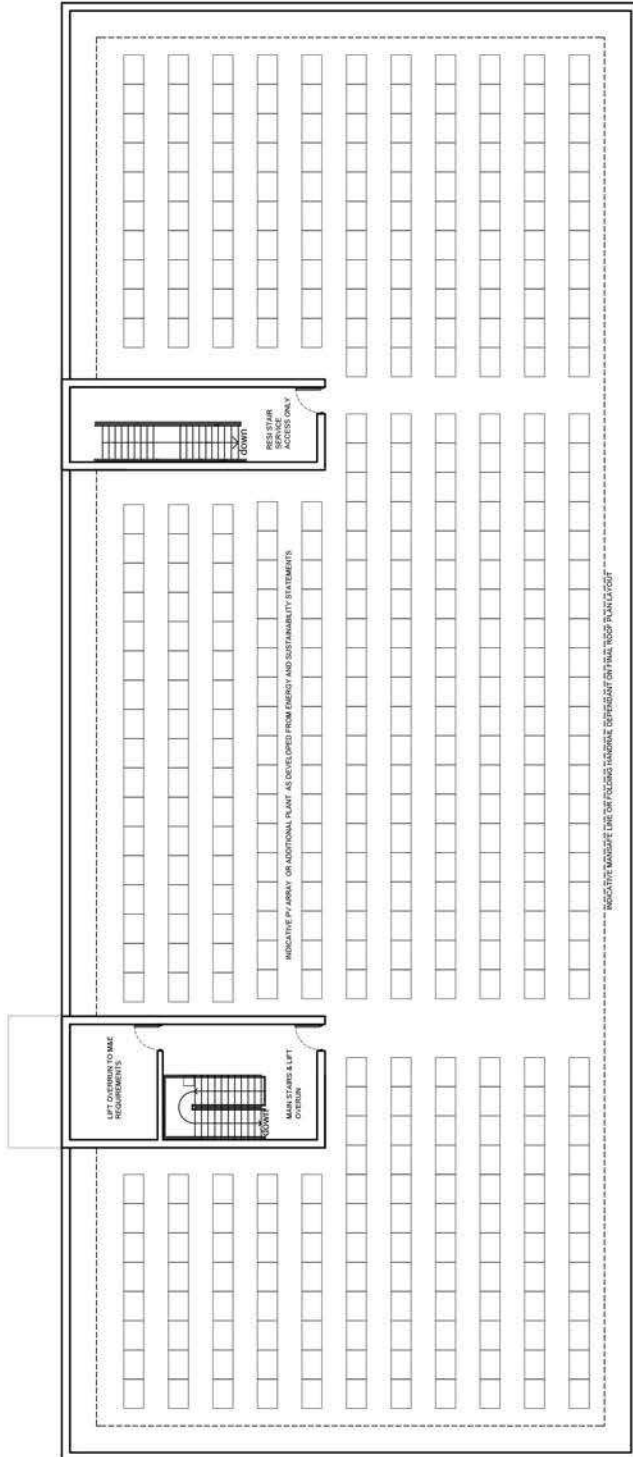
**FRONT GARDEN AMENITY**  
 = 0.0m<sup>2</sup>

**REAR GARDEN AMENITY**  
 = 252.3m<sup>2</sup>

**TOTAL BALCONY AMENITY**  
 = 331.4m<sup>2</sup>

**TOTAL AVAILABLE AMENITY**  
 = 568.2m<sup>2</sup>

**CAR PARKING @ 1:1**  
 20 car spaces for flats inclusive 2 dda bays  
 7 bays dedicated for medical centre inclusive of 1 dda car space  
 7 dedicated bays for swift close  
 1 dedicated dda space for swift close  
 8 visitor car parking spaces in total  
**TOTAL CAR PARKING SPACES = 43**



Rev	Revision notes	Date
B	Final layout checked	01/08/18
A	Final layout reviewed, minor amendments updated to suit	05/05/17

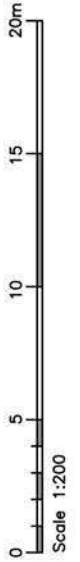
**HILLINGDON**  
LONDON

RESIDENTS SERVICES: CAPITAL PROGRAMME  
 2E/10, CIVIC CENTRE, URBAN 10W  
 URB3  
 Tel: 01895 250 111  
 Fax: 01895 277 224

**PROJECT:**  
 WOODSIDE DAY CENTRE SITE  
 UXBRIDGE ROAD  
 URB3

**DESCRIPTION:**  
 ROOF PLAN

SCALE	1:200 @ A3	CHECKED BY	DEV	DATE	DEC-17
PROJECT NO.	2017/D/232/P/06	REV			

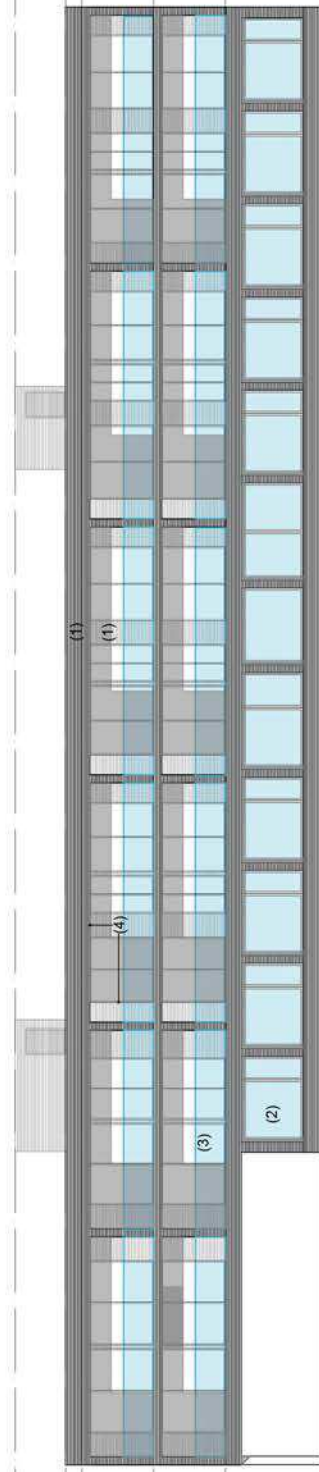




**NOTES**  
 The Contractor must verify all dimensions of the site before office work commencing work, or making any major revision. Any discrepancy must be reported to the architect immediately. The architect will not be responsible for any errors or omissions in this document.  
 Do not print from this document.




front elevation



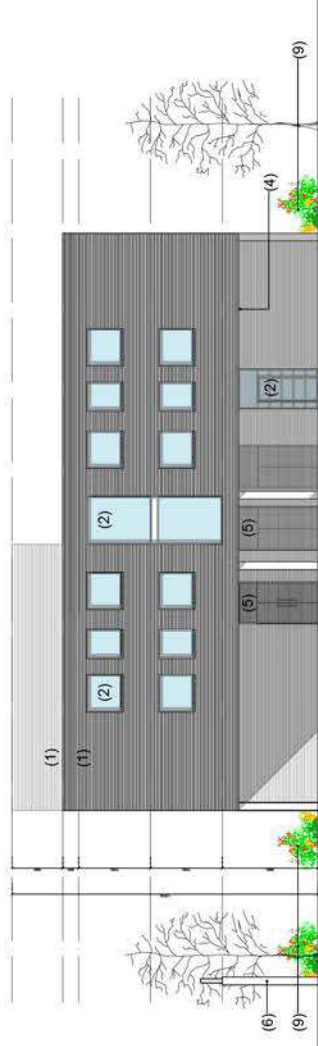
rear elevation

- materials palette key:
- (1) dark fairfaced engineering brickwork, with 225mm reveals to all windows except balcony windows
  - (2) windows and doors glazing to be powder coated aluminum frames (colour : graphite/grey)
  - (3) structural frameless glass to balconies
  - (4) coloured anodised aluminum to balcony roof soffits and balcony side walls - colours to be confirmed
  - (5) ppc louvre doors to plant areas and stores
  - (6) architectural steel gateway and lit sign and notice board
  - (7) concealed/soffit inset shutters to main entrance, and cctv cameras to perimeter (not shown, number and location to secure by design officer's requirements)
  - (8) note: low level brick wall with ppc metal railings to front boundary line, and cycle hoops (not shown)
  - (9) note: landscaping not shown - refer to 3d images for indicative planting - potential to retain existing golden rain tree (not shown) on front elevation subject to cost
  - (10) glazed canopy to residential entrance

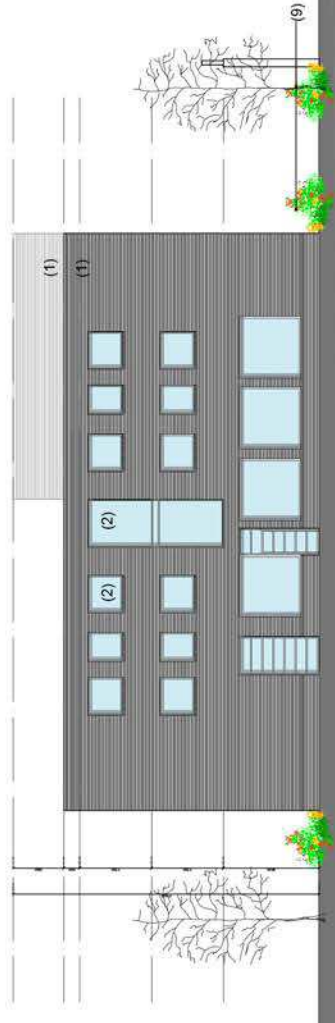


Rev	Revisions entry	Issued	Date
			
RESIDENTS SERVICES: CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, UXBIDGE, UBB 10W Tel: 01895 250 111 Fax: 01895 277 224			
PROJECT WOODSIDE DAY CENTRE SITE UXBRIDGE ROAD UB3			
DRAWING PROPOSED FRONT AND REAR ELEVATIONS			
PROJECT NO.	100 @ A3	DATE	2017
DATE	2017	REVISED	DEC-2017
DRAWING NO. <b>2017/D/232/P/07</b>			REV.

**NOTES**  
 The Contractor must verify all dimensions of the site before starting work, including any proposed work, or making any other changes. Any discrepancy must be reported to the architect immediately. No part shall be taken from this document.




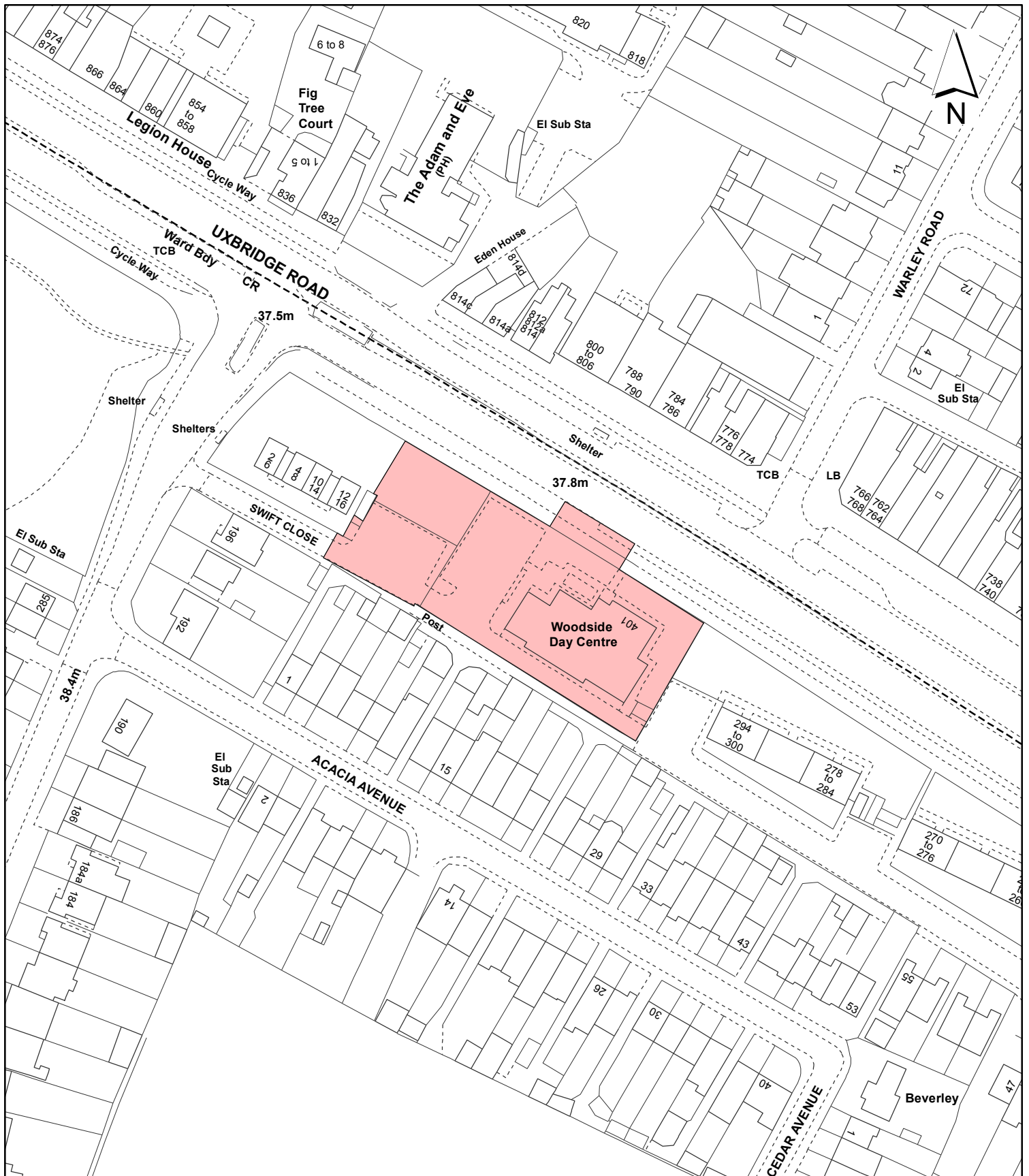
west elevation



east elevation

- material palette key:
- (1) dark fairfaced engineering brickwork, with 225mm reveals to all windows except balcony windows
  - (2) windows and doors glazing to be powder coated aluminum frames (colour : graphite/grey)
  - (3) structural frameless glass to balconies
  - (4) coloured anodised aluminum to balcony roof soffits and balcony side walls - colours to be confirmed
  - (5) ppc louvre doors to plant areas and stores
  - (6) architectural steel gateway and lit sign and notice board
  - (7) concealed/soffit inset shutters to main entrance, and cctv cameras to perimeter (not shown, number and location to secure by design officer's requirements)
  - (8) note: low level brick wall with ppc metal railings to front boundary line (not shown)
  - (9) indicative landscaping

Rev	Revised entry	Issued	Date
			
RESIDENTS SERVICES: CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, WOODSIDE, UB8 1UN Tel: 01895 250 111 Fax: 01895 277 224			
PROJECT WOODSIDE DAY CENTRE SITE UXBRIDGE ROAD UB3			
DOCUMENT PROPOSED SIDE ELEVATIONS			
DATE	BY	CHKD BY	APP'D BY
2017/08/03	A3	2017/08/03	REC-2017
PROJECT NO.			2017/D/232/P/08
REV.			A



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**401 Uxbridge Road  
Hayes  
(Woodside Day Centre)**

**LONDON BOROUGH  
OF HILLINGDON**

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

Planning Application Ref:

**23799/APP/2017/4648**

Scale:

**1:1,250**

Planning Committee:

**Major Page 218**

Date:

**February 2018**



**HILLINGDON**  
LONDON

**Report of the Head of Planning, Sport and Green Spaces**

**Address** BATTLE OF BRITAIN MUSEUM & VISITOR CENTRE WREN AVENUE  
UXBRIDGE

**Development:** Retention of existing visitors centre and external redecoration.

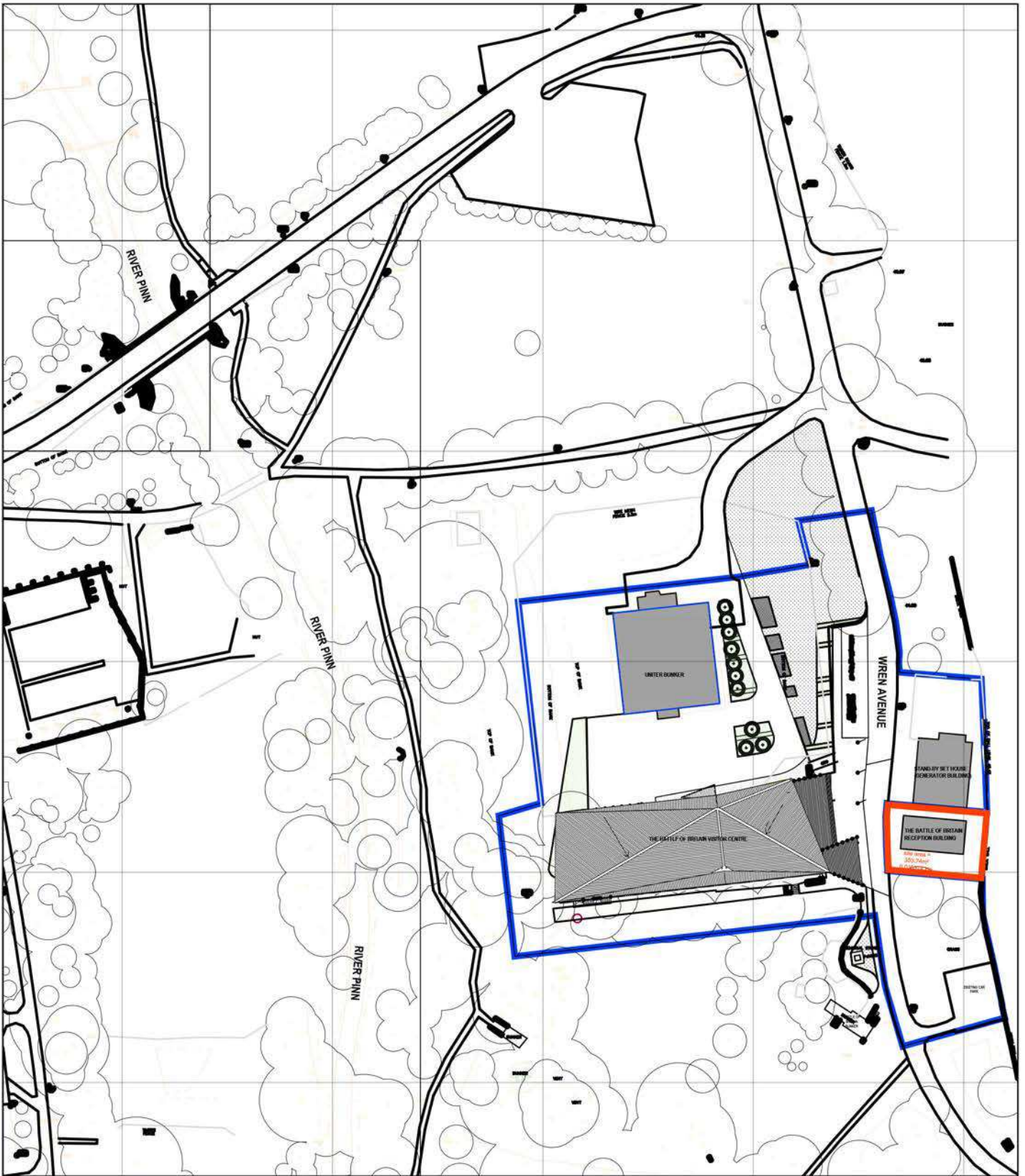
**LBH Ref Nos:** 585/APP/2017/4005

**Date Plans Received:** 07/11/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 07/11/2017






**HILLINGDON**  
LONDON

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

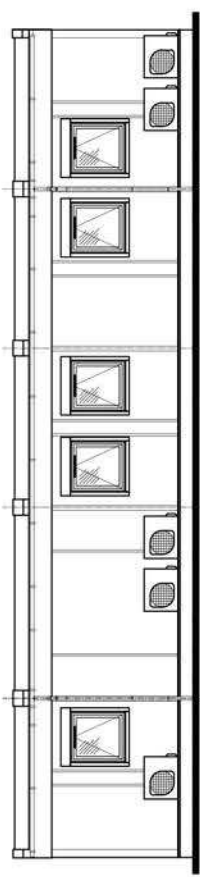
NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project <b>BATTLE OF BRIATIN RECEPTION BUILDING</b> WREN AVENUE, UXBRIDGE. UB10 0GG		Scale 1:1250	
Description <b>LOCATION PLAN</b>		Date OCT 2017	
		Drawing No. 2016/D/228/P/01	
		Rev.	

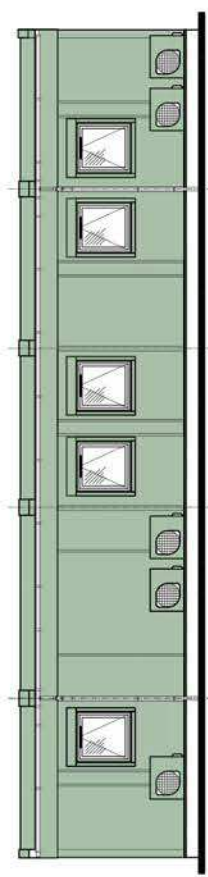


NOTES

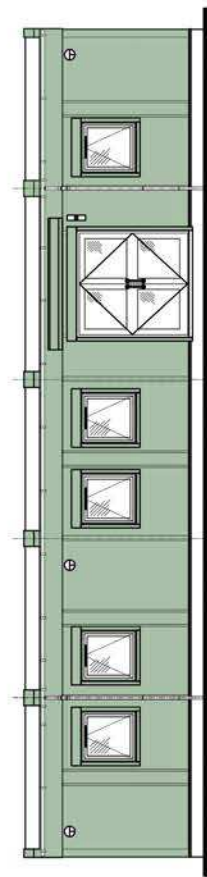
This construction work is shown as an indication of the proposed work. It is not intended to be used for construction purposes. It is intended to be used for the Contractor's reference only. It is not intended to be used for the Contractor's reference only. It is not intended to be used for the Contractor's reference only. DO NOT SCALE FROM THIS DRAWING



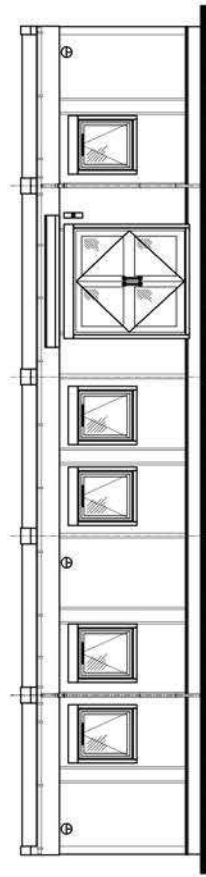
Existing North Elevation



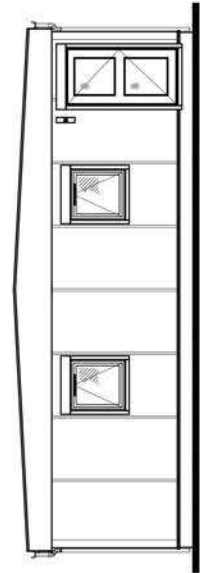
Proposed North Elevation



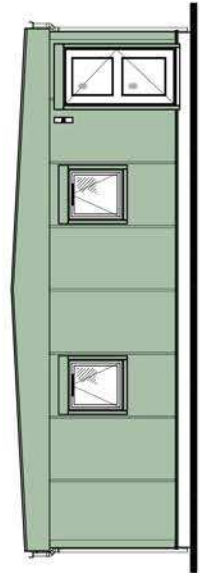
Proposed South Elevation



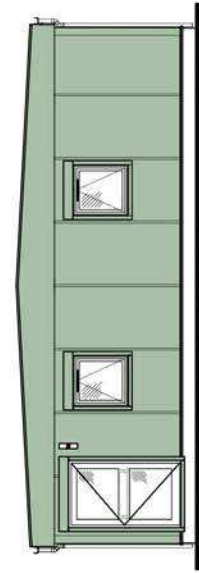
Existing South Elevation



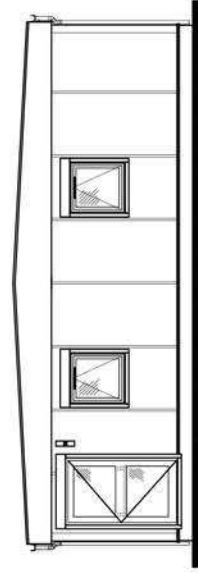
Existing East Elevation



Proposed East Elevation




Proposed West Elevation



Existing West Elevation

THE PROPOSAL: IT IS PROPOSED TO PAINT THE PREFABRICATED HUT A COLOUR OR MURAL TO THE APPROVAL OF THE HERITAGE OFFICER. THE PAINT TYPE IS DEPENDANT ON THE SURFACE MATERIAL TO WHICH IT IS APPLIED TO MANUFACTURER'S REQUIREMENTS AN INDICATIVE NISSAN HUT GREEN / GREY IS SHOWN



Revised	Revision	Issue	Date
			
RESIDENTS SERVICES, CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW Tel: 01895 250 111 Fax: 01895 277 224			
PROJECT BATTLE OF BRIATIN RECEPTION BUILDING WREN AVENUE, UXBRIDGE, MIDDLESEX UB10 0GG			
DESCRIPTION EXISTING AND PROPOSED ELEVATIONS			
SCALE	DRAWN BY	CHECKED BY	DATE
1:100 @ A3	DB		OCT 2017
DRAWING NO.	DRAWING TITLE		REV
	2016/D/228/P/03		

NOTES

The Contractor must verify all dimensions of the site before submitting a construction programme. No liability shall be accepted for any discrepancies that may arise from the site survey. All dimensions shall be taken from the ground level unless otherwise stated. (GENERAL SCALE) (FROM THIS DATE)



Rev	Description	Issue	Date

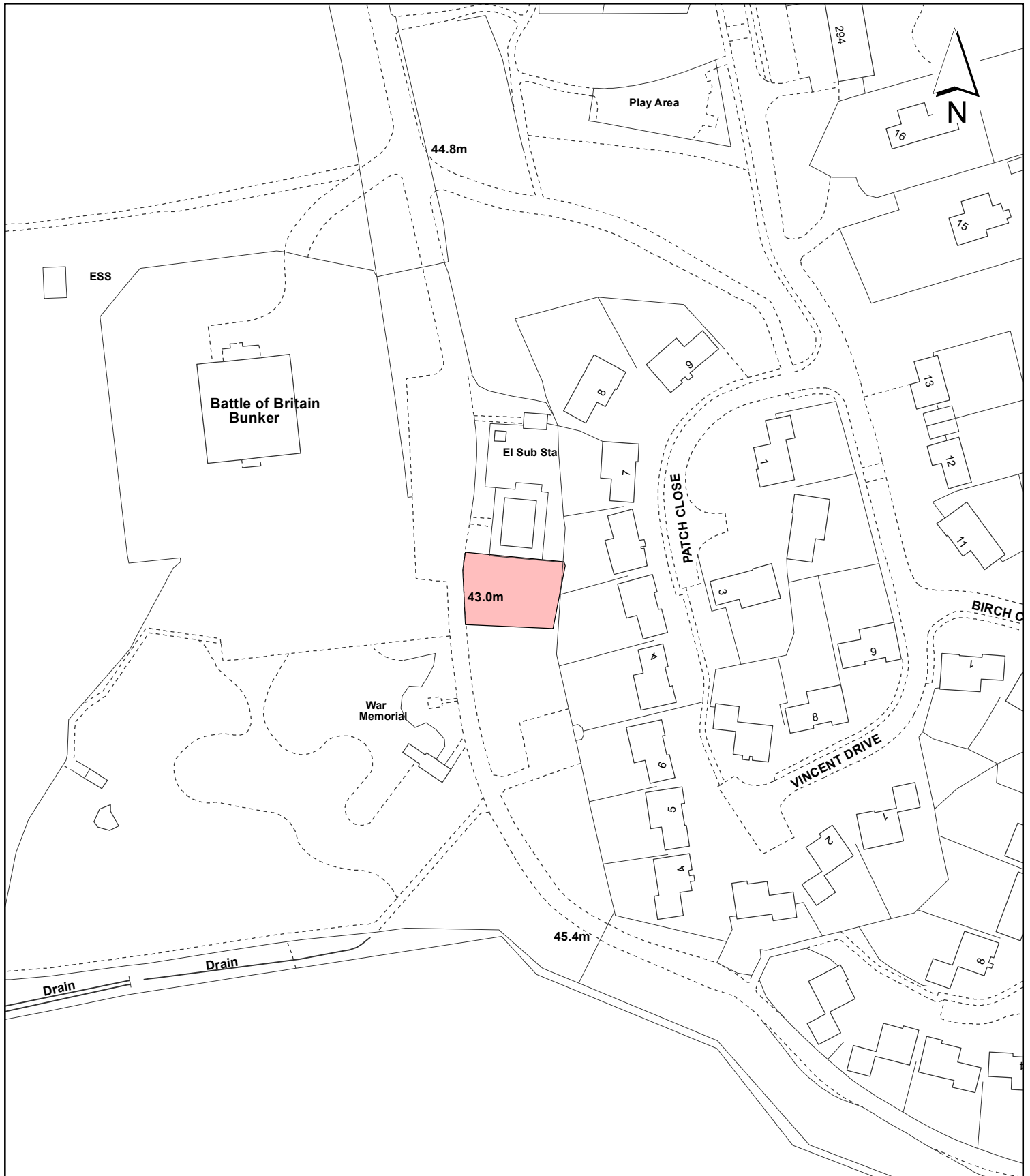
**HILLINGDON**  
LONDON

RESIDENTS SERVICES, CAPITAL PROGRAMME  
22/10, CIVIC CENTRE, URBAN MIDDLESEX, URBAN  
Tel: 01895 250 111  
Fax: 01895 277 224

PROJECT  
BATTLE OF BRITAIN RECEPTION BUILDING  
WREN AVENUE, UXBRIDGE, MIDDLESEX  
UB8 3DG

PROPOSED SITE PLAN

DATE	13/09/13	BY	DB	CHECKED BY	DB	DATE	13/09/13
PROJECT NO.	2016/D/228/P/02	REV					



**Notes:**

 Site boundary

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Site Address:

**Battle of Britain Bunker  
 St Andrews Park**

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

Planning Application Ref:  
**585/APP/2017/4005**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 223**

Date:  
**February 2018**



**HILLINGDON**  
 LONDON

**Report of the Head of Planning, Sport and Green Spaces**

**Address** BATTLE OF BRITAIN MUSEUM AND VISITOR CENTRE WREN AVENUE  
UXBRIDGE

**Development:** Installation of a 5.4m high sculpture of Sir Keith Park

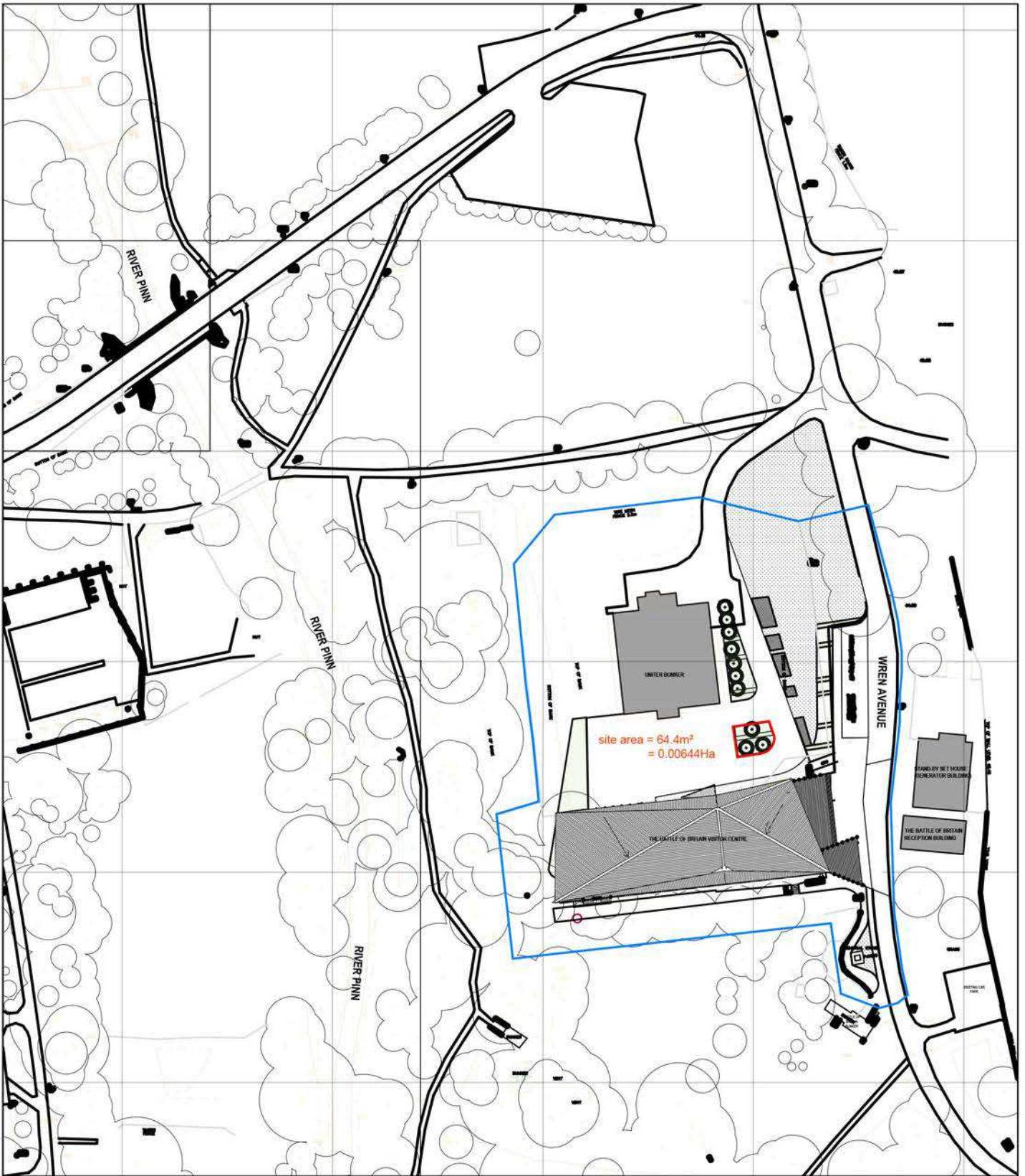
**LBH Ref Nos:** 585/APP/2017/4538

**Date Plans Received:** 20/12/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 20/12/2017





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

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

Rev	Revision notes	Initials	Date
-	-	-	-
Project <b>BATTLE OF BRITAIN SITE ADDITIONAL WORKS</b> WREN AVENUE, UXBRIDGE. UB10 0GG		Scale <b>1:1250</b>	
Description <b>SITE LOCATION PLAN</b>		Date <b>DEC 2017</b>	
		Checked by	
		Drawing No. <b>2076/D/235/P/01</b>	
		Rev.	



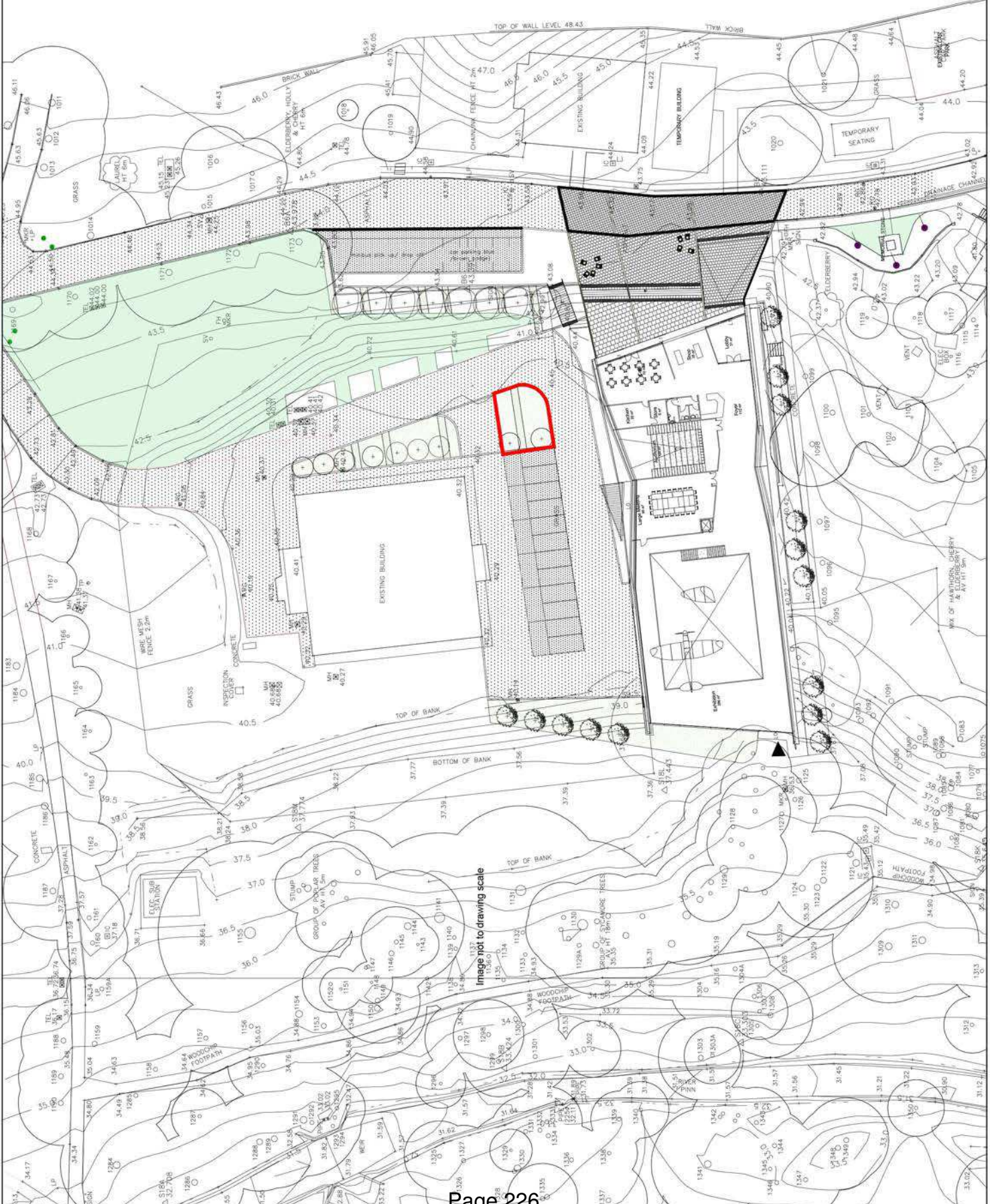
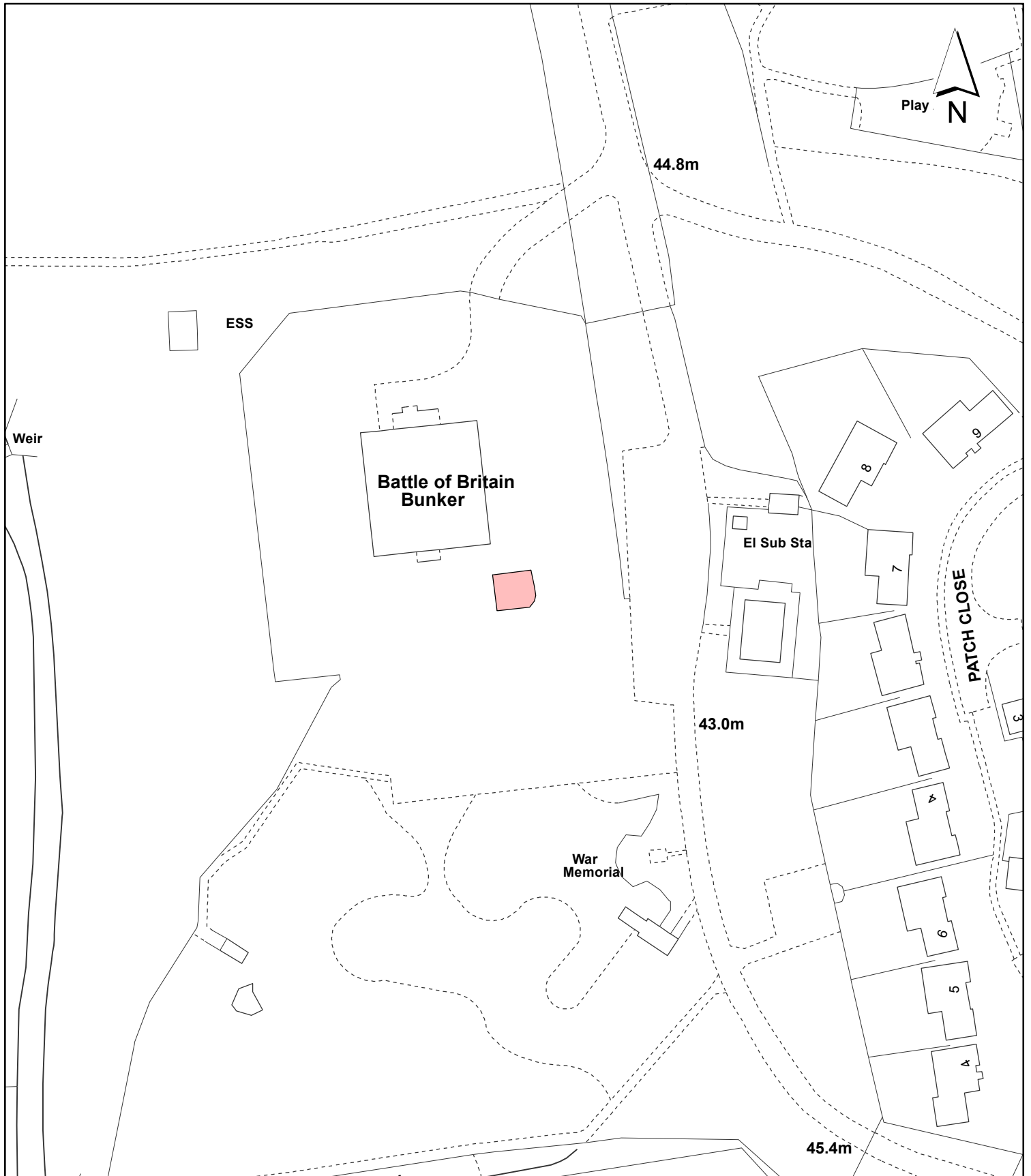


Image not to drawing scale







**Notes:**

 Site boundary

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Site Address:

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

Planning Application Ref:  
**585/APP/2017/4538**

Scale:  
**1:1,000**

Planning Committee:  
**Major Page 228**

Date:  
**February 2018**



**HILLINGDON**  
 LONDON

**Report of the Head of Planning, Sport and Green Spaces**

**Address** BATTLE OF BRITAIN MUSEUM AND VISITOR CENTRE WREN AVENUE  
UXBRIDGE

**Development:** The erection of 18 x 6m high flag poles to hang flags such as the Hillingdon coat of arms, military or naval flags, royal cypher flags, flags produced specifically for special national events/occasional use (e.g. Flags to mark royal weddings or historical military events), or any non commercial flags which existed at the time of the Battle of Britain.

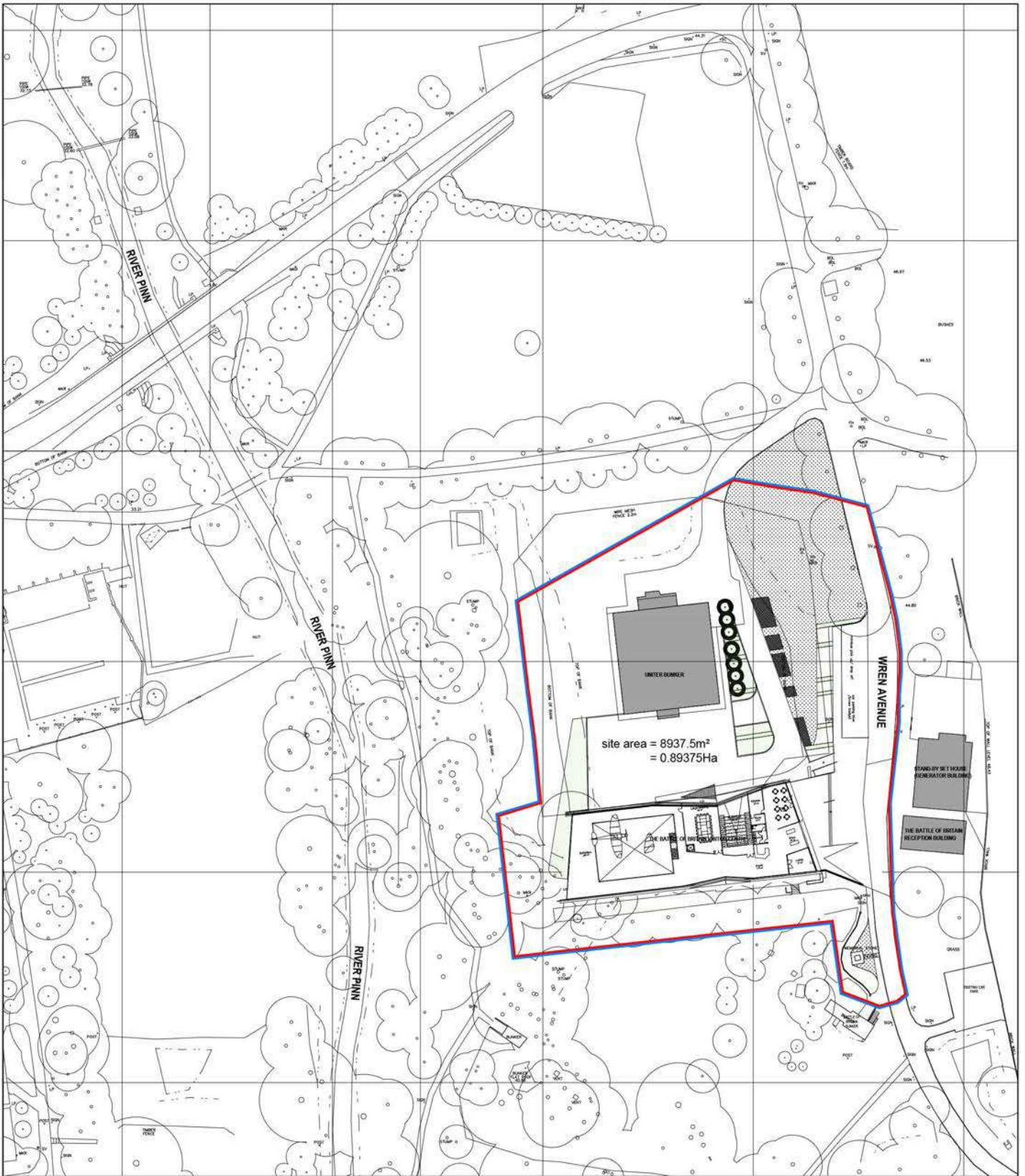
**LBH Ref Nos:** 585/ADV/2017/139

**Date Plans Received:** 21/12/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 21/12/2017





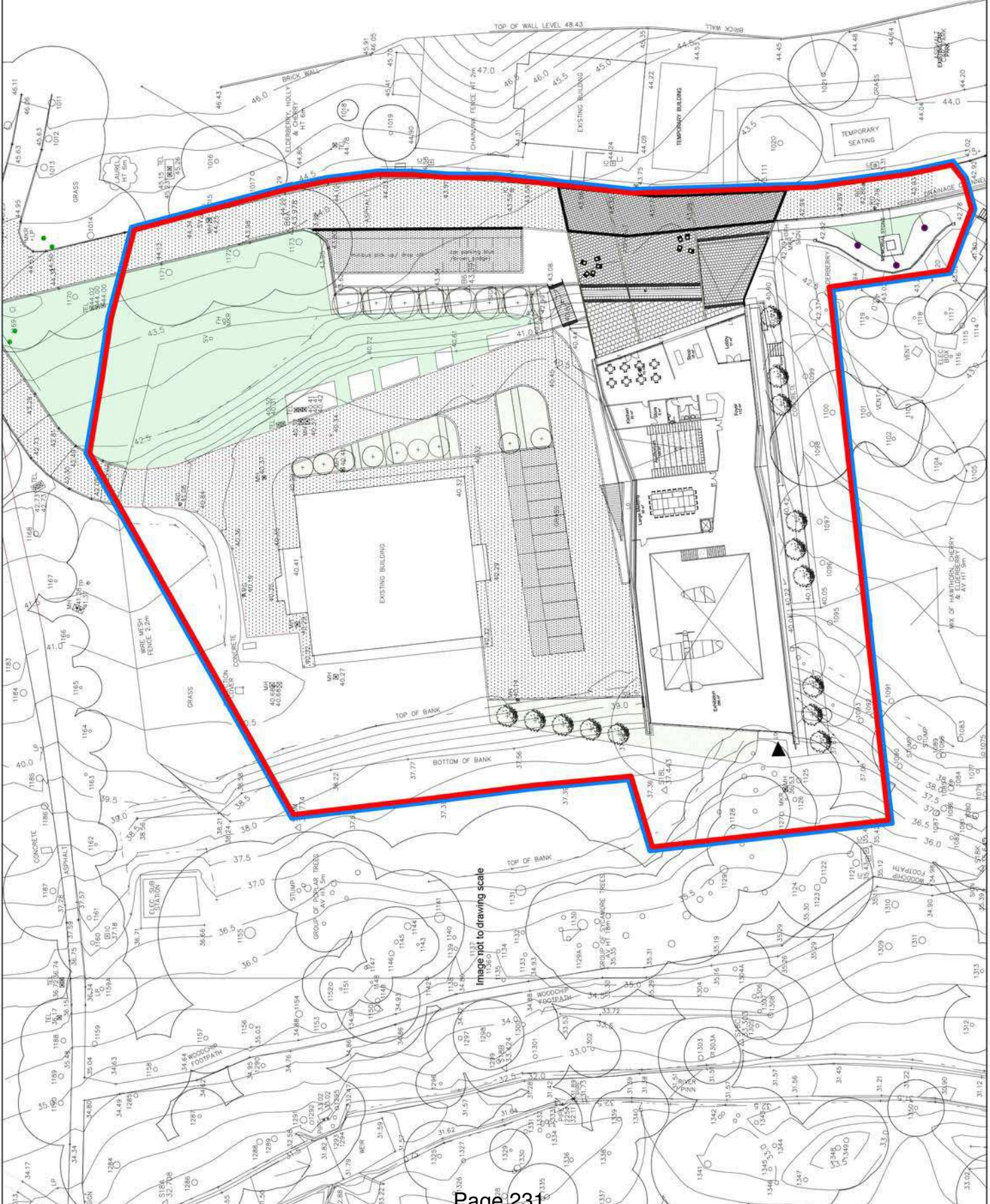
**HILLINGDON**  
LONDON

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

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

Rev	Revision notes	Initials	Date
-	-	-	-
Project <b>BATTLE OF BRITAIN MEMORIAL FLAGS</b> <b>WREN AVENUE, UXBRIDGE. UB10 0GG</b>		Drawn by	
Description <b>LOCATION PLAN</b>		Checked by	
		Scale <b>1:1250</b>	Rev.
		Date <b>DEC 2017</b>	
		Drawing No. <b>2076/D/237/P/01</b>	







**15 x 6m FLAGPOLES OF WHITE FIBREGLASS WITH GOLD FINIALS, NEW BASE TO S/E REQUIREMENTS, FLAGPOLES TO HANG RECOGNISED NON NATIONAL FLAGS SUCH AS HILLINGDON, MILITARY OR NAVAL FLAGS, ROYAL CYpher FLAGS, OR OTHER RECOGNISED ORGANISATION FLAGS OR FOR SPECIAL EVENTS OR OCCASIONAL USE (JUBILEE OR ROYAL WEDDING). TYPICAL FLAG SIZES WILL BE A MAXIMUM SIZE OF 2M X 1M!**

**MEMORIAL STONE FLAGS**  
**HILLINGDON**  
**GREAT BRITAIN**  
**RAF**



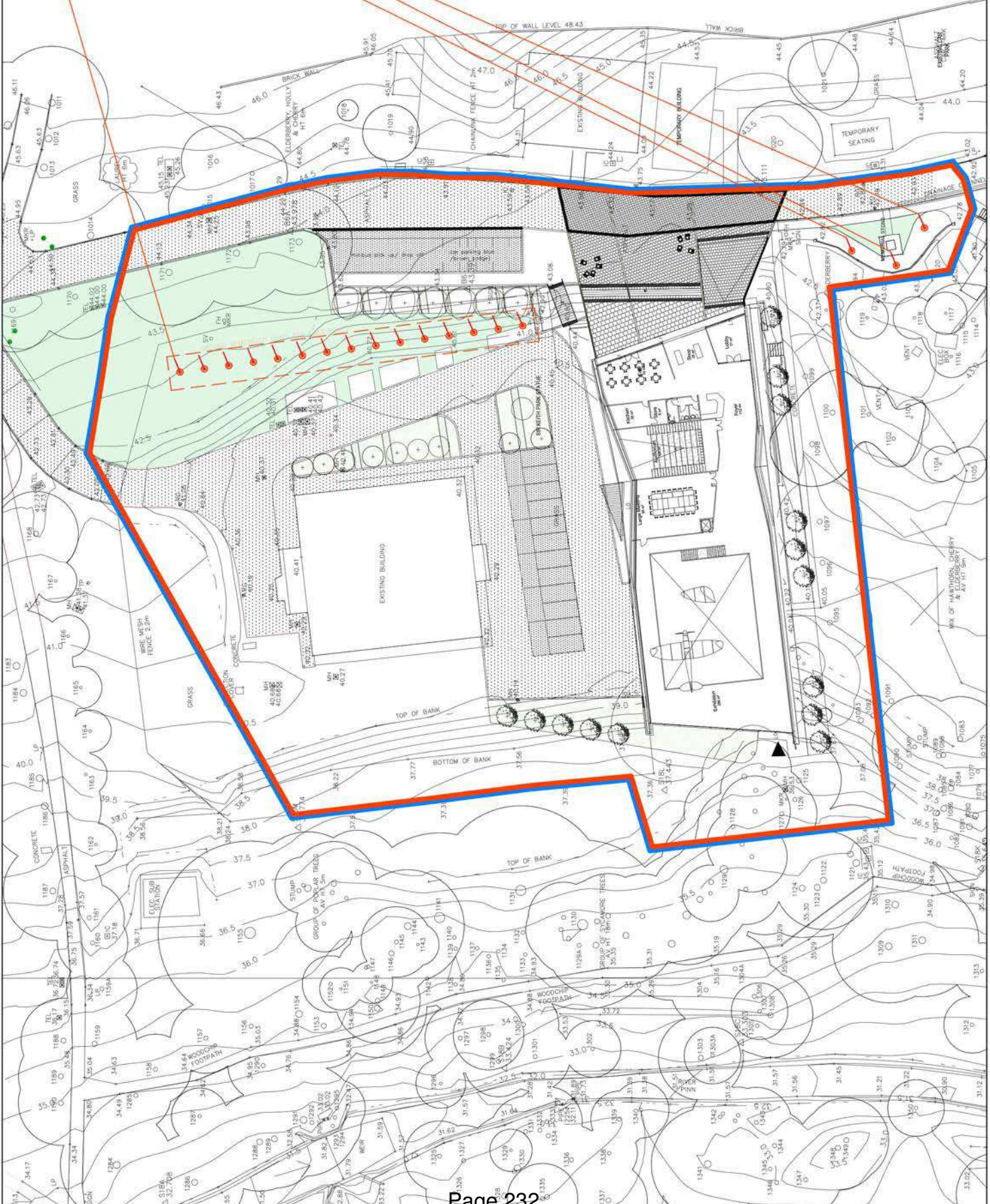
**HILLINGDON**  
**LONDON**  
 RESIDENTS SERVICES, CAPITAL PROGRAMME  
 2E/10, CIVIC CENTRE, UXBIDGE, UB8 1UW  
 Tel: 01895 250 111  
 Fax: 01895 277 224

**PROJECT**  
 BATTLE OF BRITAIN MEMORIAL FLAGS  
 WREN AVENUE, UXBIDGE, UB10 0GG

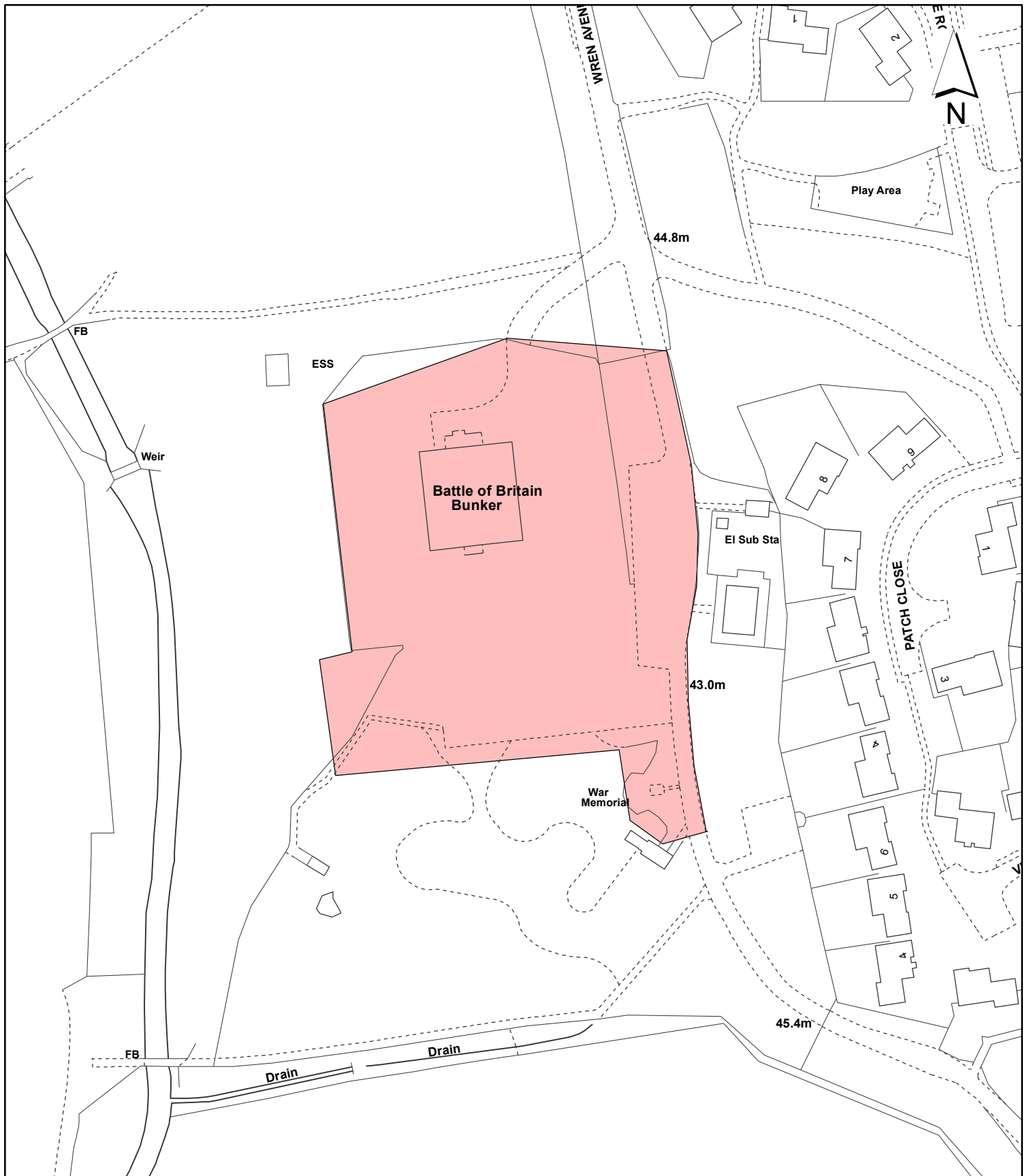
**PROPOSED LOCATION OF MEMORIAL STONE FLAGS**

SCALE: 1:500@A3  
 DRAWN BY: [ ]  
 CHECKED BY: [ ]  
 DATE: DEC 2017  
 REV: [ ]

**2017/D/237/P/03**







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

Planning Application Ref:  
**585/ADV/2017/139**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 233**

Date:  
**February 2018**



**HILLINGDON**  
 LONDON

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