



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Ian Edwards (Vice-Chairman)
Councillor Alan Chapman
Councillor Janet Duncan
Councillor John Morse
Councillor John Oswell
Councillor Devi Radia
Councillor Steve Tuckwell
Councillor David Yarrow

Date: WEDNESDAY, 23 MAY 2018

Time: 6.00 PM

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

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

Published: Tuesday, 15 May 2018

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Services

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This Agenda is available online at:

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

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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Useful information for residents and visitors

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

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

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



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

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

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings 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 with a Petition

	Address	Ward	Description & Recommendation	Page
6	Old Coal Depot, Tavistock Road – 18736/APP/2018/628	Yiewsley	Change of use to provide a Civic Amenity Site (part retrospective) accommodating public recycling area with circular route and in and out access arrangement, trade waste area and storage areas with associated container storage, site and welfare offices and installation of palisade fencing and gates for a 5 year period (8:00 to 18:00 hours - Mondays to Fridays and 9:00 to 17:00 hours - Saturdays, Sundays and Bank /Public Holidays (subject to seasonal variation)). Recommendation: Approval	5 - 40 99 - 104

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Building 3, Hyde Park, Hayes – 67702/APP/2018/920	Pinkwell	Prior approval change of use from office (Class B1(A)) to residential (Class C3) to provide 157 units Recommendation: Approval + Sec 106	41 – 54 105 - 125
8	Maple and Poplar Day Centre – 43762/APP/2018/396	Yeading	Demolition of vacant Maple and Poplar Day Centre and construction of 34 no. 2 Bed / 4 Person Flats in 2 no. 3 storey new builds. Recommendation: Approval	55 – 88 126 - 146
9	Grand Union Office Park – 1197/APP/2018/1676	Yiewsley	Deed of Variation (DoV) to the S106 Legal Agreement for planning permission ref: 1197/APP/2015/4164 dated 13/12/16 (Demolition of Block C and end of Block B and erection of four 5-storey replacement buildings; Extensions to Blocks A and B; car parking; landscaping; and associated development) to modify Schedule 3 (canal landscaping/ improvement works), Schedule 5 (highway works) and Schedule 8 (car club). Recommendation: Approval	89 – 98 147 - 148

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Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

5 April 2018



HILLINGDON
LONDON

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Jazz Dhillon, Henry Higgins, Manjit Khatra, John Morgan, John Oswell, Brian Stead and David Yarrow</p> <p>LBH Officers Present: Emmanuel Amponsah (Trainee Solicitor), Roisin Hogan (Planning Lawyer), Matt Kolaszewski (Planning Team Manager), James Rodger (Head of Planning and Enforcement), Luke Taylor (Democratic Services Officer) and Alan Tilly (Transport and Aviation Manager)</p>
150.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Duncan, with Councillor Khatra substituting.</p>
151.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
152.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting held on 13 March 2018 were agreed as a correct record.</p>
153.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
154.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all agenda items would be heard in Part I.</p>
155.	<p>LAND COMPRISING THE FORMER IMPERIAL HOUSE, VICTORIA ROAD, RUISLIP - 5039/APP/2017/4163 (<i>Agenda Item 6</i>)</p> <p>The application was withdrawn prior to the meeting.</p>
156.	<p>HILLINGDON & UXBRIDGE CEMETERY - 64409/APP/2018/537 (<i>Agenda Item 7</i>)</p> <p>Proposed installation of floor mounted fanned convection gas heaters with flue</p>

	<p>through external wall and associated surface fixed gas supply feed.</p> <p>The application was introduced by officers, who noted the addendum and, responding to Members' questioning, confirmed the size of the heater.</p> <p>The officer's recommendation was moved, seconded, and unanimously agreed at a vote.</p> <p>RESOLVED: That the application be approved.</p>
157.	<p>RAINBOW & KIRBY INDUSTRIAL ESTATES - 38058/APP/2017/1340 (<i>Agenda Item 8</i>)</p> <p>The application was deferred prior to the meeting.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 6.05 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Luke Taylor on 01895 250 693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

10 May 2018

Meeting held at Council Chamber - Civic Centre,
High Street, Uxbridge



	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Alan Chapman, Janet Duncan, John Morse, John Oswell, Devi Radia, Steve Tuckwell and David Yarrow</p>
1.	<p>ELECTION OF CHAIRMAN (<i>Agenda Item 1</i>)</p> <p>RESOLVED: That Councillor Lavery be elected as Chairman of the Major Applications Planning Committee for the 2018/2019 municipal year.</p>
2.	<p>ELECTION OF VICE CHAIRMAN (<i>Agenda Item 2</i>)</p> <p>RESOLVED: That Councillor Edwards be elected as Vice Chairman of the Major Applications Planning Committee for the 2018/2019 municipal year.</p>
3.	<p>MEMBERSHIP OF MAJOR APPLICATIONS SUB COMMITTEE (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the membership of the Major Applications Planning Sub Committee be agreed for the 2018/2019 municipal year as set out in the report.</p>
	<p>The meeting, which commenced at 9.25 pm, closed at 9.30 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nikki O'Halloran on 01895 250472. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Report of the Head of Planning, Transportation and Regeneration

Address OLD COAL DEPOT TAVISTOCK ROAD YIEWSLEY

Development: Change of use to provide a Civic Amenity Site (part retrospective) accommodating public recycling area with circular route and in and out access arrangement, trade waste area and storage areas with associated container storage, site and welfare offices and installation of palisade fencing and gates for a 5 year period (8:00 to 18:00 hours - Mondays to Fridays and 9:00 to 17:00 hours - Saturdays, Sundays and Bank /Public Holidays (subject to seasonal variation)).

LBH Ref Nos: 18736/APP/2018/628

Drawing Nos: 2018/D/238/P/02
2018/D/238/P/03
2018/D/238/P/01
Planning Statement
Transport Statement

Date Plans Received: 20/02/2018

Date(s) of Amendment(s):

Date Application Valid: 01/03/2018

1. **SUMMARY**

The proposal is to use part of the former Coal Yard Depot for the extension of the operation of an existing Civic Amenity Site from 28 days per year to full time operation for a temporary 5 year period (a proposal which also involves a change of use of the land). The works involve accommodating a public recycling area with a circular route and in and out access arrangements, trade waste area and storage areas with associated container storage, site and welfare offices and installation of palisade fencing and gates.

The site is currently designated as an Industrial and Business Area where waste type uses can be accommodated, subject to other development control criteria. The site is being allocated for more of a mixed use within the emerging Local Plan and it is considered that providing that the use is for a temporary period only, its temporary use as a Civic Amenity site would not conflict with the emerging plan.

The application is considered to be acceptable in terms of its traffic impacts and would not result in any significant adverse impacts for surrounding residents, given the industrial nature of the site and the separation distances involved.

It is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 NONSC **Temporary Time Limit**

The use of the Civic Amenity Site hereby permitted shall be discontinued and the land restored to its former condition on or before five years from the date of this permission, in accordance with a scheme of work submitted to and approved by the Local Planning

Authority.

REASON

In order to comply with the terms of the application and in order to accord with the emerging Site Allocations and Designations of the Hillingdon Local Plan.

2 NONSC Waste Limit

The site shall not handle more than 48,000 tonnes of waste per annum of which no more than 10,000 tonnes can be made up of trade waste. The site shall only accept trade waste when subject to a waste transfer note and it shall not handle hazardous, agricultural, industrial, asbestos or clinical waste.

The waste throughputs shall be recorded and records be submitted to and approved in writing by the Local Planning Authority.

REASON

In order to comply with the terms of the application, to safeguard the surrounding properties from excessive levels of activity on site and in order to ensure that traffic generation does not prejudice the safe and efficient operation of the surrounding highway network, in accordance with Policies OE1, OE11 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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 2018/D/238/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 (March 2016).

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments, to include measures to prevent wind blown litter
 - 2.d Car Parking Layouts (including demonstration that 10% of the spaces satisfy accessibility standards and 5% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule (to include the wooded landscape areas within the site) for a minimum period of 5 years or when the use ceases.

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.

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 Policy 5.17 (refuse storage) of the London Plan (March 2016)

5 COM22 Operating Hours

The premises shall not be used except between:-

08:00 and 18:00 hours, Mondays - Fridays, and

09:00 to 17:00 hours Saturdays, Sundays, Public or Bank Holidays.

No processes, machinery operated, services or deliveries shall occur outside of these hours.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies OE1 and OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Surface Water Drainage

Prior to the commencement of development full details of the surface water drainage regime shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme needs to detail clearly the methods to prevent contaminated runoff from entering controlled waters as well as the details of discharges, including locations and rates. The development must proceed in accordance with the approved scheme.

Reason

To protect water quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 NONSC Delivery and Servicing Plan

A Delivery and Servicing Plan (DSP) shall be submitted to and be approved by the Local Planning Authority, prior to the implementation of the development hereby permitted. The plan shall be implemented as approved.

REASON

To safeguard the residential amenity of the occupiers of surrounding properties and to ensure that pedestrian and vehicular safety is not prejudiced, in compliance with Policies OE1 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

8 NONSC Height Limit of Stored Materials

The stockpiles of materials on site shall not exceed 3 meters in height.

REASON

To protect the visual amenities of the surrounding area and residential amenities of surrounding residential occupiers in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

9 NONSC Signage Details

Prior to the implementation of the development hereby approved details of the warning sign to be located on Tavistock Road shall be submitted to and approved in writing by the local planning authority; and the site shall not be occupied until the signage has been erected in accordance with the approved details.

REASON

To ensure that traffic generation does not prejudice the safe and efficient operation of the surrounding highway network, in accordance with Policies OE1, OE11 and AM7 of the Hillingdon Local Plan: Part 2 - 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.

NPPF	National Planning Policy Framework
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.16	(2016) Waste net self-sufficiency
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste

LPP 6.1	(2016) Strategic Approach
LPP 6.2	(2016) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.14	(2016) Freight
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
AM2	Development proposals - assessment of traffic generation, impact or congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street

	furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

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

The Environment Agency advise that the submitted planning statement states that 'the site is to be operated by London Borough of Hillingdon (LB Hillingdon) only...', however the current Environmental Permit with this application is in the name of Powerday PLC. Please note that the permit holder must be the legal operator of the site.

This means the permit holder must have 'sufficient control' of the activity or facility. You must, for example:

- Have day-to-day control of the facility or activity, including the manner and rate of operation.
- Make sure that permit conditions are complied with.
- Decide who holds important staff positions and have incompetent staff removed, if required.
- Make investment and financial decisions that affect the facility's performance or how the activity is carried out.
- Make sure your activities are controlled in an emergency.

From the application it would appear that LB Hillingdon will be the legal operator and as such the permit either needs to be transferred to them or they need to apply for their own permit for the site. More information on the legal operator can be found here: <https://www.gov.uk/guidance/legal-operator-and-competence-requirementsenvironmental-permits>

5

The applicant should consider measures to encourage the use of low emission vehicles through measures such as prioritisation of services for electric vehicles. The applicant should also consider setting restrictions on the HGVs using the facility to Euro V and Euro VI standards.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located off Tavistock Road to the west of Yiewsley town centre, and comprises part of an elevated railway yard which formerly operated as a coal yard adjacent to the Great Western Main Line. Vehicular access to the site is gained from Tavistock Road

to the east along a two way tarmac carriageway, which measures approximately 215m in length and is truncated after approximately 150m by a level rail crossing through which a single track branch line crosses which gains access from the main line further to the east. The access then crosses the Fray's River before reaching the main former coal yard depot

The 0.97 hectare, irregularly shaped application site is a relatively small plot within a complex of open storage yards on the wider former coal yard site, measuring approximately 192m x 100m at its widest points and is located in the north-east corner of the wider site, at the end of the access road. Due to the operational nature of the site, the site is almost completely covered in hardstanding with no existing vegetation apart from the wooded area along the northern boundary of the site. The existing yard areas are already contained within a mix of concrete walls and steel palisade fencing. There is an existing weighbridge sited in the south east corner of the application site with an adjoining two storey brick office building being sited just outside.

The application site is currently used to provide a Civic Amenity Site on one weekend every month whilst much of the rest of the wider former Old Coal Yard was previously used as open storage and other industrial type uses, it now appears largely vacant with some use being made for storage, including skip and waste container storage. The area to the south of the application site, adjacent to the main line railway did provide a mineral and aggregate depot, the use ceased during Crossrail works, but have recently recommenced.

The north eastern boundary is defined by wooded slopes which run down to the adjoining River Frays, beyond which is a railway embankment which carries the single track branch line which the access road crosses. Beyond the railway embankment are traditional residential and industrial areas along and adjoining Tavistock Road, with a number of industrial sites currently being re-developed for residential purposes. The branch line continues along the northern boundary of the application site and is used for aggregates traffic, and follows the northern and western boundaries of the wider coal yard site before continuing directly south past the M4 and M25 interchange. Beyond the branch line to the north, there are residential areas on Trout Road and Trout Lane, along with further business/industrial uses, mainly comprising storage/haulage type uses, all of which are located within the Colne Valley Park. This area forms designated Green Belt and includes the Slough Arm section of The Grand Union Canal and Little Britain, Cowley, both of which are Nature Conservation Sites of Metropolitan or Borough Grade I Importance; Cowley Lock Conservation Area lies further north. Immediately to the south, the application site is adjoined by the wider coal yard site, with the Great Western Main Line forming the wider yard area's southern boundary. Beyond the Main Line are residential properties in Fairway Avenue, Fairway Gardens and Weirside Gardens of which the first two roads form part of an Area of Special Local Character.

The surrounding land in the vicinity of the application site lies within the floodplain of the River Colne and its tributaries, albeit the site itself lies at a man-made higher elevation of approximately 30.0m Above Ordnance Datum (AOD). The relatively flat natural topography characterises the surrounding area of the application site to the north, west and south.

Colne Valley Park, is a large north/south linear park that runs from the northern edge of Staines in the south to the southern edge of Rickmansworth in the north, wraps around the Application Site from the north to the west, where the administrative boundary of Hillingdon ends and gives way to South Buckinghamshire District Council; the River Colne runs north south through the park. The Iver Water Treatment Works lies further to the west, inside the

M25.

The application site is located within an Air Quality Management Area and forms part of an Archaeological Priority Area. The adjoining site to the south, which adjoins the Great Western Mainline is also proposed as a Railhead Safeguarded Area for minerals within the emerging Local : Part 2- Site Allocations and Designations (Revised Proposed Submission Version, October 2015).

3.2 Proposed Scheme

The planning application is for the change of use of the site to provide a Civic Amenity Site (part retrospective) accommodating a public recycling area with circular route and in and out access arrangement, trade waste area, back of house facilities including storage and separation areas with associated container storage, site and welfare offices and installation of palisade fencing and gates for a 5 year temporary period.

The site would handle up to 48,000 tonnes of waste per year with opening hours of 8:00 to 18:00 hours - Mondays to Fridays and 9:00 to 17:00 hours - Saturdays, Sundays and Bank /Public Holidays (subject to seasonal variation).

The applicant responsible for this planning application is London Borough of Hillingdon. The Council's Environmental Services Waste Team require a facility in the south of the borough due to the acute and long-standing shortage of Civic Amenity (CA) facilities in the wider Council area. Originally, the Council had three full-time sites, Rigby Lane, Hayes, New Years Green Lane, Harefield and the very large site at Victoria Road, South Ruislip. Now only the Harefield site operates on a full time basis, supplemented by the temporary facility at Tavistock Road which only operates on one weekend per month.

The long term solutions to address this deficiency in service provision within the borough are being sought, but in the meantime a temporary facility at Tavistock Road would provide a much needed increase in CA capacity, the principal beneficiaries of which will be local residents.

The proposals seek to provide a public area at the front of the site with a new tarmacked circular vehicle route provided through separate in and out gates. Waste containers with stepped access would be sited within the middle and along the northern boundary and part of the front boundary on the existing hardstanding areas with servicing/parking space provided at the front / by the sides of the containers. Staff parking spaces for 5 vehicles, and a small existing site office and staff welfare building would be sited along the southern boundary of the site. A separate trade vehicle access would be sited to the left of the public access gate.

At the rear of the public area, behind palisade fencing would be a trade waste area comprising of the servicing area using the existing hardstanding tarmac surface with waste containers sited along the northern boundary. This is a common service/feature of typical Civic Amenity sites such as at New Years Green Lane, Harefield and is aimed at small businesses/builders/gardeners/landscape gardeners operating locally and small loads on vans, small pick-ups etc would be the normal type of service vehicle. This service has not been offered by the Council from this site before due to the restricted opening on one weekend per month i.e. the 'Golden Weekends' which could not be presented as a reasonable service offering to small businesses. The other main reason that Councils across the country like to offer such a facility to local businesses is that it generates revenue for the

Council which effectively reduces the net cost to the Council of operating their Civic Amenity sites. This is Hillingdon's intention here. The proposed tonnage per annum collected from trade waste is minimal, and would be capped at 10,000 tonnes and would mostly be small builders waste, green/garden waste/brick rubble etc.

To the rear of trade waste area would be the back of house facilities comprising of full/empty skip storage area and lorry car park as existing and a waste separation area.

The application is supported by the following documents:-

Planning Statement:

This provides some background to the statement, advising that the waste plan for the area, the West London Waste Plan (WLWP) was adopted in July 2015 which identifies Tavistock Road as an existing Civic Amenity site.

The Planning Statement goes on to state that the proposed application is simply seeking a temporary 5 year permission for the existing Civic Amenity use to be expanded from its current 28 days a year. The applicant is very mindful of the sites planning history and sensitivities, such as the previously refused planning applications and recent enforcement appeal. As a result of discussions with the Council's planning team, the following 4 measures are proposed to address any possible local concerns:

- (i) Annual waste tonnage will be less than 48,000 tonnes a year (in total),
- (ii) Hours of use will be restricted to between 8am and 6pm (9am to 5pm on weekends and public and bank holidays)
- (iii) The site will be operated by LB Hillingdon with high level site management controls similar to those that exist at Harefield Civic Amenity Site,
- (iv) A temporary permission only is sought, so that there is no possible conflict with the Part Two Hillingdon Plan emerging site allocation proposals for the site.

The statement goes on to advise that the proposals will operate within the defined plot of land as covered by the Environment Agency Permit and will adhere to all associated conditions as set out in the permit. The use will not involve any changes to the existing topographical features within the site, with only some surface finishing to allow for safe loading and off-loading areas with clearly marked out vehicle in and out routes.

The statement goes on to list the benefits of the scheme, including:-

- Continued use of the existing Civic Amenity site as opposed to construction of a new facility, convenient location for residents across the borough and a lot closer for those living in the southern part of the borough
- Provide residents with an alternative to roadside collections,
- Improve the level of recycling across the borough and in London as a whole,
- Encourage trade waste disposal south of the borough,
- Reduce fly tipping as easier and closer to dispose of unwanted items from households and businesses,
- Creation of an LB of Hillingdon hub for various council services and increase efficiency,
- Saving of approximately 10 miles of round trip for residents living south of Uxbridge town centre to use Harefield Civic Amenity Site which would equate to saving of about 40 minutes per trip to Harefield,
- Substantial saving in fuel and pollution from lengthy queues at peak times,
- Past few years has seen major residential developments in the south of the borough and this facility will benefit those residents and encourage residents to dispose of waste

responsibly,

- There has been a sharp rise in fly-tipping which impacts upon Council's budgets in clearing the waste materials. Having a Civic Amenity site nearby would help to reduce fly-tipping, particularly of bulkier items,
- Would create new jobs which would be sourced locally.

The report goes on to provide a brief physical assessment of the works.

Transport Statement

This describes the site and advises that the existing part-time Civic Amenity Site has been operational since 2009. The statement then goes on to describe existing conditions and notes that the internal access road at 6.5m wide is more than suitable for normal two-way traffic, including HGVs. It advises that the number of times access to the site is disrupted. Planning policy is briefly described, together with the development proposals. Residents will be able to deposit waste in 15 locations and staff will be on hand to deal with queries and to ensure the facility operates efficiently. There will be 7 full-time staff on site as compared to the current weekend operation when 4 staff are employed. There will be up to 10 container lorries based at the site that will be used to remove full waste containers and ensure a regular supply of empty containers for residents to use. The longer hours of opening will reduce queuing at the site and with the more convenient operating hours, it will provide residents in the southern part of the Borough with a full time facility and reduce the distance that residents have to travel to use such a facility. The report then considers trip generation resulting from the proposals, having regard to the weekday morning and afternoon peaks and Saturday and Sunday peak hours. Baseline and future traffic is considered, which includes traffic from consented schemes /sites under construction such as the adjoining COMAG site and the report assumes that all traffic will pass through the Tavistock Road/High Street junction. The report concludes that with 1773 vehicles passing through the junction in the afternoon peak hour and an additional 23 vehicles generated by the proposal, the impact would not be significant. The same would apply in the morning peak hour and the additional traffic would be less than 2% of the total passing through the junction. With the much reduced Saturday and Sunday traffic flows which result from the extended hours of opening, the generated traffic would be within the operating capacity of the junction and will not result in significant delays. The report then advises that although the internal access road can accommodate over 20 vehicles so that even during peak periods at busy weekends, queues back to the Tavistock Road are unlikely, a warning sign should be installed to advise when queues are 15 minutes are likely. The geometry of the Tavistock Road/ High Street junction does restrict the movement of HGVs turning left or right into Tavistock Road but the scale of the issue is in the order of 1 HGV per hour and this can be reduced by the future operator liaise with highway authorities and Police to minimise the impact of the problem. The report presents its summary and conclusions and estimates that the proposed development will have a minimal and acceptable level of impact on the local highway infrastructure and offers an opportunity for local residents to reduce journey times and distances when compared to the use of the existing Harefield CAS.

3.3 Relevant Planning History

Comment on Relevant Planning History

A planning application (18736/APP/2013/1784 refers) for the demolition of existing buildings and redevelopment of site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating a recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and

extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure was refused permission on 19/3/14 for the following reasons:-

1. The proposal involves a significant number of traffic movements, including many by heavy goods vehicles and the application fails to provide an accurate assessment of highways and transportation impacts associated with the proposed development and as such the scheme fails to demonstrate that it would not be detrimental to highway and pedestrian safety and the free flow of traffic contrary to policies AM2, AM7 and LE1 of the Hillingdon Local Plan Part 2 Saved Policies (November 2012) policies 2.15, 5.17 and 6.3 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

2. The proposed development will significantly increase the traffic passing over the level rail crossing, and in the absence of a full risk assessment in respect of the use of the level crossing the application fails to demonstrate that it would be safe for the public and rail operators, contrary to policies AM7 and AM11 of the Hillingdon Local Plan Part 2 Saved Policies (November 2012), policies 2.6, 6.2, 6.3 and 6.4 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

3. The applicant has failed to demonstrate that the air quality impacts of the development would not be unacceptable. The scale and magnitude of the development requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the impacts is not sufficiently clearly set out in the Air Quality Assessment. Accordingly the proposal is contrary to Policy 7.14 of the London Plan and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.

4. The applicant has failed to provide a contribution towards the improvement of services and facilities as a consequence of demands created by the proposed development in respect of construction training, Highways matters, air quality monitoring, environmental mitigation (including but not limited to measures to control impacts of activities that would impact on residential amenity) and project management. The proposal therefore conflicts with Policies AM1, AM11 and R17 of the adopted Hillingdon Local Plan Part 2 Saved Policies (November 2012) and Policies 4.1, 4.12, 6.7 and 7.1 of the London Plan (July 2011) and the London Borough of Hillingdon Planning Obligations Supplementary Planning Document.

The application is of very little relevance to the current proposal as it related to a vastly different scale of operation (900,000 tonnes) and involved the actual recycling of materials.

A subsequent application (18736/APP/2015/4457 refers) for the demolition of existing buildings and redevelopment of site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating a recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure was refused on 5/8/16 for the following reasons:-

1. The application has failed to demonstrate that the development cannot be delivered at any available and suitable existing waste management site within the Borough or OPDC area where the development is proposed and at the sites listed in Tables 5-1 and 5-2 of the

West London Waste Plan (July 2015) contrary to Policy WLWP3 of the West London Waste Plan (July 2015) nor has the application demonstrated how the requirements under paragraphs b to d of Policy WLWP3 of the West London Waste Plan (July 2015) shall be met.

2. The proposal involves a significant number of traffic movements, including many by heavy goods vehicles and the application fails to provide an accurate assessment of highways and transportation impacts associated with the proposed development and as such the scheme fails to demonstrate that it would not be detrimental to highway and pedestrian safety and the free flow of traffic contrary to policies AM2, AM7 and LE1 of the Hillingdon Local Plan Part 2 Saved Policies (November 2012) policies 5.17 and 6.3 of the London Plan (March 2015) and paragraph 32 of the National Planning Policy Framework.

3. The applicant has failed to demonstrate that the air quality impacts of the development would not be unacceptable. The scale and magnitude of the development requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the impacts is not sufficiently clearly set out in the Air Quality Assessment. Accordingly the proposal is contrary to Policy 7.14 of the London Plan (March 2015) and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.

4. The applicant has failed to provide a contribution towards the improvement of services and facilities as a consequence of demands created by the proposed development in respect of construction training, Highways matters, air quality monitoring, environmental mitigation (including but not limited to measures to control impacts of activities that would impact on residential amenity) and project management. The proposal therefore conflicts with Policies AM1, AM11 and R17 of the adopted Hillingdon Local Plan Part 2 Saved Policies (November 2012) and policies 4.1, 4.12, 6.7 and 7.1 of the London Plan (March 2015) and the London Borough of Hillingdon Planning Obligations Supplementary Planning Document July 2014.

5. It is considered on the basis of information provided by Network Rail concerning circumstances where a level crossing upgrade is required that the proposals would necessitate an upgrade of the existing level crossing. In the absence of a full risk assessment and details of any level crossing upgrade the Council has insufficient information to demonstrate that the proposals would be safe for the public and rail operators, contrary to policies AM7 and AM11 of the Hillingdon Local Plan Part 2 Saved Policies (November 2012), policies 2.6, 6.2, 6.3 and 6.4 of the London Plan (FALP March 2016) and paragraph 32 of the National Planning Policy Framework.

This proposal is similarly of limited relevance to the consideration of the proposal for a Civic Amenity Facility.

An enforcement notice was also issued on 5/6/15 against the change of use of land from General Industrial (B2)/Storage and Distribution (B8) to a Skip and Waste Container Transport Operation (Sui Generis). The notice was appealed and was dismissed by the Planning Inspectorate on 27/7/17.

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.E1	(2012) Managing the Supply of Employment Land
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management

Part 2 Policies:

NPPF	National Planning Policy Framework
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.16	(2016) Waste net self-sufficiency
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 6.1	(2016) Strategic Approach
LPP 6.2	(2016) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.14	(2016) Freight

LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 30th March 2018

5.2 Site Notice Expiry Date:- **30th March 2018**

6. Consultations

External Consultees

85 neighbouring properties have been consulted on this application, together with Yiewsley Ward Councillors, West Drayton Residents' Association, West Drayton Garden City Residents' Association, Yiewsley and West Drayton Town Centre Action Group, West Drayton and District Local History Society and South Buckinghamshire District Council. The application has been advertised in the local press on 7/3/18 and a total of 14 site notices have been displayed adjacent to the site and in adjoining residential areas to the north of Tavistock Road and along the High Street on the 9/3/18 with a closing date of 30/3/18.

83 responses have been received, together with a petition, with circa 400 signatories (the final figure to be confirmed at committee) objecting to the proposals.

The petition states:-

'We object to the proposals for a full time Civic Amenity, Trade Waste and Waste Separation Site on the grounds that they would result in:-

- (i) An unacceptable increase in traffic 7 days a week when added to traffic generation from large housing developments nearby under construction and the opening of Crossrail Elizabeth line at West Drayton Station. This will add to existing traffic, parking and road safety pressures in the area,
- (ii) The introduction of the use of processing of Trade Waste to the site which is a new unlicensed use,
- (iii) The introduction of the use of waste separation to the site which is a new unlicensed use,
- (iv) Increased noise, dust and pollution from this elevated site in a densely populated residential area and material loss of amenity and health for residents,
- (v) Would prejudice the long term Local Plan proposed allocation for mixed Town Centre uses for the site.

Residents consider that this may be a way of established trade and waste separation on the site. Residents do not wish the Council to assist this and therefore request that the Planning Application is refused.'

The individual responses raise the following concerns:-

Highways and traffic

- (i) Major concern on Powerday proposals was the disruption to local traffic flow, yet this proposal would result in self same movement of large trucks, 10 hours a day, 7 days a week which is a lot of traffic in an area the Council previously agreed was untenable for trucks,
- (ii) Since opposition to Powerday, Council have granted over a thousand residencies off both sides of the High Street, not including the new 250+ unit capacity of the new residential blocks that would now overlook the Civic Amenity site,
- (iii) Traffic in area is already very heavy, with High Street almost a constant traffic jam from well before 08:00 to after 18:00, often 20:00 on Fridays when can take 20 minutes to get through the town. This will become worse once newly built residential complexes around Tavistock Road are occupied and Crossrail works start.

- (iv) There is only very restricted access to the site via a residential road and a very busy mini roundabout which is used by all buses and private traffic in and out of West Drayton Station. Extra traffic on this busy road junction, which is already a major route back onto the High Street especially as Bentinck Rd is one way already makes the junction with High Street a road safety risk with vehicles from Tavistock Road having to inch forward which holds up traffic from West Drayton so they can enter the High Street,
- (v) Proposal, particularly with extra traffic associated with new residential developments in the area and crossrail, will adversely affect local bus services.
- (vi) Gridlock is often caused at this junction by HGVs trying to turn right. HGVs should not be allowed to exit or enter during peak hours (7:30 - 10:00 and 15:00 to 18:00),
- (vii) Proposal would generate further heavy traffic in an already congested area. This area contains schools and has high populous of school children, particularly along Station Road and Yiewsley High Street which is already dangerous,
- (viii) Having refuse lorries and residents driving through the main high street to dispose of household and trade waste seems ludicrous, especially as other sites have good transport links. An increase in traffic along the High Street should be avoided under all circumstances,
- (ix) This needs to be assessed with the added traffic from the COMAG developments and other nearby developments still to happen (ie: ex Blues Bar).
- (x) Transport Statement contains inaccuracies of facts; outdated or irrelevant data which is used to make invalid conclusions (a marked up copy of the Transport Assessment has been submitted),
- (xi) Assumptions made in the proposal of additional traffic of 23 vehicles per hour is an underestimate and flawed as site will be better advertised and taking waste from all those properties south of Uxbridge. The assessment also does not take into account the increasing density and residential population of West Drayton and Yiewsley from new developments and impact Crossrail will have (when more cars likely to be using Warwick Road at rear of Station). Colham Mill Road junction also not considered and Stockley Bypass already frequently gridlocked,
- (xii) The plan suggests an increase of only around 1,000 vehicle movements per week, but this is for 1,000 tonnes of waste per week. For that amount of waste, (at 50kg of waste per trip) around 20,000 additional vehicle movements would be required. Of course, it is possible that the majority of waste would be 'trade' waste delivered in a smaller number of larger vehicles. This 'trade' waste is referred to but not specified in the application so will the majority of the 48,000 tonnes be trade processing,
- (xiii) Whole road structure for the area between the canal and Frays river needs to be reviewed - there is a lack of suitable roads and alternatives need to be reviewed.
- (xiv) Proposal will exacerbate the poor condition of badly maintained roads and increase formation of potholes,
- (xv) The branch line crossing on access road has no safety barriers and there are no plans shown on the application to mitigate the risks associated with the higher level of usage,
- (xvi) The rail sidings at Tavistock Road are strategically important and have been used by Tarmac over the last 15 years to import circa 150,000 tonnes of aggregates into London. The information submitted in support of the application is inadequate as it does not demonstrate that the development would not prejudice or be prejudiced by the existing rail facilities as it does not consider the cumulative impact and the figures used from 2014 are not representative as this was when Crossrail were occupying the site so not based on an aggregates use which has now resumed. The submitted assessment(s) are therefore not sufficiently robust to comply with the policy threshold requirements and we would expect to see at the least a safeguarded rail sidings assessment which fairly reflects the nature and use of the existing sidings. As such, the scheme fails to accord with national and strategic policy which seeks to safeguard to safeguard existing, planned and proposed railheads and when determining applications, LPAs should not normally permit other development in mineral safeguarding areas where they might constrain potential future use for these purposes.

Noise, pollution, vermin and disturbance

- (xvii) This proposal is in a highly populated urban area and involves processing and moving

hazardous industrial waste and materials in and around a busy town centre and through residential areas. It will result in increased noise, dust, noxious smells (as it will be handling trade waste and commercial waste) and light pollution close to people's homes on a site which will operate all day, seven days a week which will be emitted en route as well as from the site which will contravene Human Rights Act and will be unsustainable and blight area for years to come. Access is via the High Street which contains a school, two doctors surgeries and two libraries and increase in HGV traffic will increase air pollution, particularly from diesels, in an area that already has extremely high pollution levels from Heathrow, planes, trains and traffic etc. Noise from machinery and unloading lorries will be horrendous and residents will not be able to sit and relax in their gardens,

(xviii) There is a potential for more weekend vehicle movements and noise from traffic and the site is way too close to residential locations and residents are already having to put up with Powerday,

(xix) The so called 'Golden weekend' facility has not been used by me and should never have been started by the Council due to risk of airborne contaminants from this elevated position falling on nearby roads and homes risking health and well being,

(xx) Proposal will generate litter which will not be collected,

(xxi) the proposal will attract vermin, near to residential area,

(xxii) Proposal will increase risk to public health, particularly local asthma patients and can already smell burning/recycling from the site,

(xxiii) There is already a problem of rubbish and fly-tipping in and around West Drayton without another tip,

(xxiv) Proposal will threaten investment benefits of Crossrail,

(xxv) West Drayton needs smartening up not having a dump placed in the middle of it,

(xxvi) Proposal will destroy quality of life for local people,

(xxvii) Residents in Fairway Avenue chose to live in a quiet resident road and over the years have had to contend with this and similar threats to right to live in peace without constant threats to mental and physical well being.

Consultation

(xxviii) As resident in Fairway Avenue, we have not been consulted on this application nor have we seen anything in the free papers or magazines,

(xxix) Residents have been given a very short timeframe to object to proposal and consultation period needs to be extended to the end of April,

(xxx) Tarmac have leased the rail siding at Tavistock Road for use as an aggregate freight terminal since 2004. As the nearest neighbouring development, it is not clear why Tarmac were not consulted on the submission,

General comments

(xxxi) This Council scheme is a betrayal of the 4,000 petitioners and others who have fought Powerday in what was believed to be a joint effort between citizens and the Council. Hillingdon are now proposing something which could conceivably be worse,

(xxxii) Will Powerday be given the operating contract and thereby gain permission by the back door?

(xxxiii) Other sites should be considered for waste disposal,

(xxxiv) There has been significant regeneration in the borough, in part due to crossrail. This site is perfect for residential use and central London commuters and this should be explored further,

(xxxv) High Street should be made greener to encourage trade in local shops, not an artery to dispose of waste

(xxxvi) Rubbish from the elevated site is visible from Tavistock Road and is obtrusive and a perpetual eyesore

(xxxvii) A medical centre which was promised or a leisure centre is desperately needed in the area, especially given all the new housing that has been allowed to be built,

(xxxviii) Do not need a new recycling facility as already perfectly good, easily accessible sites at Harefield and Langley, Buckinghamshire. The site was withdrawn from the West London Waste Plan

on the basis that it is not required and not accessible,
(xxxix) We do need a new civic amenity site in the south but the current proposal is not suitable
(xxxx) Council should not be putting in a temporary site but committed to finding a permanent solution. Unlikely that the use would be abandoned once building work had been undertaken and a five year temporary permission will be extended to another 5 years etc,
(xxxxi) More filth and waste for West Drayton. The south of the borough is again being used as a dumping ground,
(xxxxii) The application fails to identify, in any form whatsoever, the ownership, composition, transport activities, etc of the collection, sorting, transportation and quantities and types of materials entering and leaving the trade waste unit,
(xxxxiii) This is not putting 'residents first',
(xxxxiv) The negatives of the proposal such as processing and movement of hazardous industrial waste close to town centre and residential areas, additional heavy traffic etc will far outweigh the 'convenience' factor relating to residential waste access and financial savings cannot be compared to the cost to the residents of such a massive loss of quality of life that proposal will bring
(xxxxv) Local infrastructure has not kept pace with new development and such a facility would be inappropriate in an area that now has a much higher population than when the site was a coal yard,
(xxxxvi) Would be fairer to all residents of borough if this was put in Ickenham or Ruislip instead,
(xxxxvii) I use the tip rarely and would much rather drive to Harefield once a year than suffer continuous congestion, noise and smell of a tip a hundred yards from home,
(xxxxviii) Need to recycle more is a national imperative and we should not have to show Hillingdon First card to use facilities.

Environment Agency:

We have reviewed the submitted information and have no objection to the planning application.

Advice to Local Planning Authority

The submitted planning statement states that 'the site is to be operated by London Borough of Hillingdon (LB Hillingdon) only...', however the current Environmental Permit with this application is in the name of Powerday PLC. Please note that the permit holder must be the legal operator of the site

This means the permit holder must have 'sufficient control' of the activity or facility. You must, for example:

- Have day-to-day control of the facility or activity, including the manner and rate of operation.
- Make sure that permit conditions are complied with.
- Decide who holds important staff positions and have incompetent staff removed, if required.
- Make investment and financial decisions that affect the facility's performance or how the activity is carried out.
- Make sure your activities are controlled in an emergency.

From the application it would appear that LB Hillingdon will be the legal operator and as such the permit either needs to be transferred to them or they need to apply for their own permit for the site. More information on the legal operator can be found here:

<https://www.gov.uk/guidance/legal-operator-and-competence-requirementsenvironmental-permits>

Officer note:

An informative has been added to deal with the permit issue.

GLAAS:

Recommend - No Archaeological Requirement

Having considered the proposals with reference to information held in the Greater London Historic

Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Although within an Archaeological Priority Area, this development is unlikely to have a significant impact on archaeological remains.

No further assessment or conditions are therefore necessary.

Yiewsley and West Drayton Town Centre Action Group:

For and on behalf of Yiewsley & West Drayton Town Centre Action Group, and myself individually as a resident within 60 metres directly from the proposed site in the Coal Yard, I object to the application, as not only will I as a resident within range of the site, be subjected to noise, fumes and dust from the operation, there will be enormous impact on the High streets in both Yiewsley and West Drayton, particularly at peak times and the Junction of Tavistock Road with Station Road is, in spite of what TfL say, cannot cope when a log jam occurs, as those routes are the only means of ingress and egress for the site, and I would therefore hope that another location in the south can be found and the current application is withdrawn.

Garden City Estate Residents' Association:

We ask the planning committee to reject this application. We do so for two reasons: our objections on planning grounds, for example the failure to apply Policy 3 of the West London Waste Plan. We also object because the number of questions that we have had to ask, at this late stage, reflects the lack of sufficient detail in the proposal for those living locally to arrive at an informed judgement on the merits of this proposal.

Here an example is the limit of 48,000 tonnes per annum on the waste accepted by the proposed site. There are two concerns. First, no reasons are given why 48,000 is proposed. Second, even an approximate calculation of the number of vehicle journeys needed to achieve this capacity - given the restriction of traffic to the site to 'cars and vans', suggests the amount of additional traffic generated will cause major traffic problems in already noticeably busy local roads. (An estimate of number of journeys is offered but, without a view on what weight of materials this equates to, even approximately, we cannot put the proposed 48,000 tonnes per annum in context.)

Summary of Detailed comments

Overview

The Committee of the Garden City Residents' Association has more questions than we would wish on this application, due to the lack of detail or explanation in some areas:-

- The upper limit of waste processed is set at 48,000 tonnes per annum but no explanation of how this figure was arrived at. It compares with 300,000 tonnes pa used in the earlier Powerday application.

Planning Statement

- Para. 1 states that the WLWP shows the Coal Yard as an existing site but the activity at this site does not count towards Hillingdon's apportionment of Waste Management facilities under the WLWP. Is this because the service is also seen as temporary?

- Temporary 5 year permission for existing Civic Amenity site is to be expanded from its current 28 days a year, but the expansion proposed is not just to the days open but also the kind of waste accepted. Application makes specific mention of 'Trade Waste' but this is not a term used in the relevant current policy document, the West London Waste Plan which classifies waste as Municipal Solid Waste (MSW), Commercial and Industrial (C&I) and Construction, Demolition and Excavation Waste (CD&E). Not clear why standard terms are not used,

- It is stated that temporary permission is sought to avoid conflict with Part 2 of the Hillingdon Local Development Plan. Council planners should be able to say whether a Waste Management Site, permanent or temporary, conflicts with the LDP or not,

- It is stated that site to be operated by LB Hillingdon Staff only, but the Environment Permit submitted is for Powerday to cover the 'Golden Weekends'. Does the permit, unlike the Golden Weekends include 'Trade Waste'?,
- The WLWP includes policies for the development of new or existing sites for waste management, notably WLWP 3. It does not have any special provisions for temporary sites. The current application does not refer to WLWP 3 or to any special provisions for temporary site proposals. If 'Trade Waste' is covered by MSW and C&I waste, the Coal Yard site is not included in Tables 5-1 or 5-2 so not known if proposal conforms with the WLWP,
- Council have promised to add a waste management site to Harefield and one in the South of the Borough. If this site is only temporary, given what is shown in the WLWP, what other site is a candidate for future permanent development? Without a suitable candidate, how can this proposal be temporary? Or if there are other possibilities and given the sensitivities of this site, why spend tax payer's money when other candidates offer a permanent solution?,
- This proposal at the front of the site may deter interest for mixed use development on the remainder of the Coal Yard site,
- The proposal may also restrict options for improving the access route into the site,
- What are the site's 'permitted development rights' and do these just include the 'Golden Weekend' site or do they extend to the Powerday operation/ whole site?,
- Does the full time operation not involving any changes to the topographical features on site extend to the new palisade fencing?
- No detail on the waste separation area and the kind of waste to be allowed on site and where and how the separated waste will be stored. Risks include noise, dust, smells and vermin. We understood that all waste handling operations that presented risk to the public/neighbouring properties should take place indoors. Without this information, it is not possible for the public to comment sensibly on the proposal,
- Where will separated waste be disposed? Given that taking waste from this site by rail forms no part of the proposal, all waste journeys will be done on local roads,

Transport Statement

- It remains unclear whether the 'Golden Weekends' site is the same as the application site,
- Area around the application site, with the recent re-development, is increasingly becoming more residential and therefore, a waste management facility is increasingly unacceptable,
- Will Powerdays bin storage facility continue should this proposal go through?,
- Figures relate to 2014 but since 2014, after a planning appeal, the hours of Powerday's current operation have been restricted. Do we have an up-to date estimate of Powerday's traffic levels?
- Under 4 Development Proposals, rather than only cars or vans, there will be 'as many as 10 container lorries based on the site', which will generate 'approximately 1,000 tonnes per week' which needs to be transported from the site,
- Proposal does not address the strategic objectives of the WLWP as it does not address 'sustainable transport' or new, clean technologies', with main consideration being the availability of any suitable sites, not their proximity to 'waste sources',
- In EIP of the WLWP, the Inspector gave his reasons for not agreeing to this site as suitable for waste management:-

'77. On the other hand, Planning Practice Guidance points to the suitability of local transport infrastructure as one of the factors likely to drive the identification of suitable site and areas (Paragraph 037). In this regard, I saw that the access to the site at its junction with Tavistock Road, is totally inadequate. In addition, heavy goods vehicles accessing the site would have to pass through areas and along highways that are unsuited to the volumes likely to be associated with a major waste use.

78. I appreciate that the site is and has the potential to be a major traffic generator in any event. However, I was told that there are no proposals to improve the access. In addition, I am concerned that the nature of the traffic would be damaging to the environment and local communities. In the

circumstances, allocation of the site would not be appropriate.' The Transport Assessment does not acknowledge the Inspector's view,

- As regards trips generation, with 1,000 tonnes of waste leaving the site per week, the assessment states that this will involve 40 HGV movements out per week, giving average load of HGV of 25 tonnes, which equals 6 vehicles a day. What is not clear is the average expected load of vehicles coming in. With 1,000 tonnes, this is 2,200,000 pounds approximately so if average vehicle delivered 200 pounds of waste, this equates to 11,000 vehicle loads per week or 1,570 in per day. Even if average were to be 500 pounds, number of vehicle loads in per week would be 4,400 or 629 per day. The averages quoted for the existing service are 262 per day (Saturdays) and 320 (Sundays). Even with an average load of 500 pounds/227kgs, the tonnage of material presently received on site once multiplied up would be considerably less than the proposed maximum tonnage of 48,000 tonnes per year. Will the difference be accounted for by the extension to trade waste as well as domestic waste and the diversion of waste from Harefield and other sites outside of Hillingdon? Given these preliminary calculations, more work is required.

Internal Consultees

Planning Policy (Summary):

The existing Civic Amenity site is listed in Appendix 2 of the Adopted West London Waste Plan (WLWP) as an existing waste facility. Policy WLWP 3 (Location of Waste Development) states that waste development proposals on existing waste management sites will generally be supported, provided the proposals comply with the development plan for the area.

The Old Coal Yard site is currently identified as an Industrial Business Area (IBA) in the Council's Unitary Development Plan Saved Policies document. This designation is subject to the provisions of policy LE2 in this document, which was retained following the adoption of the Local Plan Part 1 in November 2012. The proposed Civic Amenity site is consistent with the uses that are listed in policy LE2 as being acceptable in IBAs.

Policy SA37 in the emerging Local Plan Part 2 Site Allocations and Designations document identifies the Former Coal Depot, Tavistock, Yiewsley as a site that is suitable for mixed-use development. The Civic Amenity facility occupies a proportion of the proposed allocation and subject to suitable mitigation, it may be possible for residential development to come forward elsewhere on the Coal Depot site.

In any event, it is anticipated that the proposed allocation would not be implemented until the end of the plan period, after the proposed 5 year consent for the Civic Amenity site has expired.

Highway Engineer:
Site Characteristics

Entry and exit to the development site is gained via an internal access road that connects to Tavistock Road at a currently uncontrolled junction. Just 50 metres east of this junction Tavistock Road intersects with High Street Yiewsley. This access road provides the only means of access to the site. The driveway joins Tavistock Road at an acute angle making right turns into the site and left turns out of the site difficult.

The internal access road is measured approximately 150 metres from the Tavistock Road junction; this provides capacity for up to 25 vehicles to wait in a queue at times of high demand.

Travel choice

Given that the development will be used by residents to deposit waste, much of which will be bulky, it is very likely that most visitors will arrive by private car. Nevertheless, the site does offer good connectivity to the local public transport network. This provides people working at the site with travel choice helping to reduce their reliance on the private car for trip making.

West Drayton station is nearby providing trains to Central London and Reading as well as interchange with numerous bus services including:-

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

The site has a PTAL of 3 indicating that the site has reasonable access to public transport.

Trip Generation

To build an understanding of the amount of vehicular trips the site is likely to generate the TRICS data base has been interrogated. TRICS is the 'industry standard' national database of trip generation. This works by selecting a comparable site from the data base in terms development type and location. The most similar site found is situated in Kingston which similar to West Drayton forms part of outer West London. This site is described as being situated in a suburban area and provides work for 9 members of staff, 6 of whom work full time, 3 part time compared to the 7 full time members of staff associated with this application. The Kingston site also has 17 recycling bays compared to The Old Coal Depot's 15 bays. According to TRICS, the time of peak trip generation is 13:00 to 14:00 hours, at this time 44 vehicles arrive at the site. During the full day when the site was open, 09:00 to 16:00 hours, according to TRICS there were 178 arrivals and 174 departures.

The Transport Statement that accompanies this application presents baseline and future traffic flows taken from a Transport Assessment prepared for a site adjacent to the development site dated November 2017. This TA was prepared as part of planning application ref, 24843/APP/2017/2974 for a residential development, referred to as COMAG, situated on Tavistock Road on a site opposite the developments access road. Taking into account this TA which officers validated, together with other evidence provided, the Highway Authority raised no objections.

The TA reports that the peak two-way traffic flows along Tavistock Road was 220 vehicles in the AM Peak and 240 two-way flows in the PM Peak. The TA also mentions that 1,655 vehicles passed through the Tavistock Road/High Street junction in the AM peak hour and 1,689 passing in the PM peak hour. The TA goes on to predict future traffic growth for the year 2022. Using a TEMPRO growth factor of 1.05, the 1,655 vehicles in the AM Peak would increase to 1,738 and the 1,689 vehicles in the PM Peak would increase to 1,773. TEMPRO is the industry standard modelling tool designed to allow users to review road traffic growth actual and forecast based on data supplied by the Department for Transport.

The TA also presents the outputs of a traffic modelling built to test the performance of the Tavistock Road/High Street junction with background traffic growth and committed developments. These results show that that in 2022, even in a worst case scenario the junction would still have adequate capacity allowing it to operate satisfactorily.

Taking into account the modest number of trips, the number of trips that a comparable site on the TRICS data base generated and that the outcome of recent modelling show that with background growth and committed development the junction of Tavistock Road/High Street still operates

satisfactorily in 2022, based on the evidence provided there are no concerns that the development would have a detrimental impact upon road safety or the flow of traffic on the surrounding road network.

In accordance with Council policy, 20% of all staff car parking spaces would have active electric vehicle charging points and 20% passive electric vehicle charging points. A passive electric vehicle charging point is one which has servicing only allowing a charging point itself to be installed relatively easily at a later date.

It is also Council policy that 10% of all car parking spaces should be accessible for disabled people.

It is noted that the application is for a Civic Amenity site that would process no more than 48,000 tonnes per annum of deposited material. It is key to the satisfactory operation of this site that this limit is managed so as not to be exceeded. It is required that is addressed by way of condition.

Conclusion

Taking into account that with the development the junction of Tavistock Road/High Street will continue to operate in 2022, there are no objections to the development on transportation grounds.

Tree/ Landscape Officer:

This site is occupied by a railway yard, formerly operating as a coal depot, situated on an elevated plot, to the west of Yiewsley Town Centre.

The red line area is a relatively small plot within a complex of open storage yards on the whole plateau, located in the north-east corner of the site at the end of an access road.

The existing yard is already contained within a mix of concrete walls and steel palisade fencing.

The north boundary is defined by wooded slopes down to the River Frays, which help to screen the site from the residential properties on Tavistock Road.

The site is bounded to the south by the Great Western Main Line Railway, beyond which is a residential area, Fairway Avenue, which is locally designated as an ASLC.

Due to the operational nature of the site, there are few notable trees, albeit the boundary trees have an important screening function.

There are no TPO's or Conservation Area designations affecting the site.

The site overlooks the Green Belt and a Nature conservation Site of Metropolitan, or Borough Grade 1 Importance.

Comment

No trees or other vegetation will be affected by the proposal.

The proposed character and appearance of the area will be little changed with the proposed use of the concrete storage yards contained by existing boundary treatments.

One important consideration for the management of amenity sites is the control of wind-borne litter. Wherever there are no solid perimeter barriers (such as palisade fencing the inner face should be lined with netting or a solid timber fence to contain all litter within the site.

No landscape proposals have been suggested for this 5 year temporary permission. However, there may be incidental areas available for planting, such as at the site entrance.

Any opportunities for landscape enhancement should taken in accordance with saved policy BE38.

Recommendation

No objection subject to conditions COM9 (parts 1, 2 and 4)

Sustainability Officer:
Comments on the Civic Amenity Site:

1 - Drainage

The drainage from the site is not entirely clear. There are clear linkages towards the Frays River. It is accepted the site will not increase runoff but what runoff there is needs to be managed appropriately. The following condition is necessary:

Condition

Prior to the commencement of development full details of the surface water drainage regime shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme needs to detail clearly the methods to prevent contaminated runoff from entering controlled waters as well as the details of discharges, including locations and rates. The development must proceed in accordance with the approved scheme.

Reason

To protect water quality in accordance with Policy EM8 of the Local Plan

2 - Air Quality

The site is within an air quality management plan but no traffic concerns have been reported to the air quality team. Assuming no traffic concerns the following informative is necessary:

The applicant should consider measures to encourage the use of low emission vehicles through measures such as prioritisation of services for electric vehicles. The applicant should also consider setting restrictions on the HGVs using the facility to Euro V and Euro VI standards.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application seeks an intensification of use of the existing Civic Amenity site from the current two days (one weekend) per month to allow its full time operation for a temporary period.

The NPPF sets out the Core Planning Principles which should underpin both plan-making and decision-taking. This includes proactively driving and supporting sustainable economic development and supporting the transition to a low carbon future, and encouraging the reuse of existing resources. The Government also encourages the effective use of land by utilising brownfield land.

With regard to delivering sustainable development, paragraph 21 states that investment in business should not be over burdened by the combined requirements of planning policy expectations. In addition, paragraph 22 goes on to state that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

Chapter 4 on promoting sustainable transport states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Paragraph 32 sets out that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The Government's Planning Practice Guidance provides guidance on waste management

issues and sets out the circumstances when unallocated sites can be used for waste related development (i.e. sites that are not allocated for that use in a Local Plan document). It states that there may be significant changes in, for example, technological impact and land ownership that occur over a short period of time and provide opportunities that were not anticipated. In the case of waste disposal facilities, applicants should be able to demonstrate that the envisaged facility will not undermine the waste planning strategy through prejudicing movement up the Waste Hierarchy. If the proposal is consistent with an up to date Local Plan, there is no need to demonstrate 'need'.

Policy 5.17 of the London Plan relates to waste capacity and states that:

"A The Mayor supports the need to increase waste processing capacity in London. He will work with London boroughs and waste authorities to identify opportunities for introducing new waste capacity, including strategically important sites for waste management and treatment, and resource recovery parks/consolidation centres, where recycling, recovery and manufacturing activities can co-locate.

Planning decisions

B Proposals for waste management should be evaluated against the following criteria:

a locational suitability (see LDF preparation paragraphs F and G below)

b proximity to the source of waste

c the nature of activity proposed and its scale

d minimising waste and achieving high reuse and recycling performance

e achieving a positive carbon outcome of waste treatment methods and technologies (including the transportation of waste, recyclates and waste derived products) resulting in greenhouse gas savings. Facilities generating energy from waste will need to meet, or demonstrate that steps are in place to meet, a minimum CO₂eq performance of 400 grams of CO₂eq per kilowatt hour (kwh) of electricity produced. Achieving this performance will ensure that energy generated from waste activities is no more polluting in carbon terms than the energy source it replaces (see paragraph 5.85 below).

f the environmental impact on surrounding areas, particularly noise emissions, odour, air quality and visual impact and impact on water resources

g the full transport and environmental impact of all collection, transfer and disposal movements and, in particular, the scope to maximise the use of rail and water transport using the Blue Ribbon Network.

The following will be supported:

h developments that include a range of complementary waste facilities on a single site

i developments for manufacturing related to recycled waste

j developments that contribute towards renewable energy generation, in particular the use of technologies that produce a renewable gas

k developments for producing renewable energy from organic/biomass waste.

C Wherever possible, opportunities should be taken to provide combined heat and power and combined cooling heat and power.

D Developments adjacent to waste management sites should be designed to minimise the potential for disturbance and conflicts of use.

E Suitable waste and recycling storage facilities are required in all new developments.

LDF preparation

F Boroughs must allocate sufficient land and identify waste management facilities to provide capacity to manage the tonnages of waste apportioned in this Plan. Boroughs may wish to collaborate by pooling their apportionment requirements.

G Land to manage borough waste apportionments should be brought forward through:

a protecting and facilitating the maximum use of existing waste sites, particularly waste transfer facilities and landfill sites

- b identifying sites in strategic industrial locations (see Policy 2.17)
 - c identifying sites in locally significant employment areas (see Policy 4.4)
 - d safeguarding wharves (in accordance with policy 7.26) with an existing or future potential for waste management.
- H If, for any reason, an existing waste management site is lost to non-waste use, an additional compensatory site provision will be required that normally meets the maximum throughput that the site could have achieved."

In terms of local planning policy the site is currently located within a designated Industrial and Business Area (IBA). However, as noted below, the emerging Local Plan Part 2 proposes that this designation is removed and the site is allocated for mixed use development. Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), seek to retain land within these areas for B1, B2, B8 and appropriate sui generis uses.

Policy LE1 of the Local Plan Part 2 states that:

"All proposals for industry (B2), warehousing (B8) and business (B1) development will be assessed by taking into account other policies of this plan and, where appropriate, the following considerations:-

- (i) whether the proposal conflicts with the local planning Authority's overall objective of securing the development or regeneration of an area;
- (ii) outstanding unimplemented planning permissions, development under construction and vacant floorspace elsewhere in the plan area;
- (iii) the availability and capacity of public transport facilities to serve proposals for employment intensive uses;
- (iv) the ability of the road system, as existing or taking due Account of committed improvements, to accommodate at normal peak hours the additional traffic generated;
- (v) whether any proposal for major development will create unacceptable demands for other land to be developed (for example, to provide for new housing or community facilities);
- (vi) the provision for access by people with disabilities and other accessible facilities both to and within buildings."

Policy LE2 requires that IBAs are designated for Business, Industrial and Warehousing purposes (Use Classes B1 - B8) and for Sui Generis uses appropriate in an industrial area. The proposal has a sui generis use which are generally considered appropriate within an IBA. As such the proposal is considered to comply with Policy LE2.

The West London Waste Plan (WLWP) was adopted in July 2015 and covers the London Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond upon Thames. The Plan provides an up-to-date policy framework to assess planning applications for waste management facilities. Principally, it identifies sufficient sites for waste management facilities to satisfy the waste apportionment targets established in the London Plan and the site allocations are supplemented by development management policies. However, Civic Amenity/household waste does not form part of the WLWP's apportionment and therefore the WLWP does not identify sites suitable for this type of waste. The Old Coal Yard site is only identified in Appendix 2 as providing an existing temporary Household Waste and Recycling Centre (HWRC).

Policy EM11 of Local Plan Part 1 (Strategic Policies) states that the Council will aim to reduce the amount of waste produced in the Borough and work in conjunction with its partners in West London, to identify and allocate suitable new sites for waste management

facilities within the West London Waste Plan to provide sufficient capacity to meet the apportionment requirements of the London Plan, which is 294 thousand tonnes per annum for Hillingdon by 2026. Whilst the household waste and civic amenity use is not captured in the 294 thousand tonne requirement, the Council is required to reduce and manage waste and this would be delivered by the proposed use of this site over the future 5 year period.

Hillingdon's emerging Local Plan Part 2 consists of the Development Management Policies, Site Allocations and Designations and Policies Map. The Revised Proposed Submission version of the Site Allocations and Designations document identifies the Old Coal Yard site for a mix of residential and B1 uses, including SME workshops.

Having regard to the various policy documents outlined above, it is considered that the proposal would not be contrary to adopted or emerging policy providing that the use was only temporary.

7.02 Density of the proposed development

Not applicable to this type of development.

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

The site does not form part of a conservation area or an area of special local character or sited close to such areas so that their characters would be adversely affect and it also does not contain any listed buildings.

The site does form part of an Archaeological Priority Area. The Greater London Archaeology Advisory Service have been consulted and they advise that although the site does lie within an Archaeological Priority Area, this development is unlikely to have a significant impact on archaeological remains and they do not consider that any further assessment or conditions are necessary.

7.04 Airport safeguarding

As the proposal does not involve any new buildings, no airport safeguarding issues are raised by this application.

7.05 Impact on the green belt

Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated.

The nearest part of the Green Belt adjoins the railway line which runs along the northern boundary of the site. The proposal does not involve any new buildings, but it will involve the more intensive use of waste containers and skips. However, the Green Belt is well screened from the site by the railway and the wooded landscaped area along its northern boundary and access to the site is not gained through the Green Belt. As such, it is considered that the scheme would not material injure the visual amenities of the Green Belt, in compliance with Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

A clause in the landscaping condition has been added to ensure that the wooded landscaped area within the site is adequately maintained.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed.

The site is already in use as a Civic Amenity Area, albeit less intensively than the usage proposed. This is an industrial site which is not particularly visible from surrounding roads and is surrounded by similar open yard areas. The site is also contained by existing boundary treatments. As such, the proposal will not be out of keeping with the character of the area.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity, loss of light and loss of privacy.

There are no residential properties that directly abut the site. To the north, the nearest residential properties are in Merrivale Mews, off Tavistock Road some 50m away from the northern boundary of the application site. The closest properties to the site to the south are in Weirside Gardens, some 90m away. The development would be separated from surrounding residential properties on all sides by railway lines, including the Great Western Mainline in the south. This relationship and the separation distances involved are considered adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of dominance or loss of light.

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise are dealt with elsewhere in this report.

7.09 Living conditions for future occupiers

Not applicable to this commercial development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

London Plan (March 2016) policy 5.17 states that proposals for waste management should be evaluated against the full traffic impact of all collection, transfer and disposal movements.

Policy 6.3 notes that Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. It also requires that development should not adversely affect safety on the transport network

Local Plan requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states that the LPA will not grant permission for developments whose traffic generation is likely to (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety.

A Transport Statement dated February 2018 has been submitted which has been reviewed by the Council's Highways Engineer.

The Highway Engineer advises that given the nature of the use, with residents depositing waste, much of which will be bulky, it is very likely that most visitors will arrive by private car. Nevertheless, the site does offer good connectivity to the local public transport network which would allow people working at the site to reduce their reliance on the private car for trip making.

The Highway Engineer advises that trip generation of the proposal has been calculated by using the TRICS data base which is the 'industry standard' national database of trip generation. This works by selecting a comparable site from the data base in terms of development type and location. The most similar site found is situated in Kingston which is similar to West Drayton and forms part of outer West London. This site is described as being situated in a suburban area and provides work for 9 members of staff, 6 of whom work full time, 3 part time compared to the 7 full time members of staff associated with this application. The Kingston site also has 17 recycling bays compared to The Old Coal Depot's 15 bays. According to TRICS, the time of peak trip generation is 13:00 to 14:00 hours, at this time 44 vehicles arrive at the site. During the full day when the site was open, 09:00 to 16:00 hours, according to TRICS there were 178 arrivals and 174 departures.

The Transport Statement that supports this application presents baseline and future traffic flows taken from a Transport Assessment prepared for a site adjacent to the development site dated November 2017. This TA was prepared as part of planning application ref, 24843/APP/2017/2974 for a residential development, referred to as COMAG, situated on Tavistock Road on a site opposite the site's access road. Taking into account this TA which officers validated, together with other evidence provided, the Highway Authority raised no objections to the adjoining residential development.

The TA on the adjoining site reports that the peak two-way traffic flows along Tavistock Road was 220 vehicles in the AM Peak and 240 two-way flows in the PM Peak. The TA also mentions that 1,655 vehicles passed through the Tavistock Road/High Street junction in the AM peak hour and 1,689 passed in the PM peak hour. The TA goes on to predict future traffic growth for the year 2022. Using a TEMPRO growth factor of 1.05, the 1,655 vehicles in the AM Peak would increase to 1,738 and the 1,689 vehicles in the PM Peak would increase to 1,773 (TEMPRO is the industry standard modelling tool designed to allow users to review road traffic growth actual and forecast based on data supplied by the Department for Transport).

The Highway Engineer goes on to advise that the TA on the adjoining site also presented the outputs of traffic modelling undertaken to test the performance of the Tavistock Road/High Street junction with background traffic growth and committed developments. This predicts that 1773 vehicles would pass through the junction in the afternoon peak hour and the additional 23 vehicles generated by the proposed use would not be viewed as significant. As regards the morning peak, the additional traffic would be less than 2% of the total passing through the junction which is not significant. These results show that that in 2022, even in a worst case scenario the junction would still have adequate capacity allowing it to operate satisfactorily.

The Highway Engineer concludes that taking into account the modest number of trips, the number of trips that a comparable site on the TRICS data base generated and that the outcome of recent modelling show that with background growth and committed development the junction of Tavistock Road/High Street would still operate satisfactorily in 2022, based on the evidence provided there are no concerns that the development would have a

detrimental impact upon road safety or the flow of traffic on the surrounding road network.

7.11 Urban design, access and security

It is not considered that with the provision of palisade fencing, the development would result in any security issues, safety concerns or anti-social behavior. Any of these issues resulting from the proposed use would largely be controlled and dealt with under legislation outside of planning controls.

Urban design and access are dealt with in other section of the report.

7.12 Disabled access

The proposal is for a temporary Civic Amenity Site.

A condition is recommended to ensure that 10% of the car parking spaces satisfy disability standards in order to accord with the Council's standards.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting wherever it is appropriate.

The Council's Trees and Landscape Officer has assessed the application and advises that due to the operational nature of the site, there are few notable trees on site and there are no Tree Preservation Orders or other designations affecting the site. However, there are boundary trees which provide an important screening function.

The Tree Officer goes on to advise that no trees or other vegetation will be affected by the proposal and that the character and appearance of the area will be little changed with the proposed use of the concrete storage yards contained by existing boundary treatments.

One important consideration for the management of amenity sites is the control of wind-borne litter.

Wherever there are no solid perimeter barriers (such as palisade fencing) the inner face should be lined with netting or a solid timber fence to contain all litter within the site.

No landscape proposals have been suggested for this 5 year temporary permission. However, there may be incidental areas available for planting, such as at the site entrance. Any opportunities for landscape enhancement should taken in accordance with saved policy BE38.

The officer's recommended landscape condition forms part of the officer recommendation.

7.15 Sustainable waste management

This proposal is situated on a site already in waste management since 2009. The site offers a disposal or recycling route for household waste and trade waste that cannot be collected as part of the usual weekly waste collection service and are provided by the Council under the auspices of the Refuse Disposal (Amenity) Act 1978. If any particular waste cannot be recycled then the Civic Amenity Site operations can ensure it is appropriately disposed of. The proposed rationalisation of the site will enable the facility to continue providing the necessary means to ensure that the Borough can make a full contribution to sustainable

waste management, both within the Authority's administrative boundary and toward London's self-sufficiency aspirations, in compliance with relevant London Plan Policies for up to 5 years until permanent solutions can be found.

7.16 Renewable energy / Sustainability

This is an application for the continued temporary use of an existing Civic Amenity site, which will help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource.

7.17 Flooding or Drainage Issues

The Council's Sustainability Officer advises that the drainage from the site is not entirely clear. There are clear linkages towards the Frays River. It is accepted that the site will not increase runoff but what runoff there is needs to be managed appropriately.

The officer recommends a condition requiring the submission of a surface water drainage scheme which forms part of the officer's recommendation.

7.18 Noise or Air Quality Issues

Noise Issues

Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated. The site will be used generally in a similar manner to the existing situation and the proposals are not anticipated to result in any significant changes to noise levels at the site.

Additional noise impacts associated with the construction phase are anticipated to be negligible.

The operational activities and traffic movements associated with the operational phase of the site are not anticipated to generate any noise impact, over and above the noise levels generated by the existing use of the Civic Amenity site.

Air Quality

Given the nature of the use, the vast majority of vehicle trips would be by private car. As the full time operation of this facility is likely to reduce the need for residents south of the Uxbridge town centre to travel to the Harefield Civic Amenity site and with the extended hours, reduce queuing, it is likely that overall, the proposal would not be detrimental to overall air quality in terms of nitrous emissions.

An informative has been added as advised by the Sustainability Officer which advises that consideration should be given to the use of low emission vehicles.

As regards odours and dust generation, the site would be managed in accordance with the Environment Agency's Permit for the site which lays down strict conditions on how the site shall be managed in order to control such matters as odour and smell generation. The Environment Agency raise no objections to the proposal, although they do advise that the Permit is required to be in the Council's name and an informative has been added to advise that this needs to be done.

7.19 Comments on Public Consultations

The petitioner comments have been considered in the main report.

As regards the individual responses, points (i) - (xi), (xiii), (xvii) to (xx), (xxii) to (xxvii), (xxxi), (xxxii) (xxxvi), (xxxviii) to (xxxxi) and (xxxiii) to (xxxv) have been dealt with either directly or indirectly in the officer's report. As regards point (xii), the 48,000 tonne limit is the maximum limit that the site would be allowed to handle, the day to day volume that the site would handle would be likely to be much less. As regards point (xiv), proposal is likely to result in the reduction in the use of the borough's roads. As regards point (xv) no objections have been received from Network Rail and the site operates safely at present. As regards point (xvi), and the aggregates depot, a safeguarded rail sidings assessment is not needed as they are safeguarded in the Local Plan Part 2. It is not considered that the proposed use would in any way impede the use of the Tarmac site. As regards vermin, (point (xxi)) the nature of the waste, being largely inert householder and green garden waste is unlikely to attract vermin, but pest control is a matter for environmental health legislation. In terms of points (xxviii) and (xxix), the level of consultation undertaken on the application, with 85 neighbouring properties and 14 site notices being displayed is considered to be commensurate with the scale and type of development proposed. Consultation responses are taken into account up until the time that a decision is made on the application. As regards point (xxx), site notices were displayed around the site, including at the site entrance. In terms of points (xxxiii), (xxxiv) and (xxxvii), the points are noted but the Local Planning Authority has to consider each application that is presented to it on its individual merits. Point (xxxv) is noted but need to make provision for recycling facilities is also an important consideration. As regards point (xxxii), it has been conditioned that the trade waste element shall not exceed 10,000 tonnes of the overall 48,000 tonnes per annum. Points and (xxxvi) to (xxxviii) are noted.

7.20 Planning obligations

The scale of the development does not give rise for the need for planning obligations.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

There are no other issues raised by this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

It is considered that the extension of the operation of an existing Civic Amenity Site from 28 days per year to full time operation for a temporary 5 year period is acceptable on this IBA site. Although there have been two refusals of planning permission for the redevelopment of the much larger Coal Yard site to provide a materials recovery and recycling facility and Civic Amenity Site, these proposals were for a much larger and intensive operation that involved greater waste tonnages and HGV movements. Reasons for refusal on both these applications included inadequate information as regards the traffic impacts and the access which involves using an open level crossing. By comparison, this is for a much smaller scheme that will not involve the same level of impact. The Council's Highway Engineer has assessed the access and concludes that it will be able to serve the development now and into the future. Given the nature of the site and its relationship with surrounding residential properties and the management regime that would have to operate in order to comply with the Environmental Agency's Permit for the site, it is also considered that the site would not generate noise, dust and odours that would be likely to adversely affect the amenities of

surrounding residents.

The application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (March 2012)

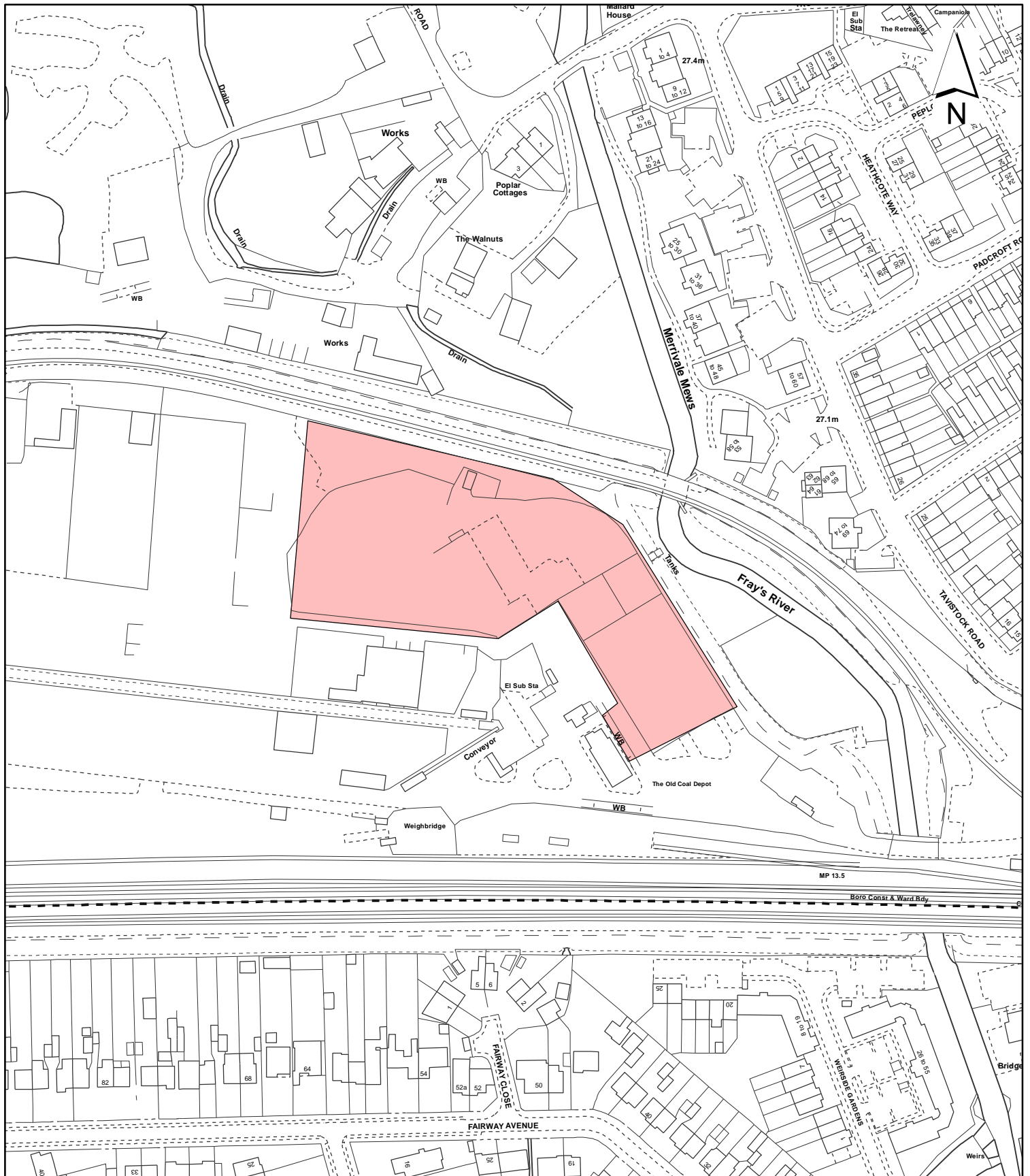
London Plan (March 2016)

Hillingdon Local Plan (November 2012)

West London Waste Plan (July 2015)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Civic Amenity Site

Planning Application Ref:
18736/APP/2018/628

Planning Committee:
Major Page 39

Scale:
1:2,000

Date:
May 2018

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



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Report of the Head of Planning, Transportation and Regeneration

Address H.P.H.3. HYDE PARK HAYES MILLINGTON ROAD HAYES

Development: Prior approval change of use from office (Class B1(A)) to residential (Class C: to provide 157 units

LBH Ref Nos: 67702/APP/2018/920

Drawing Nos: GA. 1201 Rev. E
GA.1205
GA.130C
GA.1301
GA.1302
GA.1303
GA.1304
GA.1305
GA.1306
Noise Report
GA.1307
GA.140C
GA.1358
GA.1308 Rev. C
GA.131C
GA.1311
GA.1312
GA.1313
GA.1314
GA.1315
GA.1401
Planning Statement
Phase 1 Environmental Assessment
Flood Risk Assessment
Transport Statement

Date Plans Received: 13/03/2018 **Date(s) of Amendment(s):**

Date Application Valid: 13/03/2018

1. **SUMMARY**

This application seeks prior approval for the conversion of the existing office building Hyde Park Hayes 3 to provide 157 individual residential units (155 x studios and 2 x 1 bed). A total of 135 car parking spaces, would be provided to serve future occupants. The spaces will be located within the existing surface car parks and hard surfaced parking areas which serve the existing and surrounding buildings. Facilities for the secure storage of cycles will also be provided within the existing service store building.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted

Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Section 106 Legal Agreement, prior approval is not required.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to confirm Prior Approval is Not Required subject to:

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

1. A full travel plan shall be submitted to and approved by the Local Planning Authority to be in general accordance with submitted 'Travel Plan Framework'. The approved Travel Plan shall be implemented upon occupation and subject to annual review thereafter.

2. An obligation to secure £5,000 towards auditing the Travel Plan for 5 years.

3. An obligation to secure a £20,000 bond to be used by the Council to deliver the measures contained in the Travel Plan in the event of the developer failing to do so. This will be retained by the Council for 5 years. Providing the developer implements all measures contained in the Travel Plan then the bond will be returned with any interest accrued.

4. An obligation to secure £60,000 towards works to improve the safety and convenience with which occupiers of the site can walk or cycle to Hayes and Harlington Station Elizabeth Line (Crossrail) station.

5. An obligation to prevent future residents from applying for parking permits, season tickets and car park permits in existing and future expansion of Parking Management Scheme in Hayes.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the review and preparation of the Unilateral Undertaking 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 25th May 2018 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the highways necessary as a consequence of demands created by the proposed development. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

E) That subject to the above, the application be deferred for determination by the Head of Transportation and Regeneration 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, Transportation and Regeneration prior to issuing the decision.

1 NONSC Contamination Condition

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

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

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

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

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

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

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

REASON:

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

2 NONSC Non Standard Condition

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

REASON

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

3 NONSC Non Standard Condition

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON

To ensure that the amenity of occupiers of the development site is not adversely affected by noise in accordance with policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4 NONSC Non Standard Condition

Prior to occupation of the development, a Parking Allocation Plan relating to the 135 car parking spaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the 135 car parking spaces shall be for residential use of the flats

hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (March 2016).

3. CONSIDERATIONS

3.1 Site and Locality

The 0.60 ha application site lies some 850 metres to the south west of the Hayes town centre, just to the south of the Great Western mainline and is located on the south eastern side of the A437 North Hyde Road, immediately to the east of its roundabout junction with Dawley Road and Bourne Avenue. It comprises a seven storey 'L'-shaped office block and surrounding car parking areas to the north and east of the building.

The building forms part of the commercial estate known as Hyde Park, Hayes Business Park and includes commercial and industrial buildings to the south and east of the site. On the opposite side of North Hyde Road, immediately to the north of the application site and adjacent to the roundabout is a distribution/ storage building and there are traditional residential areas to the west and further to the east along the northern side of North Hyde Road.

The site forms part of the Millington Road Industrial and Business Area (IBA) and also forms part of an Air Quality Management Area. The area also forms part of the Hayes/ West Drayton Corridor.

3.2 Proposed Scheme

This application seeks prior approval for the conversion of the existing office building to provide 157 individual residential units (155 x studios and 2 x 1 bed). A total of 135 car parking spaces, would be provided to serve future occupants. The spaces will be located within the existing surface car parks and hard surfaced parking areas which serve the existing and surrounding buildings. Facilities for the secure storage of cycles will also be provided within the existing service store building.

This scheme differs from the previous prior approval application in that the application site boundary has been enlarged so that it includes more surface parking, increasing from 63 spaces from the previous application to the currently proposed 135 spaces.

Swept paths have also been provided to demonstrate that refuse vehicles can access the bin storage area.

Also, 170 cycle parking spaces are proposed which equates to 1.08 spaces per unit. These are to be located in the existing plant/ storage building which would be secured and covered.

3.3 Relevant Planning History

Comment on Relevant Planning History

72360/APP/2016/4122 - A prior approval application for a change of use of the building from

office (Class B1(A)) to residential (Class C3) to provide 157 units was refused on 5/1/17 for the following reasons:-

1. The proposed development does not constitute permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2016 (as amended) as the application has failed to demonstrate that sufficient off street parking would be provided and therefore the development is considered to result in substandard car parking provision, significantly below the Council's approved car parking standard and likely to result in significant over-spill parking on the surrounding highway, leading to situations prejudicial to highway and pedestrian safety.

2. The proposed development does not constitute permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2016 (as amended) as the application fails to demonstrate adequate provision for the storage and collection of refuse and therefore that the proposed development would not result in the stopping and waiting of refuse vehicles on the adjacent highway, to the detriment of the free flow of traffic, leading to conditions prejudicial to road safety.

3. The proposed development does not constitute permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2016 (as amended) as the proposal does not provide sufficient secure and covered cycle storage to meet the requirements of the proposed development contrary to Council and London Plan policies to encourage sustainable modes of transport and to the Council's cycle parking standards.

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.EM6 (2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

NPPF National Planning Policy Framework

LPP 5.12 (2016) Flood risk management

LPP 6.3 (2016) Assessing effects of development on transport capacity

LPP 6.9 (2016) Cycling

LPP 6.13 (2016) Parking

LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

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

	area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **27th April 2018**

6. Consultations

External Consultees

Consultation letters were sent to 3 adjoining properties and the application was also advertised by way of 2 site notices which were displayed on the adjoining main road frontages on 5/4/18 with a closing date of 27/4/18. No responses have been received.

Internal Consultees

Highway Engineer:

The development site is located at the north-western section of the Hyde Park Hayes estate which includes multiple use class facilities including a hotel, office buildings, retail and residential units. The site includes multiple points of access through Millington Road via North Hyde Road (A437) to the north and Station Road (A437) to the east. The Site is also accessed towards the west of the site via the 4-arm Dawley Road roundabout which links south to Harlington.

I note the wider highway network provides access routes to the M4 (which runs east-west) via Dawley Road and Shepiston Lane.

Prior to the submission of this scheme the London Borough of Hillingdon as Highway Authority provided informal comments and advice in a response dated 17th November 2017. This pertained to matters such as parking, trip generation and refuse collection.

You will be aware that this application seeks planning consent for prior approval of change of use from an existing office building to 157 units (155 studio plus 2 x 1 bed units). Having assessed the submitted information I have the following observations.

Vehicle Trip Generation

To determine both the existing and proposed number of trip rates associated with the development, the applicant has carried out an interrogation of the TRICS (Trip Rate Information Computer System)

database.

I note that a number of selected sites are situated within Inner London, which is not considered comparable as the application site is located on the outer fringes of Greater London. To address this, the applicant has since provided additional trip rate assessments which include two additional scenarios comprising the removal the inner London sites and Outer London sites with PTAL 3-5 only

All three approaches confirm that there will be net a reduction in the level of trip rates to be associated with the site, but a different pattern of traffic movements would take place throughout the day. On this basis, The London Borough of Hillingdon is satisfied with the assessments.

Parking Provision

The Hyde Park Hayes estate benefits from 1,055 (no) car parking spaces across the whole site. Of these 671 (no) are allocated to specific occupiers, the balance of 384 (no) are unallocated. However, these ratios will change as part of the committed Premier Inn development (Reference, 22632/APP/2016/2369) currently under construction. Seventy two of the unallocated spaces will be allocated to the new hotel as guest overspill spaces leaving 312 (no) spaces unallocated across the whole estate.

The proposed development would have 135 (no) car parking spaces for residents, 70 (no) of which are already allocated spaces within the site boundary. The balance of 65(no) spaces, would be newly allocated spaces taken from the 312 unallocated spaces with committed development. This leaves a new balance of 247 (no) spaces unallocated; 808 (no) spaces allocated. As part of the new development the number of unallocated spaces would fall from 312 to 247 a drop of 21%, nevertheless 23% of spaces across the whole estate would still be unallocated. This is considered more than sufficient to cater for likely parking demand.

The 72 (no) Premier Inn allocated spaces and 65 (no) development new allocated spaces are all situated in a car park near both developments. Similar to the Car Parking Management Plan submitted with the Premier Inn development - which allocated 72 (no) spaces to guests, it should be conditioned that a Car Parking Management Plan submitted as part of this development should confirm that 65 spaces will be allocated exclusively to residents.

Provision for electric vehicles is provided in accordance with The London Plan. Of the 135 (no) parking spaces, 27 (no) spaces will have active electric vehicle charging points and 27 (no) will be passive spaces.

I note that 170 (no) cycle parking spaces are proposed which equates to 1.08 spaces per unit. These are to be located in secured and covered cycle storage.

Service Provision

In terms of refuse and servicing provision for the residential use, the Transport Statement mentions that this will take place as per the existing arrangement whereby refuse vehicles access the site via Millington Road. I note the on-site servicing strategy has been discussed and agreed in principle with Hillingdon Council's Waste Team.

The submitted TS has undertaken Swept Path analysis drawings demonstrating that a 10.5 metre refuse vehicle is able to access the bin store at the required 10.0 metre collection distance. The London borough of Hillingdon is satisfied with this arrangement.

Mindful of the above, the London Borough of Hillingdon does not have any objections and requests that the following obligations are requested.

Obligation

- A full travel plan shall be submitted to and approved by the Local Planning Authority to be in general accordance with submitted 'Travel Plan Framework'. The approved Travel Plan shall be implemented upon occupation and subject to annual review thereafter.
- An obligation to secure £5,000 towards auditing the Travel Plan annually for 5 years.
- An obligation to secure a £20,000 bond to be used by the Council to deliver the measures contained in the Travel Plan in the event of the developer failing to do so. This will be retained by the Council for 5 years. Providing the developer implements all measures contained in the Travel Plan then the bond will be returned with any interest accrued.
- An obligation to secure £60,000 towards works to improve the safety and convenience with which occupiers of the site can walk or cycle to Hayes and Harlington Station Elizabeth Line (Crossrail) station.

Environmental Health Officer (Noise):

Having looked through the submitted information there are considerations around environmental noise and vibrations with this development. These can be dealt with via conditions and I suggest the following if you are mindful of granting this application.

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

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

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use
- the site is or forms part of a military hazard area;

- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for standard planning permission.

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

Not applicable as this is not an application for standard planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for standard planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for standard planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for standard planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for standard planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for standard planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for standard planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer has carefully reviewed the proposals. It is considered that the revised scheme overcomes the 3 previous reasons for refusal whilst there would still be sufficient non allocated parking to serve the surrounding commercial estate. The Highway Engineer also advises on the measures required to mitigate against the detrimental impact of the development. These can be summarised as a requirement for a Travel Plan and a Highways contribution of £60,000. The Applicant has agreed to these obligations which would be secured through a Unilateral Undertaking.

Subject to the completion of the Legal Agreement and proposed condition the Highway's impact of the development is acceptable.

7.11 Urban design, access and security

Not applicable as this is not an application for standard planning permission.

7.12 Disabled access

Not applicable as this is not an application for standard planning permission.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for standard planning permission.

7.14 Trees, landscaping and Ecology

Not applicable as this is not an application for standard planning permission.

7.15 Sustainable waste management

Not applicable as this is not an application for standard planning permission.

7.16 Renewable energy / Sustainability

Not applicable as this is not an application for standard planning permission.

7.17 Flooding or Drainage Issues

A revised Flood Risk Assessment has been submitted with this application. Although the

Council's Water and Flood Management Officer has not commented on the current application, the FRA is almost identical to the previous FRA assessment and presents an identical conclusion. Previously, the Council's Flood Officer advised:-

The site is located within Flood Zone 1. A report considering the flood risk within the site has been submitted with the application.

As the application site is located within a Flood Zone 1 of little or no risk and is not within a Critical Drainage Area, there is insufficient justification to attach a SUDs condition as the proposal does not raise any objection in principle on flooding grounds.

On this basis, the proposal is considered acceptable with regards to flooding and water management, in accordance with strategic policy EM6 of the Local Plan: Part 1 (2012); policy EM6 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); and policy 5.12 of the London Plan (2016).

7.18 Noise or Air Quality Issues

The Council's Environmental Health Officer (Noise) has considered the submitted noise report and advises of the need for 2 conditions to safeguard noise concerns. These form part of the officer's recommendation.

Air Quality Issues are not relevant given that this is a prior approval application where only 4 specific issues can be considered.

7.19 Comments on Public Consultations

No comments have been received.

7.20 Planning obligations

In order to mitigate the impact of the proposals, the following obligations will be sought:

1. A full travel plan shall be submitted to and approved by the Local Planning Authority to be in general accordance with submitted 'Travel Plan Framework'. The approved Travel Plan shall be implemented upon occupation and subject to annual review thereafter.
2. An obligation to secure £5,000 towards auditing the Travel Plan annually for 5 years.
3. An obligation to secure a £20,000 bond to be used by the Council to deliver the measures contained in the Travel Plan in the event of the developer failing to do so. This will be retained by the Council for 5 years. Providing the developer implements all measures contained in the Travel Plan then the bond will be returned with any interest accrued.
4. An obligation to secure £60,000 towards works to improve the safety and convenience with which occupiers of the site can walk or cycle to Hayes and Harlington Station Elizabeth Line (Crossrail) station.
5. An obligation to prevent future residents from applying for parking permits in existing and future expansion of the Parking Management Scheme in Hayes.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

A report considering contamination within the site has been submitted with the application. Although no comments have been received from the Council's Contamination Officer, the

report is a revised report of an earlier version submitted with the previous prior approval application and no significant alterations have been made and the conclusion of the report is identical. The previous report was reviewed by the Council's Environmental Protection Unit who raises no objection to the proposed conversion from office to residential subject to a contaminated land condition being attached to any consent granted. This forms part of the officer recommendation.

Therefore, the proposal is acceptable in regards to contamination, in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.21 of the London Plan (March 2016).

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 Probitary 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

This application seeks prior approval for the conversion of the existing office building Hyde Park Hayes 3 to provide 157 individual residential units (155 x studios and 2 x 1 bed). A total of 135 car parking spaces, would be provided to serve future occupants. The spaces will be located within the existing surface car parks and hard surfaced parking areas which serve the existing and surrounding buildings. Facilities for the secure storage of cycles will also be provided within the existing service store building.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

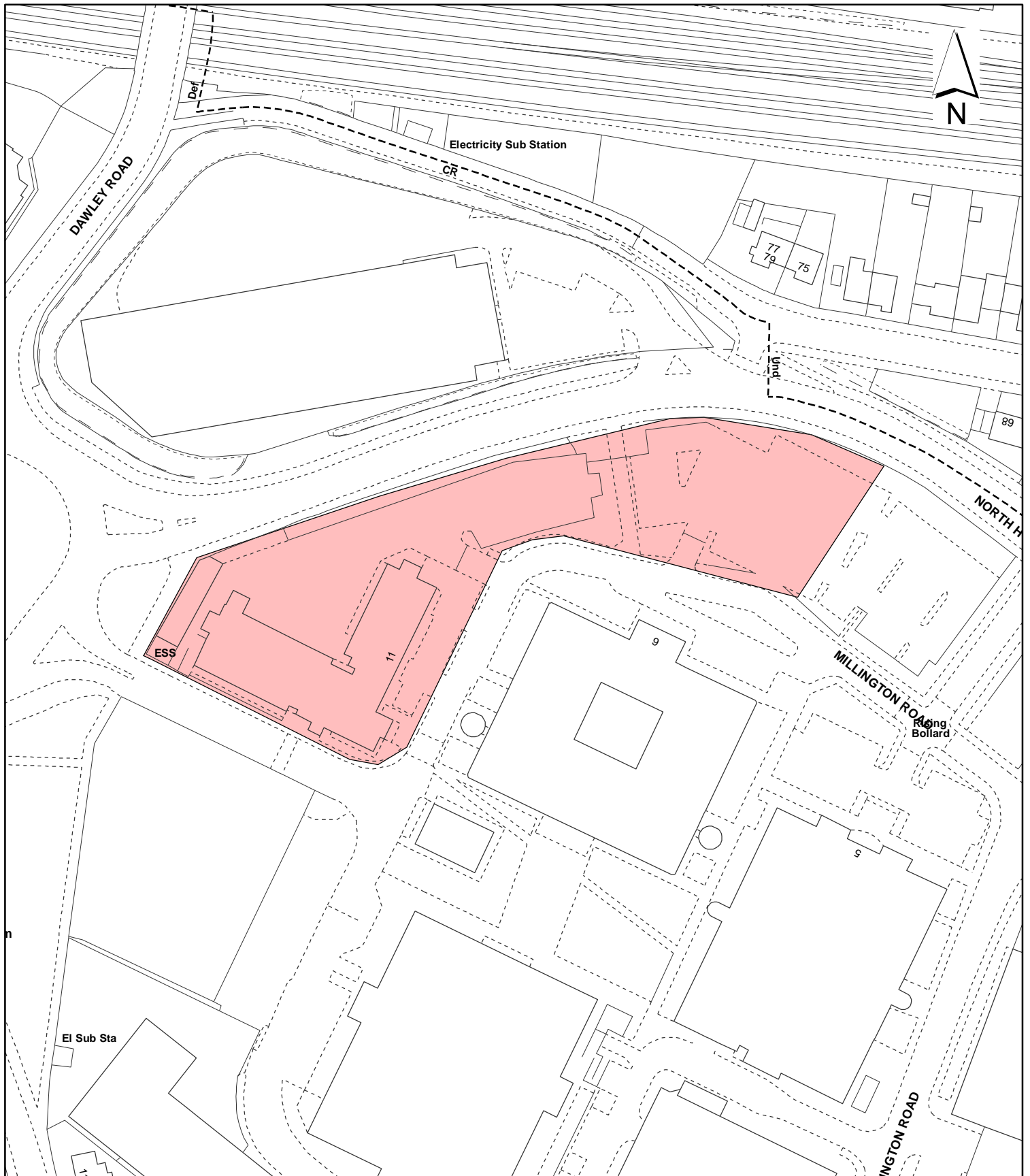
The application has been assessed against the relevant criteria and subject to conditions and the securing of a Travel Plan and highway improvement obligations through a S106/Unilateral Undertaking, prior approval is not required.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Building 3
 Hyde Park
 Hayes**

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

Planning Application Ref:
67702/APP/2018/920

Scale:
1:1,250

Planning Committee:
Major Page 54

Date:
May 2018



Report of the Head of Planning, Transportation and Regeneration

Address MAPLE AND POPLAR DAY CENTRE MAPLE ROAD HAYES

Development: Demolition of vacant Maple and Poplar Day Centre and construction of 34 no. 2 Bed / 4 Person Flats in 2 no. 3 storey new builds.

LBH Ref Nos: 43762/APP/2018/396

Drawing Nos: Maple and Poplar- Design and Access Statement-AI
PL 03 - Existing Site Survey-Afi
PL 10 - Proposed Site Plan-Afi
PL 11 - Proposed Ground Floor Plan-A
PL 12 Rev A - Proposed First Floor Plan-A
PL 13 - Proposed Second Floor Plan-A
PL 14 Rev A - Proposed Roof Plan-A
L8331-2D Topographical Survey - SHEET 1 OF 2
L8331-2D Topographical Survey - SHEET 2 OF 2
PL 01 - Site Location Plan-Afi
PL 15 Rev A - Proposed Elevations - Block A-A
PL 22 - Proposed Views-AI
PL 04 - Existing Elevations-A
29071 Maple and Poplar _ Drawing Issue Sheet-A
PEA_Maple Road Hayes Final Jan 2018
PL 16 Rev A - Proposed Elevations - Block A-A
PL 21 - Proposed Materials-A
PL 17 Rev A - Proposed Elevations - Block B-Afi
PL 18 Rev A - Proposed Elevations - Block B-A
PL 19 - Proposed Sections-Afi
PL 20 - Proposed Sections-Afi
PL24 Proposed Wheelchair Accessible Flat
PL23 Proposed Wheelchair Accessible Flat

Date Plans Received: 01/02/2018

Date(s) of Amendment(s):

Date Application Valid: 13/03/2018

1. SUMMARY

The proposal involves the demolition of the two existing single-storey former day centre buildings and replacement with two 3-storey blocks of flats, accommodating a total of 34 residential units (100% affordable housing) positioned around a central car parking area.

The existing site access from Maple Road would be utilised.

2. RECOMMENDATION

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

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:

NON - MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

100% Affordable Housing.

(ii) Restriction on Parking Permits for future residents

MONETARY CONTRIBUTIONS:

(i) CARBON EMISSION OFFSETTING

Contribution of £54, 360

(ii) CONSTRUCTION TRAINING:

Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs or an on-site programme.

(iii) TRAVEL PLAN:

To include £20,000 Bond

(iv) PROJECT MANAGEMENT & MONITORING FEE:

5% of total monetary 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 and Enforcement 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 Transportation and Regeneration 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 lan

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:- PL 10, PL 11, PL 12 Rev A, PL 13, PL 14 Rev A, PL 01, PL 15 Rev A, PL 22, PL 16 Rev A, PL 21, PL 17 Rev A, PL 18, PL 19, PL 20, PL 23 and PL 24 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

4 COM5 General compliance with supporting documentation

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

Transport Statement;
Design & Access Statement;
Primary Ecological Appraisal;
Noise Survey and Assessment Report - PC-17-0245-RP2 Rev A;
Air Quality Assessment;
Overheating Assessment;
Energy Statement;
Flood Risk Assessment - EPG-8798-FRA-01;
Arboricultural Report;

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

REASON

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

5 COM6 Levels

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

carried out other than in accordance with the approved details.

REASON

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

6 COM8 Tree Protection

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

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

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

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

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

REASON

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

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage (68 spaces)
 - 2.c Means of enclosure/boundary treatments, including creation of defensible space around

ground floor windows;

2.d Car Parking Layouts (34 spaces including 4 x disabled parking bays, 2 x motorcycle parking spaces, 20% of car parking spaces served by active electrical vehicle charging points and a further 20% served by passive facilities);

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 BE 13, BE 38 and AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016)

8 COM10 Tree to be retained

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

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 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 RES7 Materials (Submission)

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

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

REASON

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

10 N1 Noise-sensitive Buildings - use of specified measures

Prior to occupation, a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, and of acoustically attenuated mechanical ventilation as specified in report ref: PC-17-0245-RP2 Rev A. to achieve internal room and external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by transport noise in accordance with policy OE 5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15

11 RES22 Parking Allocation

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON

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

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

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

REASON

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

14 NONSC Demolition Method Statement

Prior to commencement of the development hereby approved, a demolition method statement and a construction management plan shall be submitted to and approved in writing by the Council. Details shall include control measures for pest control, 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 safeguard the amenity of surrounding areas in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

15 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) dwellings, with all remaining units designed to the standards for Category 2 M4(2) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

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

16 NONSC Sustainable Water Management

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

a) Suds features:

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

ii. calculations showing storm period and intensity and volume of storage required to control

surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.

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

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

b) Minimise water use.

i. incorporate water saving measures and equipment.

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

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

i. Provide a management and maintenance plan

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

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

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

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

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

17 NONSC Carbon Emission Reduction Measures

Prior to commencement of development, full details showing the design, scale and specification of the roof mounted solar panels 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.

All measures to reduce the energy demand and carbon dioxide emissions of the development and to provide renewable energy generation set out within the submitted Energy Statement shall be integrated into the development and thereafter permanently retained and maintained.

REASON

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

18 NONSC Protection of Residents From Poor Air Quality

Mechanical ventilation with NO_x / NO₂ filters must be fitted at all units on the ground and first floors. Air inlets should be located as far from the A312 as possible to result in the greatest improvement in air quality.

The current green barrier between the A312 and the development must, as a minimum, be retained, and where possible should be enhanced in order to provide further protection for the future residents from the operation of the A312.

The residential travel plan should incorporate targets for reduced vehicle use, for the use of low/zero emission road vehicles, and for the promotion of sustainable travel modes such as walking and cycling.

REASON

To safeguard the amenity of future occupants and the surrounding areas in accordance with Policy EM 8 of the Hillingdon Local Plan: Part One Strategic Policies and Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Vibration Levels

Prior to Occupation of the development, details shall be submitted to and approved in writing by the Council, of building vibration levels and, together with mitigation measures as specified in report ref: PC-17-0245-RP2 Rev A. Details shall demonstrate that vibration will meet a level that has low probability of adverse comment and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site / surrounding premises is not adversely affected by ground - or airborne vibration in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

20 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:

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

REASON

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

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.

NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
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 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.17	(2016) Health and social care facilities
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments

LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
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 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H12	Tandem development of backland in residential areas
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

3 170 **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.

4 173 **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. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

5

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Plant Protection
Cadent
Block 1; Floor 1
Brick Kiln Street
Hinckley
LE10 0NA
E-mail: plantprotection@cadentgas.com
Telephone: +44 (0)800 688588

6

The footway and carriageway on The Parkway must not be blocked during the construction of the development. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for

pedestrians or obstruct the flow of traffic on the parkway, A312.

All vehicles associated with the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

No skips or construction materials shall be kept on the footway or carriageway on the Transport for London Road Network (TLRN) at any time.

7 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

8 I17 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to provide a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

9 I43 Keeping Highways and Pavements free from mud etc

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

10 I44A Prevention of Litter

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean

up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

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

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

11 I47 Damage to Verge - For Council Roads:

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by two single-storey brick built gable roof buildings that are positioned alongside each other, towards the southern end of the site. To the north of the buildings is a hard surfaced parking and turning area. The site boundaries are marked by a green buffer of grass, medium sized trees and hedging. There are also occasional trees towards the site interior. The buildings were most recently in use as day centres but have been vacant since the beginning of 2016. The site has its own access road, which is taken from Maple Road which is to the west.

Surrounding development is predominantly residential and extends to the east and west of the site. Buildings present nearby consist of a mix of two-storey terraced dwellings with gable roofing and three-storey blocks of flats with shallow pitched roofing. A recently completed three-storey flat roofed residential development (111 Maple Road) has introduced flat roof elements into the street scene.

Maple Road maintains a sense of verdancy due to the presence of street trees, grass verges, landscaped site frontages and pockets of green space to the rear of buildings although this has been partially eroded as a result of a number of front gardens being paved over to provide car parking.

The A312 (Parkway), which is a multiple carriageway road, flanks the site to the east,

running from north to south. A dense buffer of trees and hedging is in place alongside the eastern boundary and provides a screen that prevent views of the road as well as providing some noise and air emission mitigation. The buffer widens to the north of the site.

The site backs on to an open green area to the south.

3.2 Proposed Scheme

The proposal involves the demolition of the existing buildings and clearance of the site to allow for the construction of two separate three-storey blocks of flats that would be positioned towards the northern and southern ends of the site respectively. A hard surfaced car parking area with a capacity for 34 vehicles, including 4 disabled bays, would be provided in between the two buildings. The existing site access would be utilised with the parking area to the north of the access road , which serves properties to the west of the site, being unaffected. 34 cycle parking spaces would also be provided.

The buildings mirror each other in terms of design and internal layout. Each building would accommodate 17 x two bedroom flats, each of which would be suitable for occupancy by 4 persons. Each unit would be designated as Affordable Housing.

Each building would include two wheelchair user units (Building Regulations M4(3) standard) at ground floor level. All floors would be provided with lift access.

Bin stores would be positioned within the car park area. Vehicle tracking plans, which demonstrate that a refuse vehicle could access and turn within the site, have been submitted as part of the Transport Statement which accompanies the application.

3.3 Relevant Planning History

Comment on Relevant Planning History

Not applicable

4. Planning Policies and Standards

Please see list below for list of relevant planning policies and standards.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM6 (2012) Flood Risk Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- NPPF National Planning Policy Framework
- NPPF1 NPPF - Delivering sustainable development
- 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 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.17	(2016) Health and social care facilities
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
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.
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5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- **9th April 2018**

6. Consultations

External Consultees

PUBLIC REPRESENTATIONS:

The planning application was advertised by way of site notices displayed at the site access point on Maple Road and on DeHavilland Close, which is in the neighbouring Borough (Ealing). The owners / occupants of surrounding properties were also sent letters notifying them of the proposed development and inviting comments.

One letter of objection received from a member of the public stated the following:-

I am against because we have nice quiet road without anymore traffic and vulnerable people. On our roads we have one more day care which was made into flats and this new flat there have so many problems everyday and we see many police officers come. We already have issues with parking. These new flats will make it worse for parking and the traffic. It will be extra work for police officers and more worries for local residents.

TRANSPORT FOR LONDON (TfL):

The site of the development is located less than 150 metres from the Parkway, A312, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.

- The footway and carriageway on the parkway must not be blocked during the construction of the development. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the parkway, A312.

- All vehicles associated with the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

- No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time.

- The amount of cycle parking should be increased to 68 long-stay residential cycle parking spaces to meet the current London Plan standards, policy 6.3 and the newly publish Draft London Plan policy T5. These spaces should be located in a secure, sheltered and accessible location.

- Where double-decker cycle storage racks will be provided, it is recommended that they should have a mechanically or pneumatically assisted system for accessing the upper level, as many people find using these spaces difficult. The product must also allow for double-locking. Minimum aisle widths, as set out in the London Cycle Design Standards (LCDS) must be met in order for these stands to be usable.

- Additionally, please note that the London Plan refers to the need for "easy access" and catering "for cyclists who use adapted cycles". This is an accessibility requirement. The London Cycle Design Standards (LCDS) states that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands, preferably including the Sheffield style of stands.

- It is reminded that new developments must take every opportunity to overcome barriers to cycling for their prospective residents and visitors as good quality cycle parking is a selling-point. Planning obligations should be used not only to require enough cycle parking, but also to ensure that it is of high quality: well located, secure, visible, well overlooked and fit for purpose. Developers have much to gain from making cycling an integral part of their transport strategy and should therefore be encouraged to approach the issue positively.

Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

OFFICER COMMENT: Relevant conditions and informatives will be attached to any approval given, albeit the requirement for 68 cycle spaces is considered to be excessive and will not be required by condition.

LONDON BOROUGH OF EALING:

No comments received.

CADENT:

Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified.

The apparatus that has been identified as being in the vicinity of your proposed works is:

Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity).

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

OFFICER COMMENT: A suitable informative will be attached to any approval given. The site is not considered to have any site specific issues which would warrant a construction management plan condition.

Internal Consultees

HIGHWAYS:

FLOODING & DRAINAGE:

There is evidence that appropriate quantity controls are proposed to be put in place, however the option proposed are not the most sustainable in the hierarchy. Therefore an appropriate condition will be required and a revised drainage proposal submitted, improving the options selected to drain the site. Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

LANDSCAPE OFFICER (SUMMARY):

It is not thought that there are any trees of particular merit that might constrain development. The D&AS states (3.1) that the scheme 'has been designed in a way which is sensitive to the existing green areas' - and the layout indicates that the developed area will be set back from the boundaries to safeguard the existing boundary planting. Section 3.5 of the D&AS confirms the landscape principles that have been adopted. This seeks to provide a balance of green infrastructure and retain and enhance the ecological character of the area.

No objection subject to conditions RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

HOUSING SERVICES (SUMMARY):

This is a London Borough of Hillingdon application for a 100% Affordable Housing development of 17 social rented and 17 shared ownership homes exceeding Local Plan requirement for 35% Affordable housing.

The 34 flats all meet or exceed the London Housing Design Guide and Lifetime Homes standards and the development includes 4 x wheelchair accessible units thereby exceeding the 10% policy requirement.

The development falls short of delivering any larger 3 bed family homes, typically a policy compliant development of 34 units that meets the new SHMA Affordable Housing requirements would include four 3 bedroom units, but as a 100% Affordable Housing scheme the increased number of units compensate for this. The site is also part of a much larger council Housing Development Programme of Affordable Housing that will balance the type and size of properties over several sites across the borough. The Willow Tree Depot also within the Yeading ward will be entirely 3 bed or larger family homes.

The application is therefore supported.

ACCESS OFFICER:

The supporting Design & Access Statement makes reference to the Lifetime Home Standards which are no longer applicable to residential developments, and to M4(1) Visitable Dwellings (Category 1), as set out in Approved Document M to the Building Regulations (2015 edition). The DAS also refers to wheelchair accessible and ADM Category 3. It is further noted that the development would comprise

- a. A parking ratio of 1:1, with bays located close to the main entrance of the building. The bays are said to have been designed to provide a 1200 mm wide transfer area to the side and rear.
- b. Approach routes to the buildings that are level or gently sloping, and otherwise step-free.
- c. Step-free access to the building entrances is understood to have been incorporated into the design, with access lobbies to provide weather protection.
- d. The internal communal stairs would be constructed to comply with Approved Document M to the Building Regulations (2015 edition)
- e. Within the M4(1) visitable and wheelchair accessible M4 (3) dwellings, all structural door openings would be 900 mm or 1000 mm, with a clear opening of 775 mm or 850 mm respectively.
- f. A bathroom designed to incorporate ease of access to a bath, shower, wash basin and WC and every flat, which follows the Lifetime Home Standards or the standards required for a Wheelchair Accessible dwelling as set out in Approved Document M.
- g. Stepped access to all dwellings above the ground floor. Lift access is shown not to be provided in either of the two proposed buildings.

Revised plans demonstrate compliance with:

1. All relevant technical standards set out in Approved Document M to the Building Regulations (2015 edition), to include a step-free approach, via lift access, to the principal entrance of all dwellings located on floors above ground;
2. The spatial requirements within the entrance level WC, bedrooms, bathrooms and kitchen areas. The floor plans should illustrate the requisite clear access zones in context to typical furniture items within the said rooms and areas.
3. Approved Document M to the Building Regulations (2015 edition) for a Category 3, Wheelchair Accessible dwelling. A minimum of three Wheelchair Accessible flats, designed and constructed to the prescribed standards set out in M4(3), should be interspersed on the ground floors of both buildings

The following planning condition should be attached to any approval:

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

REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan

Policy 3.8 (c) and (d), is achieved and maintained.

OFFICER COMMENT: The applicant has confirmed the scheme will be amended in accordance with these comments. Revised drawing are expected and will be included as an addendum.

AIR QUALITY OFFICER:

The development will introduce new residents into an area of existing poor air quality, in addition the operation of the development brings additional traffic movements into an area of existing poor air quality. If the development is to be permitted the following needs to be taken into account to ensure the development is in line with Policy EM8 of the Local Plan.

Construction and demolition phase

In order to control the dust and emissions from the demolition and construction phases:

1 The Construction Management Plan must be developed in accordance with the Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction" and the GLA, Control of Dust and Emissions from Construction and Demolition Supplementary Planning Guidance;

2 All Non Road Mobile Machinery (NRMM) used during construction must meet meet Stage IIIA criteria of EU Directive 97/68/EC and must be registered online on the NRMM website at <http://nrmm.london/>. Confirmation of the registration must be submitted to the LPA.

Operational phase

Protection of residents from poor air quality;

1 Mechanical ventilation with NOx / NO2 filters must be fitted at all units on the ground and first floors. Air inlets should be located as far from the A312 as possible to result in the greatest improvement in air quality

2 The current green barrier between the A312 and the development must, as a minimum, be retained, and where possible should be enhanced in order to provide further protection for the future residents from the operation of the A312.

3 The residential travel plan should incorporate targets for reduced vehicle use, for the use of low/zero emission road vehicles, and for the promotion of sustainable travel modes such as walking and cycling.

OFFICER COMMENT - Relevant conditions will be attached to any approval given.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is considered to represent 'brownfield' land as it has been largely built upon through a combination of the existing buildings and car park. Para. 17 of the National Planning Policy

Framework (NPPF) sets out a series of overarching core land use planning principles. One of these principles states the following:-

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

The site is not within any specially designated area or sensitive area in terms of environment and ecology. It is therefore considered that it should not be regarded as possessing high environmental value.

Whilst the site does not possess any significant street frontage, it is not considered that the proposal would represent unacceptable 'back land' development, which is resisted by Policy H 12 of the Local Plan (Part Two), as the size of the development and levels of site surveillance offered by the two buildings would be sufficient to provide the site with its own distinctive character and prevent it from appearing secluded or isolated.

The site was formerly in use as a day centre. The NPPF (2012) seeks to retain community facilities and Policy R 11 of the Local Plan (Part Two) states that proposal which involve the loss of such a facility should take the following into account when being assessed:-

Whether there is a reasonable possibility that a refusal of permission would lead to the retention of the existing facility;

Whether adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users to be displaced;

Whether the proposed alternative use accords with other relevant policies;

In this instance, the use of the site as a day centre ceased over two years ago and the buildings are deteriorating in condition. Due to this, and the fact that facilities have been re-provided within more modern, accessible and adaptable buildings which are within the locality, it is not considered that the site would be likely to be brought back into use as a day centre should the application be refused and that appropriate alternative provision is available. The proposals therefore accord with the NPPF and Policy R11 of the Local Plan (Part Two) (2012).

The alternative use of the site as residential also meets the requirements of Policy H 2 of the Local Plan (Part One) which seeks to secure an increase in affordable housing provision within the Borough.

The surrounding area consists predominantly of residential development and, as such, the proposal is considered to be compatible with its surroundings.

7.02 Density of the proposed development

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

It is considered that the site is located in an area which meets the description of an urban setting, as defined within notes to Table 3.2 of the London Plan (2016) due to the surrounding area including a being predominantly dense in development with terraced houses and buildings typically of two to four storeys in height. The site is also close to The Parkway (A312) which is a main arterial route.

The PTAL score for the site is 1 which identifies the area as having a poor level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide what equates to an average of 3.1 rooms per dwelling would therefore be between 40 to 80 units per hectare or 150 - 250 habitable rooms per hectare.

The site area is 4,200 m² (0.42 hectares). Therefore, the density of the proposed development, which would provide 34 two bedroom residential units within the curtilage, equates to approximately 81 dwellings per hectare, or 243 habitable rooms per hectare, which is similar to the density of surrounding residential development.

This level of density represents the top end of the density spectrum and is therefore considered to represent an optimal development of the site.

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

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

The site is not located in, or within close proximity of, any areas or buildings which are the subject of designated heritage status.

7.04 Airport safeguarding

Not applicable as the height of the proposed buildings does not exceed the threshold for consultation Heathrow Airport Limited or the MoD (Northolt).

7.05 Impact on the green belt

The site is located within an established built-up area that is a minimum of 630 metres from the nearest green belt land, with a number of buildings and major infrastructure such as roads in the intervening area.

It is therefore considered that the proposed development would not impact upon the open character of the green belt in any way.

7.07 Impact on the character & appearance of the area

The site identifies as a developed area when viewed from the surrounding area. The buildings that currently occupy the site are of modest scale and do not possess any particular architectural merit. As such, they are not seen as valuable features in terms of contribution towards the character and appearance of the surrounding area. The presence of semi-mature landscaping on site and the way that it combines with other street landscaping is noted as an element that enhances the character and appearance of the street scene.

The proposed buildings would be located towards the northern and southern end of the site respectively. This northern building would respond to the general building line defined by 131 - 151 Maple Road. This would result in the building appearing as a natural continuation of existing development along the street, therefore preventing it from appearing incongruous or disruptive. The southern building would be set back behind the building line maintained

by 134 - 153 Maple Road but would not appear disruptive due to it being positioned behind the terrace of dwellings consisting of 153 - 161 Maple Road, which would largely screen the building from view.

The scale of the buildings are comparable with surrounding flats, many of which are three-storeys in height and slightly taller than the proposed buildings due to having pitched roofing. Dwellings are generally in the form of terraced houses, establishing a pattern of buildings with wide frontages. The buildings are of contemporary design and do not attempt to mimic the general pattern of development on the street, which consists of two and three-storey pitched roof buildings. However, it is noted that the nearby development of 111 Maple Road has introduced contemporary design of a similar scale and appearance into the street scene and, given the proposal site does not possess a direct street frontage, it is considered beneficial for it to possess its own sense of character in any case.

The development would utilise the existing site access, with no significant modifications made and, the frequency of the use of this access road as a result of the development would not increase to a degree that would lead to it being out of keeping with its surrounding by way of representing an over intensive use of the site.

A number of trees, as well as sections of hedgerow, would be removed to allow for the site to accommodate the proposed buildings. However, this loss would be mitigated by new landscaping that would be carried out as part of the proposed scheme, with the green buffers on all site boundaries being preserved. As such, the site would continue to contribute towards the semi-verdant nature of the overall street scene and surrounding area.

It is therefore considered that the proposed development would result in acceptable visual impact and provide spatial characteristics which relate to the surrounding area and, as such, is in accordance with Policies BE 13 and BE 19 and London Plan Policies 7.4 and 7.6.

7.08 Impact on neighbours

The closest residential dwelling to the proposed development is 151 Maple Road which is approximately 10 metres to the west of the northern building within the development. Whilst this is closer than the 15 metre separation required by the Residential Layouts SPD, this is acceptable as it involves a relationship between side elevations. The closest residential dwellings to the southern building are 157 and 159 Maple Road which are 21.3 - 22 metres to the west of the building.

Although the northern building extends towards the rear to roughly the same extent as the rear garden of 151 Maple Road, it does not come close to breaching a 45 degree splay taken from any habitable room windows serving that dwelling, nor would it compromise outlook given the degree of separation between the proposed building and the neighbouring site and the fact that the building would not be within the field of vision when looking directly towards the far end of the rear garden.

It is therefore considered that the proposed development would not appear overbearing towards neighbouring residential properties nor would it generate undue levels of overshadowing.

There are a number of windows serving habitable rooms, as well as balconies, at all floor levels, on the western elevation of the northern building, facing towards properties on Maple Road. Direct views from these features would largely be towards the flank elevation of 151

Maple Road, which does not contain any habitable room windows although the balcony would offer views of the rear garden. Views from the balcony towards the rear garden would be partially obstructed by site landscaping but, nevertheless, it is considered necessary to require screening to be provided to the southern edge of the balcony in order to restrict potential views.

There would be no neighbouring habitable room windows that would be within 21 metres and a 45 metre splay of any of the windows or balconies on the northern building on any of the proposed buildings and, as such, it is not considered that the buildings would offer invasive views of surrounding residential properties.

The balconies and terraces serving the residential units would not be of sufficient size to allow for large congregations of people that may cause disturbance to neighbouring residents given their raised nature and proximity to neighbouring sites. The main amenity area serving the development would be the communal space at ground level which would be distributed around the site, primarily towards the eastern side, away from neighbouring residential development.

The main car park would be positioned towards the interior of the site and this siting would prevent engine noise and headlights from disrupting neighbouring residents.

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

7.09 Living conditions for future occupiers

INTERNAL AMENITY:

Policy 3.3 of the London Plan (2016) sets out minimum Gross Internal Area (GIA) standards for new dwellings. These figures are informed by DCLG's Technical housing standards - nationally described space standard (2015).

The Gross Internal Area (GIA) provided within each unit is in excess of the minimum space standards set out in legislation. Each unit has an uncomplicated internal layout which would allow for effective circulation and ensure no rooms are of an awkward shape or size. The majority of habitable rooms would have more than one window, maximising natural light permeation, particularly as all windows are close to full room height.

All units would be dual aspect allowing for adequate sunlight and ventilation provision, in accordance with para. 2.3.40 of the London Plan Housing SPG (2016).

All ground floor windows would face towards defensible space in order to maintain the privacy of future occupants.

With the exception of those on the western elevation, all windows that serve habitable rooms within the development are well in excess of 15 metres from neighbouring buildings, and 21 metres from neighbouring habitable rooms, with largely unobstructed outlooks. Those on the western elevation face towards 151 Maple Drive, some 10 metres away. However, the windows face the flank elevation of the building, which is not of significant length, and it is not considered the proximity to this building would therefore obstruct natural light provision and outlook to the extent that these windows would fail to provide a suitable living environment for future occupants.

The submitted noise survey shows that the site is subjected to significant levels of noise throughout the day and night, primarily as a result of the proximity to the A312. The noise survey demonstrates how noise within the interior of the building can be reduced through the use of appropriate sound insulation measures. Further details of appropriate mitigation measures will be secured by planning condition.

EXTERNAL AMENITY:

Para. 4.17 of the Residential Layouts SPD stipulates that shared amenity space for flats and maisonettes should be provided as follows:-

2 bed bedroom flat - 25 m² per flat

This equates to an overall requirement for the development for 850 m² of amenity space.

Each unit would have access to a private terrace or balcony whilst the primary amenity space would be provided in the form of a communal landscaped area to the sides of each building which has a combined area of 1,250 m² which is significantly above SPD standard

Based on the amount of units provided, and their tenure, it is anticipated that approximately 17 children could be expected to be occupying the development at any one time, following consultation with the London Plan Play and Informal Recreation SPG Play Space Requirement Calculator.

As such, a condition will be attached to any approval given to secure the provision of appropriate play space.

It is therefore considered that the proposal complies with Policy BE 23 of the Local Plan and Policies 3.3 and 3.6 of the London Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed development would provide 34 new residential units with 34 on site car parking spaces included within the development. The site already has an access road which is taken from Maple Road and the presence of this road and the fairly large car park provided for the existing use, is indicative of the fact that the day centre generated a sustained level of traffic when it was in operation. As such, it is not considered that there would be a significant increase in traffic as a result of the development.

The existing access arrangements are wide enough to allow for two way traffic and provide good levels of visibility when turning on to Maple Road. The access road is also suitable for service and emergency vehicles. The use of the access road would not impact upon the 7 existing parking spaces adjacent to the road, which provide off street parking for the occupants of the dwellings to the west.

The amount of car parking spaces provided accords with the Council's adopted car parking standards and would, therefore, provide a sufficient amount of spaces to serve the development. The car parking area is well laid out and all spaces are easily accessible. There is also sufficient space for the circulation of vehicles, with turning space provided that is adequate for cars as well as servicing and emergency vehicles.

4 car parking spaces would be disabled bays, the ratio provided exceeding the 10%

minimum set out within the London Plan. The disabled bays would serve the 4 wheelchair user units that would be provided within the development and would be positioned close to the entrance to these units.

It is noted that there is parking pressure on surrounding residential roads and, as such, a Section 106 Agreement would be used to ensure future occupants are prohibited from applying for residents car parking permits for surrounding roads and car parks (with the exception of blue badge holders).

Bicycle and motorcycle parking spaces would be provided in accordance with the Council's adopted standards. The London Plan requires that 20% (7) of the spaces have active facilities for the charging of electric vehicles whilst a further 20% must provide passive facilities. This will be secured through the use of a planning condition.

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

7.11 Urban design, access and security

The proposed buildings are of contemporary design. All elevations will be articulated, with architectural features including balconies, terraces, recesses and projections coupled with a varied palette of materials being effective in preventing any of the elevations from appearing monotonous or oppressive. The external materials used would include brickwork that would correspond with surrounding buildings whilst introducing new materials in the form of steel cladding that would provide important variety and distinctiveness.

The buildings would have windows on all elevations, ensuring that they fully engage with their surrounding, whilst the frontages are clearly defined with an easily identifiable main access.

The buildings have been designed to be easily accessible, with step free access from the car park to the ground floor (where the wheelchair user units would be provided). The disabled bays would also be positioned so as to be the nearest parking bays to the building entrances, which would be clearly marked with signage and lighting. Access paths would all be a minimum of 1200mm in width whilst communal corridors would be 1500mm in width. 1500mm turning circles would also be provided adjacent to all entrances.

The site is set back from the main street but it is considered that this would not result in it appearing secluded or isolated with a high level of surveillance afforded by the windows on all elevations of the buildings and the use of sympathetic external lighting along the access road, within the car park and around building entrances.

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

7.12 Disabled access

The proposed development would accord with all relevant technical standards contained within Approved Document M of the Building Regulations (2015). Revised plans show both blocks are being provided with lifts.

Four of the units (two in each building at ground floor level) will be built to the specifications of the Building Regulations M4(3) - Wheelchair User Dwellings.

Four disabled parking bays are provided, one serving each unit. This accords with the expected ratio of disabled parking serving the development. A parking allocation plan will be required by condition in order to ensure the disabled bays are allocated for use only by the occupants of the wheelchair user units.

The proposed development therefore meets the requirements of Policy 3.8 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

The development would provide 100% Affordable Housing, this provision being secured by way of a Section 106 Agreement.

The dwelling mix comprises two-bedroom units only, which is not consistent with the Borough's new SHMA for Affordable Housing, which requires larger units (3 bedroom) to be included within the mix.

In this instance, the proposed mix is considered to be acceptable as the scheme delivers 100% affordable housing and also represents part of a wider Housing Development Programme of Affordable Housing that will balance the type and size of properties over several sites across the borough. Within the immediate vicinity of the site the Willow Tree Depot site is proposing 11 x 3 and 4 bed family homes (reference 31572/APP/2017/4624), which cumulatively provides an appropriate housing mix within the Yeading Ward.

The requirements of Local Plan (Part One) Policy H 2 are fulfilled with the delivery of in excess of 35% affordable housing.

7.14 Trees, landscaping and Ecology

There are a number of trees currently distributed throughout the site, primarily towards site boundaries. Of particular note is a thick belt of mature trees that flanks the eastern site boundary of the site and provides a buffer between the site and The Parkway (A 312). There is also hedgerow present on site boundaries, particularly on the northern and western perimeter.

A number of trees and sections of hedgerow are scheduled to be removed from the site in order to accommodate the proposed buildings as well as the surrounding parking areas. The Council's landscape Officer has assessed the site and does not consider that any of the existing landscaping which is to be removed possesses amenity value that would justify Tree Preservation Order status. Furthermore, loss of the trees and hedgerow could be absorbed by the site given the amount of existing trees and hedgerow that would be maintained and augmented by new site landscaping which would form part of the development and be secured by way of a planning condition.

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

7.15 Sustainable waste management

Swept Path Analysis plans included with the accompanying Transport Statement show that a refuse vehicle can comfortably enter and leave the site in forward gear.

The site plan shows covered bin stores provided for both buildings. A condition will be used to obtain further details of the design of these stores in order to ensure that they are of a sufficient standard.

It is considered that this is an acceptable arrangement for domestic waste, in accordance

with London Plan Policy 5.17.

7.16 Renewable energy / Sustainability

The submitted Energy Statement demonstrates that the applicant has adopted the Be Lean, Be Clean, Be Green approach as set out in London Plan Policy 5.2. Through this process, carbon reduction has been achieved through the use of high performance insulated building materials, low energy lighting and the use of natural ventilation. The connection to a district heating network has been explored but this is not currently available for the site. The use of combined heat and power (CHP) was also considered but this was found to not be viable given the modest size of the development.

Further carbon reductions are to be achieved through the use of solar pv panels, providing a circa 34 kWp system. A condition will be used to secure the installation of the panels prior to occupation of the development.

Overall, the energy saving approaches adopted have achieved a carbon emission reduction of 35.5% from the baseline rate. In order to comply with London Plan Policy 5.2, which requires zero carbon residential development, a cash in lieu contribution can be made to the Council to be ring fenced to secure delivery of carbon dioxide savings elsewhere. This would be secured by way of a Section 106 Agreement.

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

$30.2 \text{ (tonnes of Co2 emitted per annum)} \times 30 \text{ (years)} \times \text{£}60 \text{ (price per tonne)} = \text{£}54,360.$

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and, as such, is not subject to significant risk of tidal or fluvial flooding. Part of the northern end of the site is identified as being susceptible to surface water flooding.

The Council's Flooding & Drainage Officer has assessed the submitted Flood Risk Assessment and commented that there is evidence that appropriate quantity controls are proposed to be put in place, however the options proposed are not the most sustainable in the hierarchy. As such, it is considered that effective surface water management can be implemented on site, with further details to be provided to ensure that the most sustainable method is adopted. This will be achieved through the the use of a planning condition.

The proposed development therefore satisfies Local Plan Policy OE 8 5 and London Plan Policies 5.12 and 5.13.

7.18 Noise or Air Quality Issues

The proximity of the site to The Parkway (A312) which is a busy road means that it is essential that mitigation measures are incorporated into the scheme in order to protect the amenities of future occupants.

Due to the emissions produced by traffic on The Parkway, a mechanical ventilation scheme must be provided, as per the recommendations of the submitted Air Quality Survey. It is not considered that the proposed development would exacerbate air quality issues within the surrounding Air Quality Management Area as the vehicular movements associated with the development would not be significantly greater than those generated by the former use of the site.

A condition requiring details of all necessary noise mitigation measures will be required to be submitted prior to commencement of development, to be secured by way of a planning condition.

7.19 Comments on Public Consultations

The proposal has been assessed by the Council's Highway Engineer's who do not consider that there would be any significant impact on traffic on neighbouring roads as a result of the development.

On site car parking will be provided at an acceptable level for a development of this size and nature.

7.20 Planning obligations

A section 106 agreement will be used to secure the following, which have been agreed with the applicant:

NON - MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

100% Affordable Housing.

(ii) Restriction on Parking Permits for future residents

MONETARY CONTRIBUTIONS:

(i) CARBON EMISSION OFFSETTING

Contribution of £54, 360

(ii) CONSTRUCTION TRAINING:

Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs or an on-site programme.

(iii) TRAVEL PLAN:

To include £20,000 Bond

(iv) PROJECT MANAGEMENT & MONITORING FEE:

5% of total monetary contributions

The development involves a net increase in residential dwellings and, as such, a CIL Liability Notice will be served should the application be approved. It should be noted that exemption / relief to CIL payments is granted for affordable housing units.

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

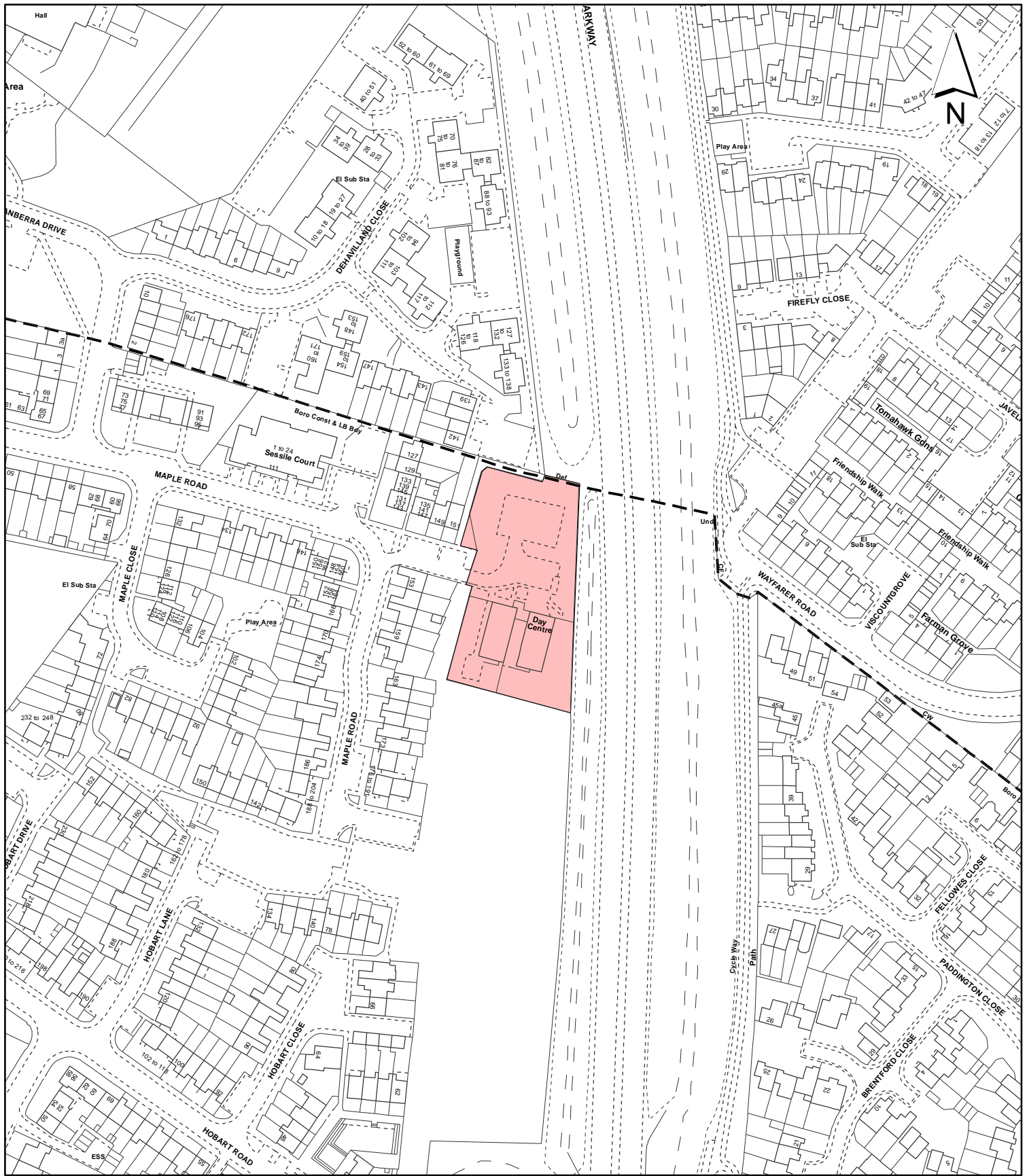
It is considered that the proposed development is acceptable for the reasons set out in this report and, as such, it is recommended that the application is approved, subject to the attached planning conditions.

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);
London Plan Housing SPG (2016);
London Plan: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012);
National Planning Policy Framework;
Hillingdon Supplementary Planning Document - Residential Layout;
Hillingdon Supplementary Planning Document - Residential Extensions;
Hillingdon Supplementary Planning Document - Accessible Hillingdon;
Hillingdon Supplementary Planning Document - Noise;
LBH Affordable Housing SHMA (2018);

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Maple & Poplar
Day Centre**

Planning Application Ref:

43762/APP/2018/396

Planning Committee:

Major Page 87

Scale:

1:2,000

Date:

May 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, Transportation and Regeneration

Address THE GRAND UNION OFFICE PARK PACKET BOAT LANE COWLEY

Development: Deed of Variation (DoV) to the S106 Legal Agreement for planning permission ref: 1197/APP/2015/4164 dated 13/12/16 (Demolition of Block C and end of Block B and erection of four 5-storey replacement buildings; extensions to Blocks A and B; car parking; landscaping; and associated development) to modify Schedule 3 (canal landscaping/improvement works), Schedule 5 (highway works) and Schedule 8 (car club).

LBH Ref Nos: 1197/APP/2018/1676

Drawing Nos: Application form

Date Plans Received: 22/05/2017

Date(s) of Amendment(s):

Date Application Valid: 22/05/2017

1. SUMMARY

Planning permission (ref: 1197/APP/2015/4164) was granted on 13/12/16 for the demolition of Block C and end of Block B and erection of four 5-storey replacement buildings; extensions to Blocks A and B; car parking; landscaping; and associated development, at the Grand Union Office Park in Cowley.

That planning permission was granted subject to a S106 Legal Agreement. This application seeks a Deed of Variation (DoV) to that legal agreement to modify Schedule 3, relating to ecological surveys, Schedule 5, relating to highway works, Schedule 7, relating to the Travel Plan, and to omit Schedule 8, relating to the provision of a car club. Whilst the proposals seek to delete Schedule 8 relating to Provision of a Car Club, the requirement is being moved to Schedule 7 to ensure that a Car Club is delivered on site at a later date.

No objections have been raised to the requested variations by either the Council's Planning Specialists Manager or the Council's Highway Engineer. The development would continue to appropriately comply with relevant Local Plan, London Plan and national planning policies and, accordingly, approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 NONSC RECOMMENDATION

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

(i) Deletion of paragraphs 8, 9 and 10 of Schedule 3; Ecological Works;

(ii) Amend paragraph 1 of Schedule 5; Highway Works;

(iii) Amend Condition 7 to include Potential future provision of a Car Club; and

(iv) Deletion of Schedule 8

2. That the applicant meets the council's reasonable costs in the preparation of the deed of variation and any abortive work as a result of the deed not being completed.

3. That Officers be authorised to negotiate and agree the amended terms for the Affordable Housing Schedule in the Deed of Variation.

3. CONSIDERATIONS

3.1 Site and Locality

The Grand Union Office Park comprises an approximately 1.45 hectare site located on the northern side of Packet Boat Lane in Cowley. Formerly occupied by three 2-3 storey 1980s office buildings, works are currently underway to convert, extend and/or redevelop these to provide residential accommodation. The site is bounded to the north and east by residential properties; to the south by Packet Boat Lane, beyond which is the Tomo Industrial Estate; and to the west by the Grand Union Canal. The site falls within the 'developed area' as designated in the Hillingdon Local Plan. It is immediately abutted to the west by land falling within the Green Belt, Cowley Lock Conservation Area and the Colne Valley Regional Park. The canal also forms part of the blue ribbon network. Tree Preservation Orders cover the site immediately to the north.

3.2 Proposed Scheme

Planning permission (ref: 1197/APP/2015/4164) was granted on 13/12/16 for the following development:

"Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height; extensions to Blocks A and B to five-storeys; excavation of a basement for car parking; provision of landscaping and amenity space; and enhancement of site boundaries, including improved access to the Grand Union Canal, to provide 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B)."

That planning permission was granted subject to a S106 Legal Agreement.

Schedule 3, paragraphs 8, 9 and 10 of that agreement required the applicant to undertake an ecological assessment. This application seeks the deletion of this requirement on the basis that this is a duplicate of condition 10 which has been met.

Schedule 5 of that Agreement required that various highway works were undertaken. Schedule 5, paragraph 1 states that the owner agrees:

"Not to Occupy or permit or cause to be Occupied any part of the Development until the Highway Works have been completed to the satisfaction of the Council."

The applicant seeks to amend this wording as follows:

"Not to Occupy or permit or cause to be Occupied any part of the Development save for block A until the Highway Works have been completed to the satisfaction of the Council."

Schedule 7 of the Agreement requires the provision of a Travel Plan prior to the occupation of any part of the development. It should be noted that this has already been provided and agreed in compliance with this obligation.

Schedule 8 requires that, prior to occupation of the development, a scheme for the operation of a Car Club is submitted to and approved in writing by the Local Planning Authority.

The applicant has provided information to demonstrate that, whilst several car club providers have been approached, none are willing to provide a car club in this location, at this time. The applicant therefore seeks the omission of Schedule 8 but also the modification of Schedule 7 to include for the ongoing review of this situation and potential future provision of a car club within the Travel Plan.

3.3 Relevant Planning History

1197/APP/2015/4164 The Grand Union Office Park Packet Boat Lane Cowley

Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five-storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces.

Decision: 09-02-2016 Approved

1197/APP/2016/3898 The Grand Union Office Park Packet Boat Lane Cowley

Demolition of former brick built office buildings known as Block C and northern end of Block B (Application for prior notification of proposed demolition)

Decision: 17-11-2016 Approved

1197/APP/2017/2539 The Grand Union Office Park Packet Boat Lane Cowley

Partial discharge of condition 24 (materials) (Blocks B, C, D, E & F) of planning permission ref: 1197/APP/2015/4164 dated 13/12/2016 (Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces).

Decision: 14-02-2018 Approved

1197/APP/2017/4079 The Grand Union Office Park Packet Boat Lane Cowley

Details pursuant to the discharge of conditions 8 (Bird Hazard Management Plan), 12 (Lighting and CCTV Schemes), 19 (Ramp Control Signal), and 26 (Parking Allocation) and partial discharge of condition 21 (Internal Water Usage Standards for Block A only) as attached to planning permission ref. 1197/APP/2015/4164 dated 13-12-2016:

Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five-storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces.

Decision: 08-03-2018 Approved

1197/APP/2017/5 The Grand Union Office Park Packet Boat Lane Cowley

Details pursuant to conditions 4 (Construction Management Plan), 5 (Waterway Risk Assessment), 9 (Contamination) (parts (i) and (ii) only), 11 (Energy), 13 (Water Management), 14 (Noise Insulation), 15 (Archaeology) and 25 (Piling) of planning permission ref. 1197/APP/2015/4164 dated 13-12-2016 (Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces)

Decision: 23-08-2017 Approved

1197/APP/2017/617 The Grand Union Office Park Packet Boat Lane Cowley

Part details (brick, roof and balcony for Block A only) pursuant to condition 24 (materials) of planning permission ref: 1197/APP/2015/4164 dated 13/12/16 (Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces)

Decision: 16-05-2017 Approved

1197/APP/2017/830 The Grand Union Office Park Packet Boat Lane Cowley

Details pursuant to conditions 6 (tree protection), 7 (landscaping), 10 (ecological enhancement scheme), 22 (measures to prevent overlooking) and 27 (defensible space) of planning permission ref: 1197/APP/2015/4164 dated 13/12/2016 (Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces).

Decision: 18-10-2017 Approved

1197/APP/2018/1508 The Grand Union Office Park Packet Boat Lane Cowley

Details pursuant to condition 22 (privacy screening) of planning ref: 1197/APP/2015/4164 (13-12-2016) for 'demolition of Block C and end of Block B and erection of four replacement buildings of five storeys in height. Extensions to Blocks A and B to five-storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces'.

Decision:

Comment on Relevant Planning History

The site has a long planning history. That most relevant to this application is summarised above.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework
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.EM7 (2012) Biodiversity and Geological Conservation

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

LPP 6.11 (2016) Smoothing Traffic Flow and Tackling Congestion

LPP 7.19 (2016) Biodiversity and access to nature

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Not applicable.

Internal Consultees

PLANNING SPECIALISTS MANAGER

Adequate Ecology Surveys have already been carried out and necessary mitigation measures are sufficiently addressed by way of condition. No objection.

HIGHWAY ENGINEER

Whilst the outcome has been unsuccessful, I am satisfied that the developer has made all reasonable efforts to set up a Car Club. Schedule 8 of the S106 can be amended/deleted as appropriate. To take matters forward, the establishment of a Car Club should be a target in the Travel Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Not applicable. The principle of development has been accepted through the granting of planning permission for the scheme.

7.02 Density of the proposed development

Not applicable. No changes are proposed which would impact on the density of the approved development.

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

Not applicable. No changes are proposed which would impact on heritage assets.

7.04 Airport safeguarding

Not applicable. No alterations are proposed which would impact on safeguarding criteria.

7.05 Impact on the green belt

Not applicable. No changes are proposed which would impact on the green belt.

7.06 Environmental Impact

Not applicable. There are no direct significant environmental impacts as a result of the changes proposed.

7.07 Impact on the character & appearance of the area

Not applicable. No changes are proposed which would impact on the character or appearance of the area.

7.08 Impact on neighbours

Not applicable. No changes are proposed which would impact on residential amenity.

7.09 Living conditions for future occupiers

Not applicable. No changes are proposed which would impact on residential amenity.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Condition 4 of the approved planning permission sought the submission of a Construction Management Plan. In accordance with the requirements of that condition this was submitted to and agreed by the Council under application ref: 1197/APP/2017/5. The approved Construction Management Plan included a phasing plan which allowed for the occupation of Block A ahead of the remainder of the development and demonstrated how segregated access would be provided for occupants of Block A and construction vehicles to ensure safety.

The modification proposed to Schedule 5 is considered to be consistent with phasing plans already agreed through that planning condition and to which the highway engineer raised no objections to at the time. Accordingly, the requested change is considered to be reasonable in this instance and it is not considered its refusal could be justified.

The applicant has provided evidence to demonstrate that best endeavours have been made to secure a car club but that, at this time, no providers are interested. One of the providers

approached stated:

"...our membership base has not grown sufficiently to suggest that a vehicle will be commercially viable in the area. We would typically require 20-40 existing members in the area and as the below snapshot shows we are unfortunately quite some distance away from this trigger point.....We have launched our Heathrow product, so I would imagine our membership base will increase in the area, however at this stage we will not be able to provide a vehicle on-site."

The applicant has advised that this is typical of the responses received to their enquiries. In light of this, the Council's Highway Engineer has raised no objections to the omission of Schedule 8 and the modification of Schedule 7 to require that this is reviewed on a regular basis via the travel plan and provided in the future should circumstances change. Accordingly, the requested amendment to Schedule 7 and the deletion of Schedule 8 is considered to be acceptable in this instance.

7.11 Urban design, access and security

Not applicable. No alterations are proposed to the development which would impact design, access or security.

7.12 Disabled access

Not applicable. No changes are proposed which would impact on accessibility.

7.13 Provision of affordable & special needs housing

Not applicable. No changes are proposed to the affordable housing provision.

7.14 Trees, landscaping and Ecology

An Ecological Assessment was submitted in support of the original planning permission for the scheme. Condition 10 of the planning permission required the applicant to submit an ecological enhancement scheme. Details have been submitted and agreed in accordance with the conditional requirements (application ref: 1197/APP/2017/830).

The Council's Planning Specialists Manager has advised that the requirements of paragraphs 8, 9 and 10 are unnecessary as they merely request a duplication of information which has already been submitted either at original application stage or in accordance with approved conditions. Notably, condition 10 sought the submission of an ecological enhancement scheme and was discharged on 18/10/17 (application ref: 1197/APP/2017/830).

Accordingly, no objections are raised to the requested omission of the requirement for ecological surveys from Schedule 8 of the legal agreement.

7.15 Sustainable waste management

Not applicable. No changes are proposed which would impact on refuse provision.

7.16 Renewable energy / Sustainability

Not applicable. No changes are proposed to the approved energy/sustainability measures.

7.17 Flooding or Drainage Issues

Not applicable. No changes are proposed to the agreed drainage strategy.

7.18 Noise or Air Quality Issues

Not applicable. No changes are proposed which would impact on noise or air quality.

7.19 Comments on Public Consultations

Not applicable.

7.20 Planning obligations

The alterations proposed to the agreed planning obligations have been discussed throughout this report and are considered to be acceptable for the reasons discussed in parts 7.10 and 7.14.

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 Probitry 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 not considered that the requested Deed of Variation to the S106 agreement would have any significant detrimental impact on ecology or on the local highway network. Notably, no objections have been raised by either the Council's Planning Specialists Manager or the Council's Highway Engineer.

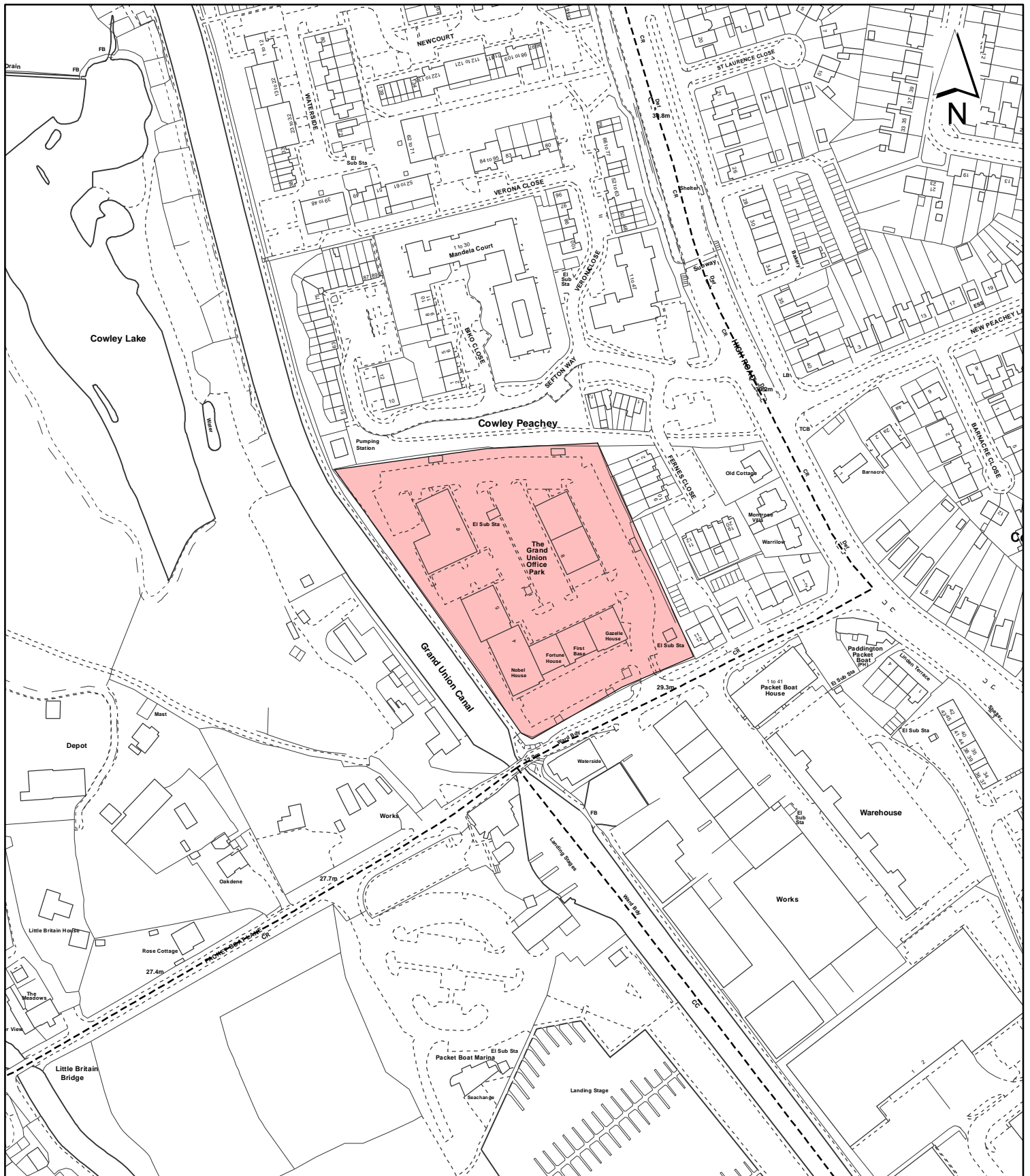
The development would continue to appropriately comply with relevant Local Plan, London Plan and national planning policies and, accordingly, approval is recommended.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Planning Obligations

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Grand Union Office Park

Planning Application Ref:

1197/APP/2018/1676

Planning Committee:

Major Page 98

Scale:

1:2,500

Date:

May 2018

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Wednesday 23rd May
2018



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Page 99

Report of the Head of Planning, Transportation and Regeneration

Address OLD COAL DEPOT TAVISTOCK ROAD YIEWSLEY

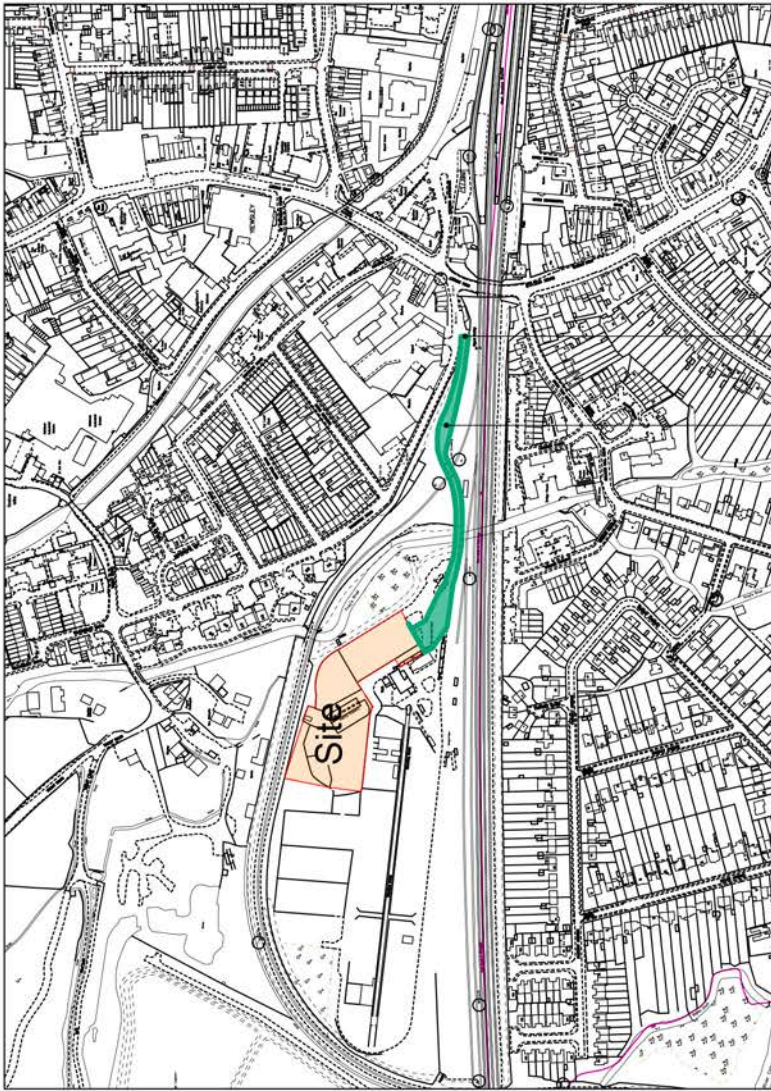
Development: Change of use to provide a Civic Amenity Site (part retrospective) accommodating public recycling area with circular route and in and out access arrangement, trade waste area and storage areas with associated container storage, site and welfare offices and installation of palisade fencing and gates for a 5 year period (8:00 to 18:00 hours - Mondays to Fridays and 9:00 to 17:00 hours - Saturdays, Sundays and Bank /Public Holidays (subject to seasonal variation)).

LBH Ref Nos: 18736/APP/2018/628

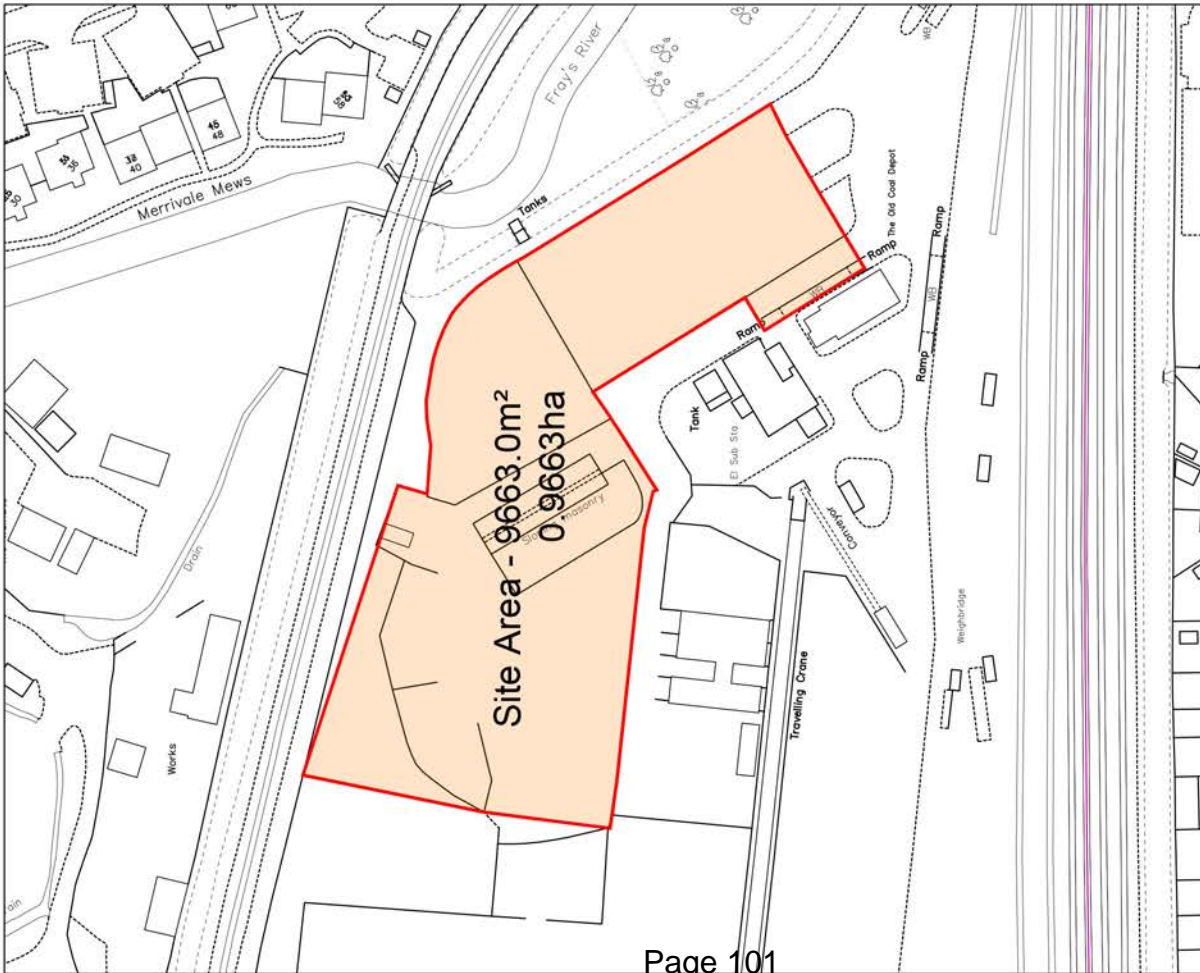
Date Plans Received: 20/02/2018

Date(s) of Amendment(s):

Date Application Valid: 01/03/2018




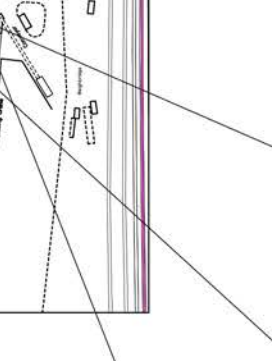
Location Plan



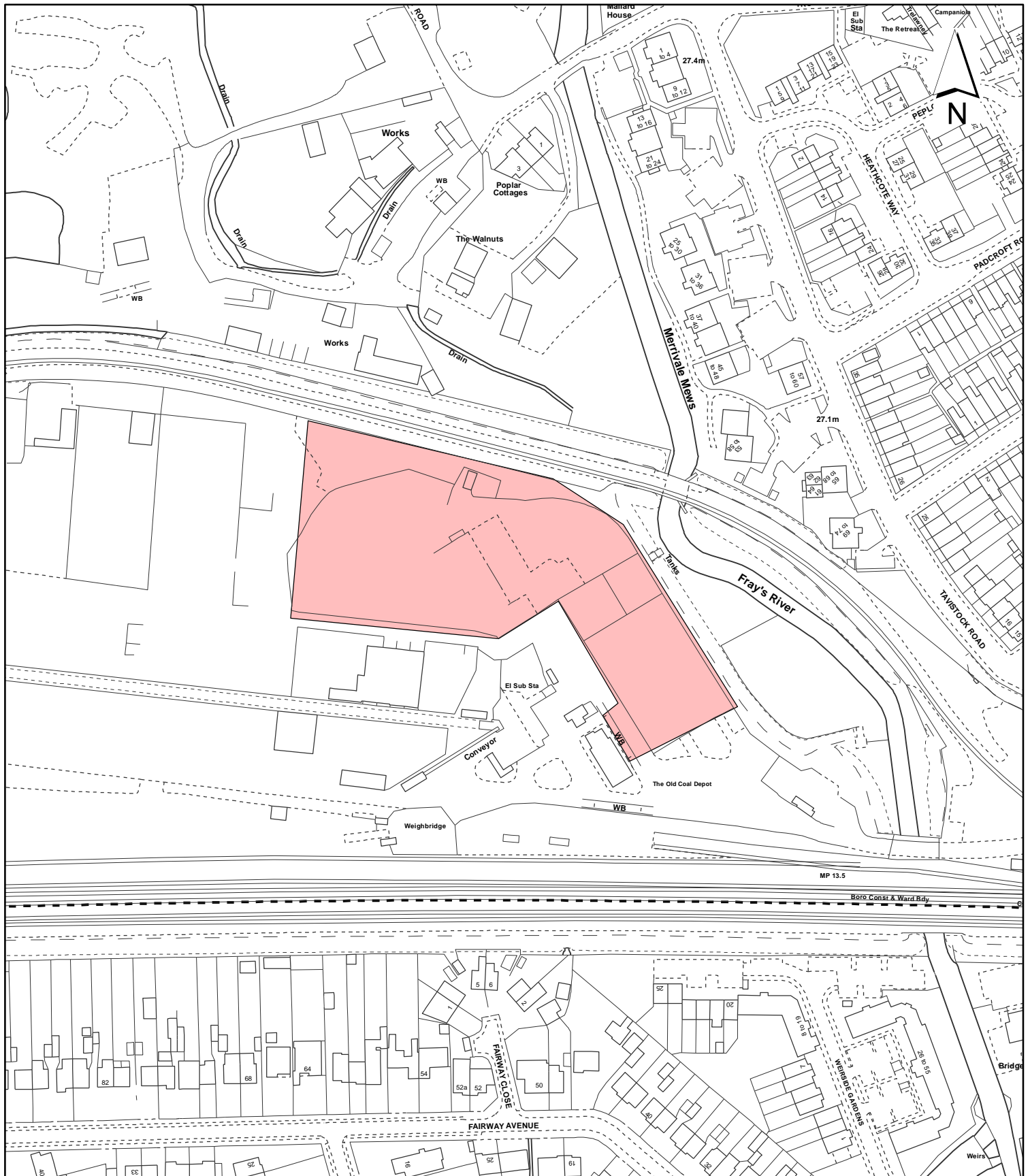
Location Plan



Revision	Author	Checked	Date
			
RESIDENTS SERVICES CAPITAL PROGRAMME & PLANNED WORKS 2E/10, CIVIC CENTRE, LADBROGGE, URBAN WAY W5 2PL, TEL: 01895 225 111, FAX: 01895 277 224			
PROJECT: Household Waste and Recycling Centre Old Coal Depot Site, Tavistock Road, West Drayton			
DESCRIPTION: Location Plans Drawing			
SCALE:	DRAWN BY:	CHECKED BY:	DATE:
A5 SHOWN@A3	DB		JAN 2018
DRAWING NO:		REV:	
2018/D/238/P/01			



Scale	AS SHOWN@A3	Drawn by	DB	Checked by	AS SHOWN	Date	JAN 2018
Revision							
<p>RESIDENTS SERVICES CAPITAL PROGRAMME & PLANNED WORKS 25/10, CIVIC CENTRE, LADBROGGE, UXBOW TEL: 01895 235 111 FAX: 01895 277 224</p>							
<p>PROJECT: Household Waste and Recycling Centre Old Coat Depot Site, Tavistock Road, West Drayton</p>							
<p>DESCRIPTION: Existing Site Plan and Photos</p>							
<p>SCALE: AS SHOWN@A3 DRAWN BY: DB CHECKED BY: AS SHOWN DATE: JAN 2018</p>							
<p>DRAWING NO: 2018/D/238/P/02 REV: 1</p>							



Notes:

 Site boundary

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Site Address:

Civic Amenity Site

Planning Application Ref:

18736/APP/2018/628

Planning Committee:

Major Page 104

Scale:

1:2,000

Date:

May 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, Transportation and Regeneration

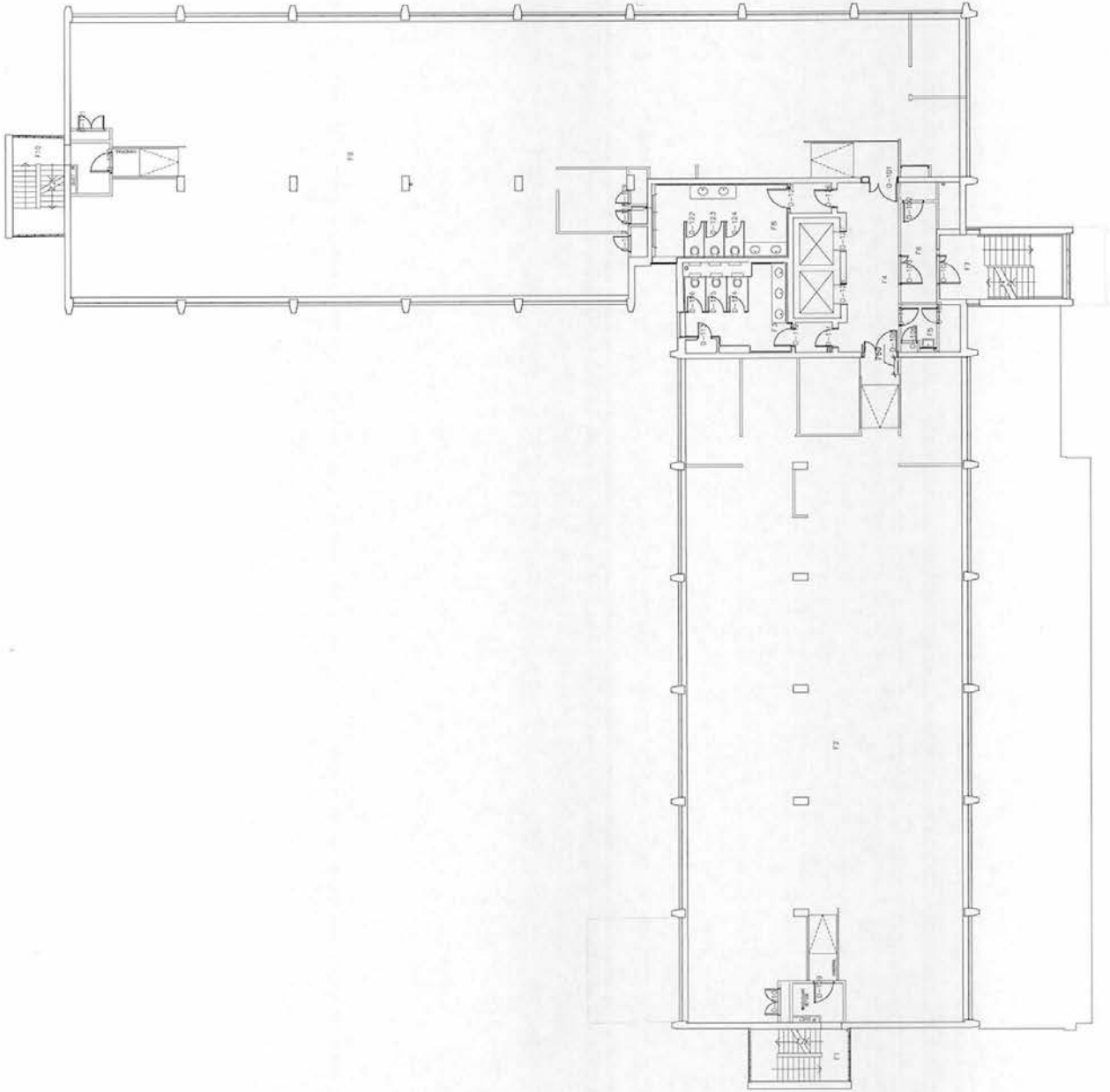
Address H.P.H.3. HYDE PARK HAYES MILLINGTON ROAD HAYES

Development: Prior approval change of use from office (Class B1(A)) to residential (Class C3) to provide 157 units

LBH Ref Nos: 67702/APP/2018/920

Date Plans Received: 13/03/2018 **Date(s) of Amendment(s):**

Date Application Valid: 13/03/2018

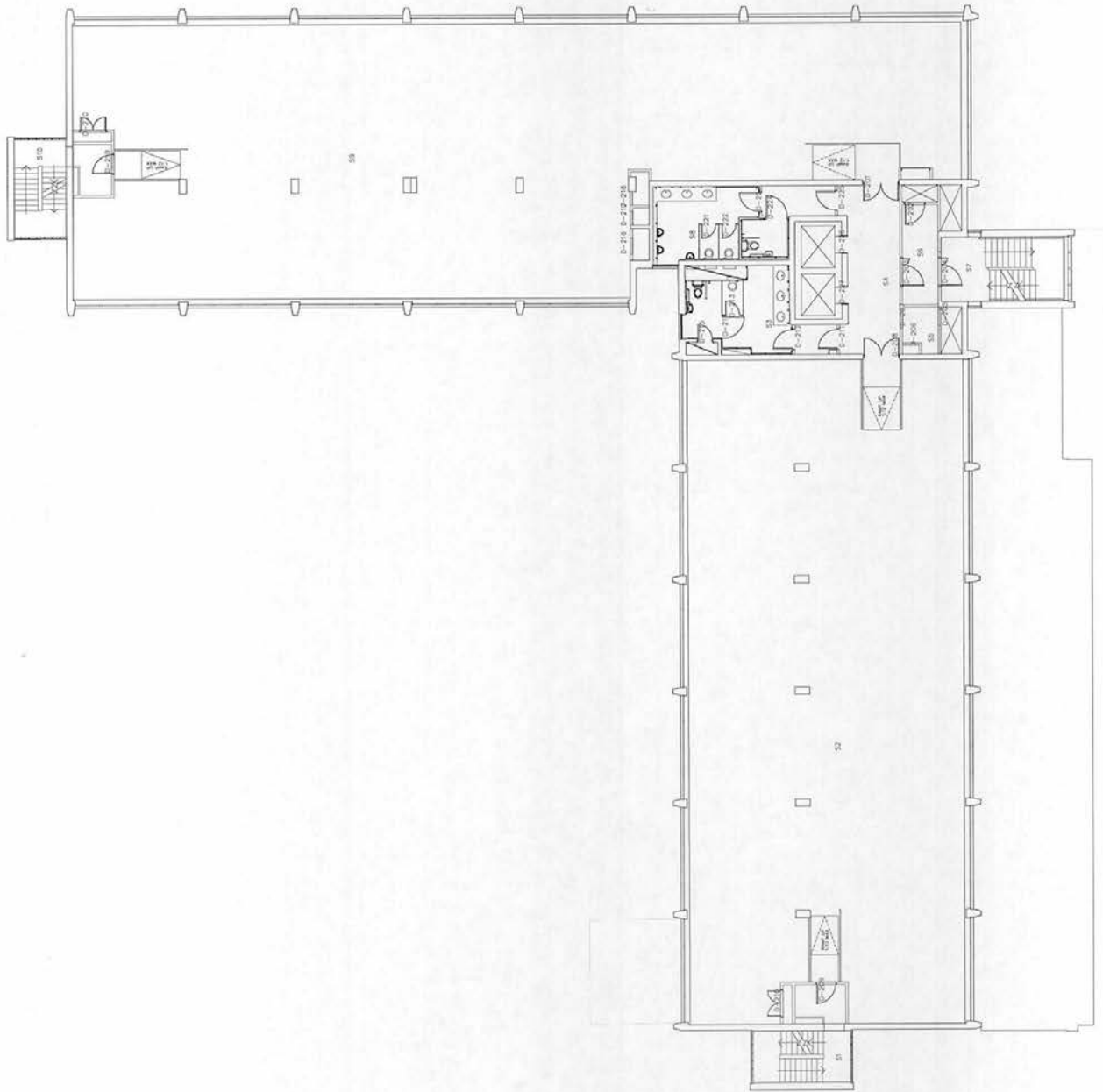


EXISTING FIRST FLOOR PLAN

Notes:
 • Areas are subject to full professional survey, detailed design, load, utility planning
 • All areas subject to RDC Code of Planning Practice (2015)



Project No: 15-550
 Project Name: 11 BELLWITCH RD, WATERS JOB AND
 Date: 01/17/2016
 Drawing No: 01
 Scale: 1/8" = 1'-0"
 Project Location: 11 BELLWITCH RD, WATERS, GA 30131
 Project Type: OFFICE
 Client: SPRINTLY
 Architect: SPRINTLY
 Designer: SPRINTLY
 Date: 01/17/2016
 Scale: 1/8" = 1'-0"
 Project Location: 11 BELLWITCH RD, WATERS, GA 30131
 Project Type: OFFICE
 Client: SPRINTLY
 Architect: SPRINTLY
 Designer: SPRINTLY

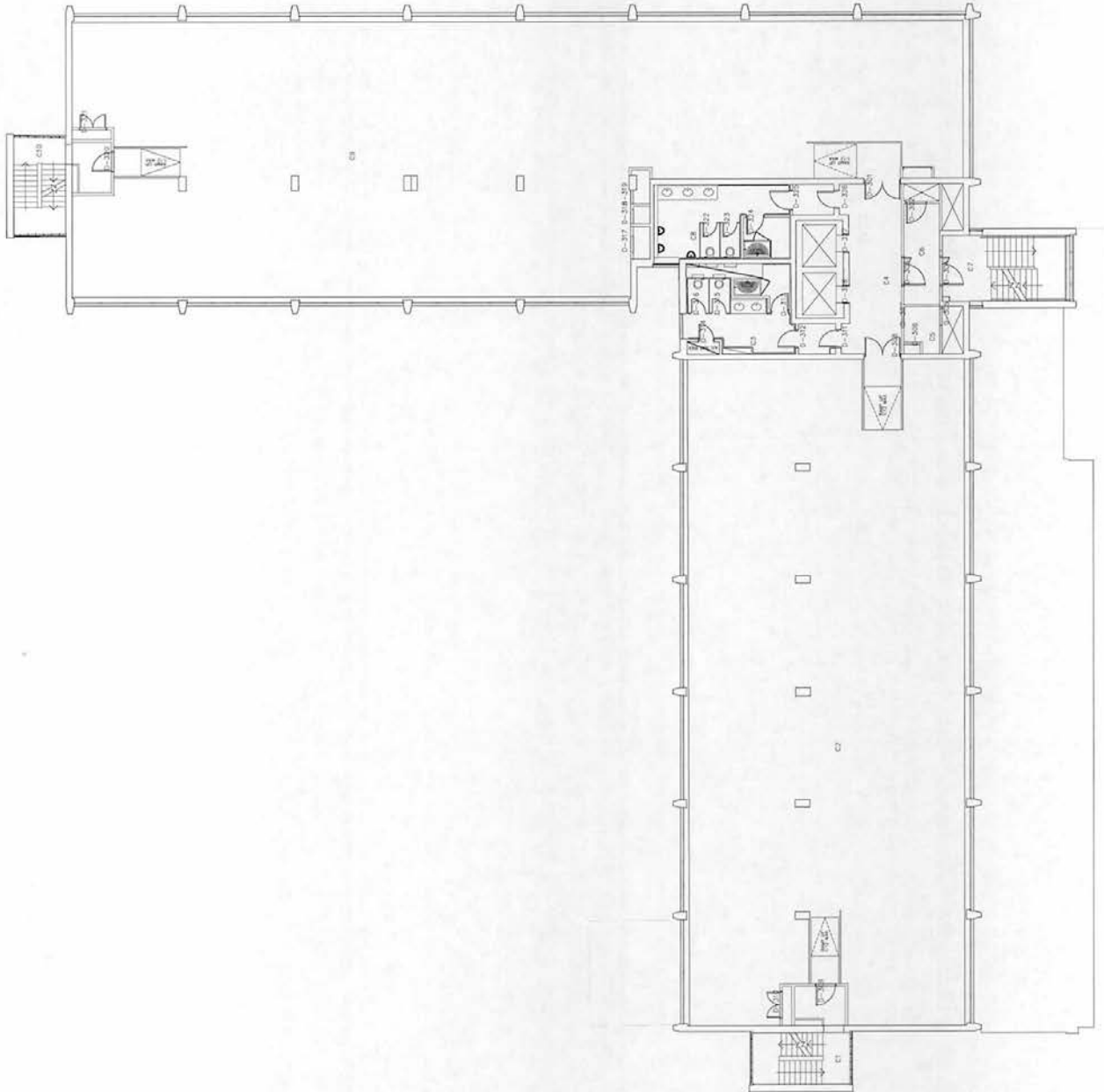


EXISTING SECOND FLOOR PLAN

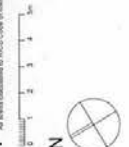
Notes:
 • All areas are subject to field measured survey, detailed design, final authority planning consultants.
 • All dimensions are in feet and inches unless otherwise noted.
 • All dimensions are to the center of the member unless otherwise noted.

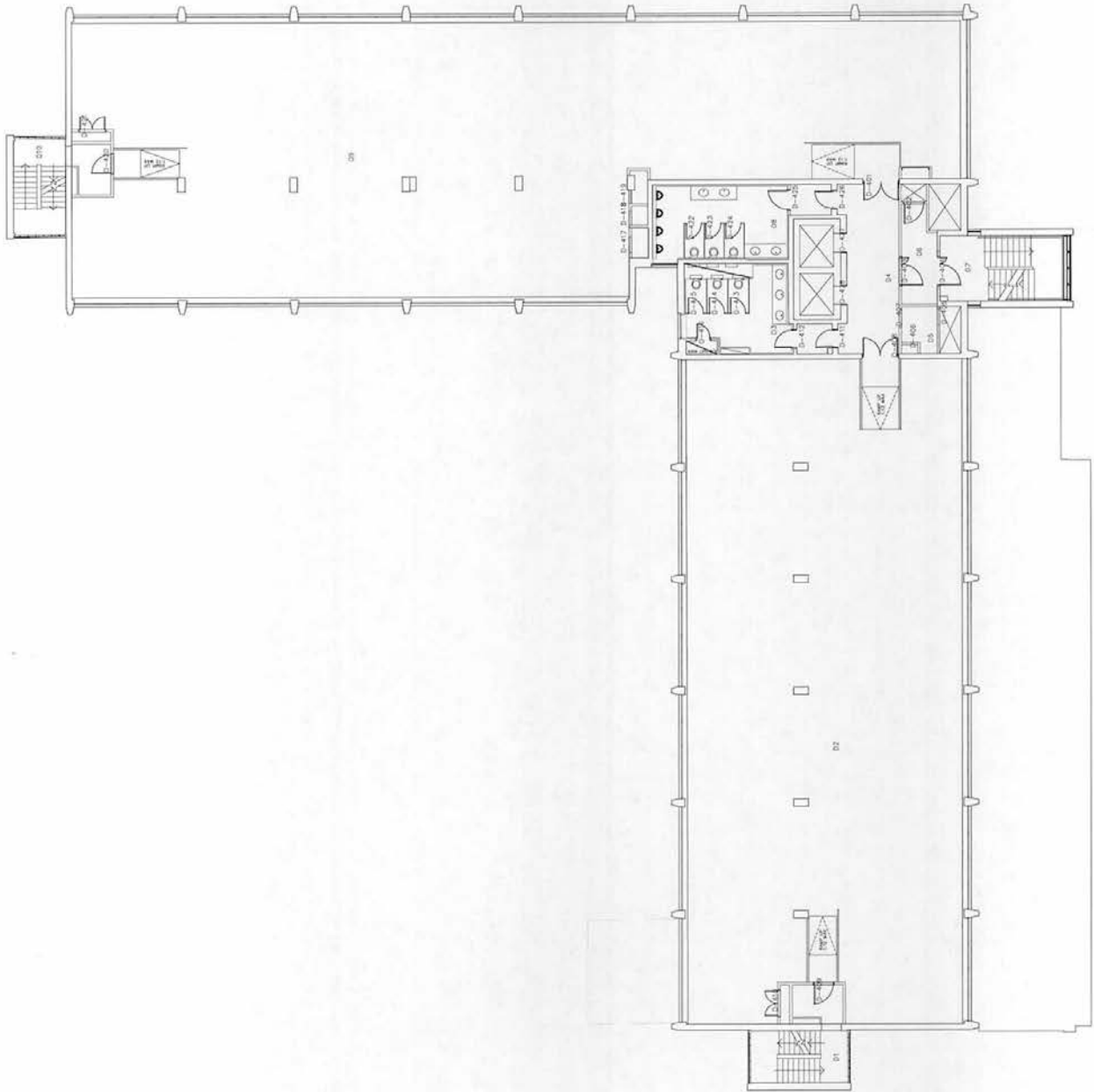


PROJECT: HYDE PARK, WAXES, 11 MILLINGTON RD, WAXES, USA 02462 ARCHITECT: SPRATLEY ARCHITECTS DATE: 15.09.2014 DRAWING NO: 15.09.04.1002	
SHEET NO: 15.09.04.1002	OF: 15
PROJECT: HYDE PARK, WAXES, 11 MILLINGTON RD, WAXES, USA 02462 ARCHITECT: SPRATLEY ARCHITECTS DATE: 15.09.2014 DRAWING NO: 15.09.04.1002	
PROJECT: HYDE PARK, WAXES, 11 MILLINGTON RD, WAXES, USA 02462 ARCHITECT: SPRATLEY ARCHITECTS DATE: 15.09.2014 DRAWING NO: 15.09.04.1002	



11505 PARKWAY, 11 BILLYMONT RD, WATTS, GA 30187
EXISTING THIRD FLOOR PLAN
 Notes:
 • Areas are subject to field verification, please design based on actual field conditions.
 • All areas shall be in accordance with the City of Atlanta's Planning Department.

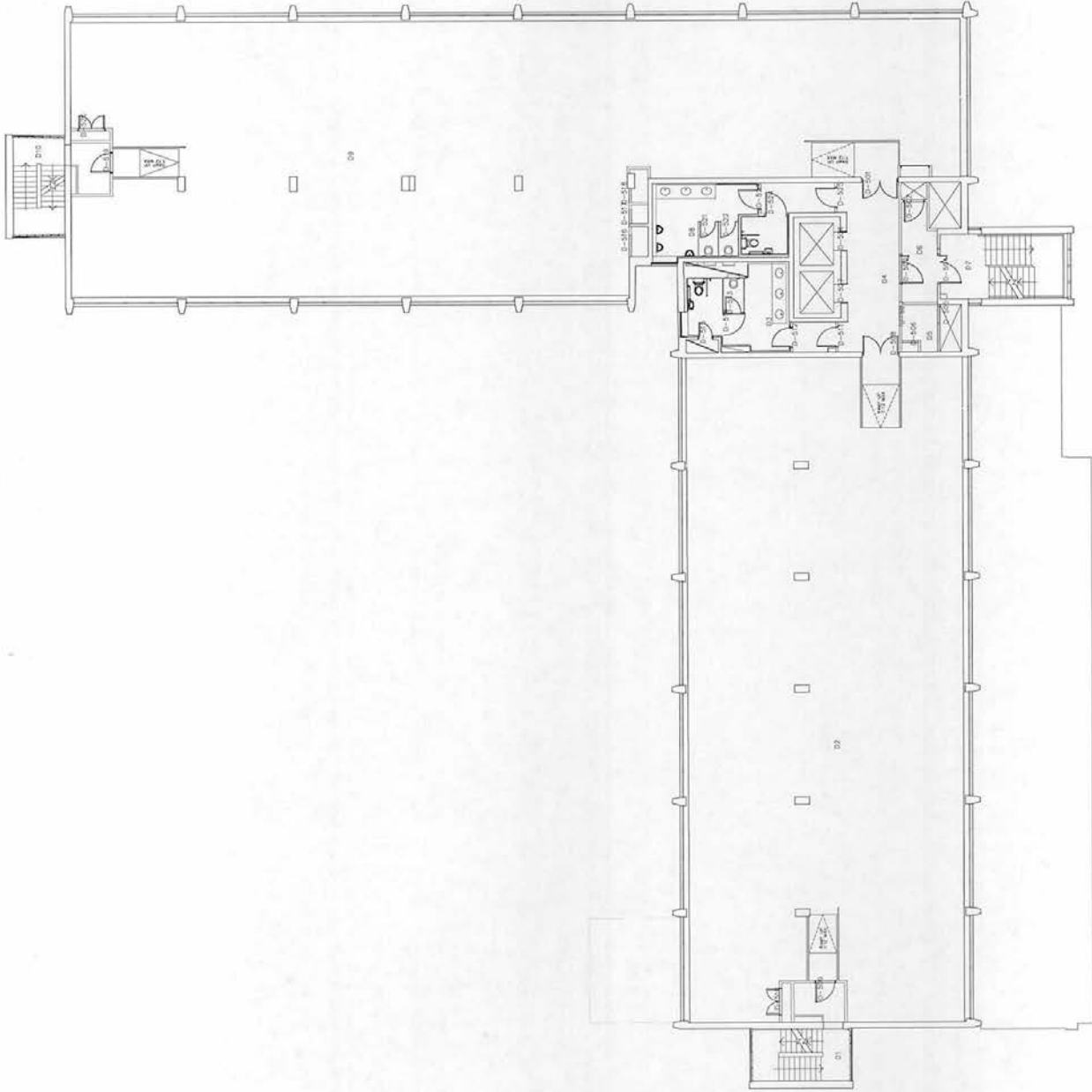




EXISTING FOURTH FLOOR PLAN

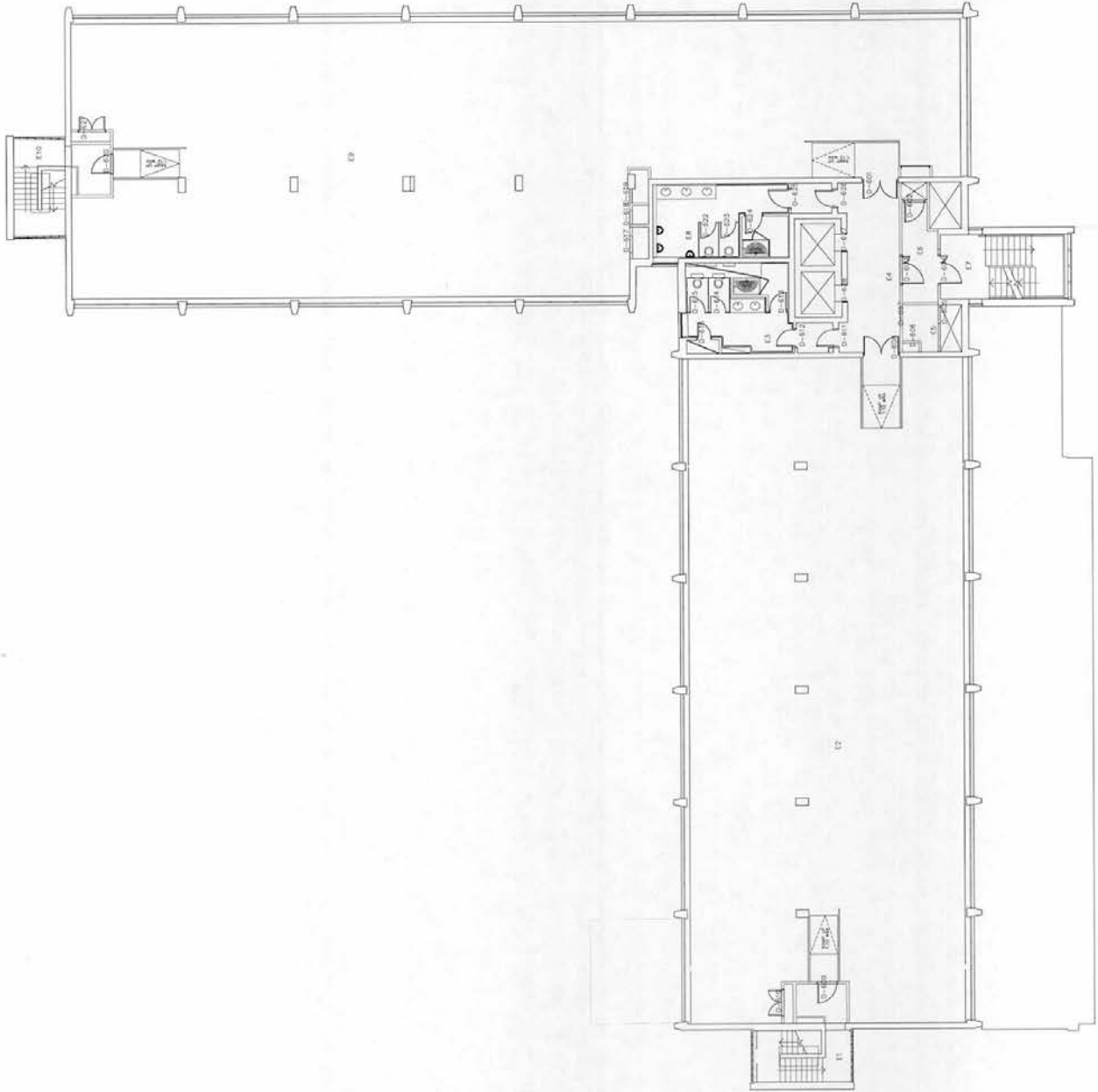
- Notes:**
- All areas shown in this plan are existing.
 - All areas shown in this plan are existing.
 - All areas shown in this plan are existing.





100% BIDDING SET, 11/14/2018, 10:00 AM
EXISTING FIFTH FLOOR PLAN
 Notes:
 1. All work is subject to all mechanical, electrical, plumbing, and fire code requirements.
 2. Existing conditions are shown as noted on drawings. Field verify all existing conditions.
 3. All dimensions are in feet and inches unless otherwise noted.



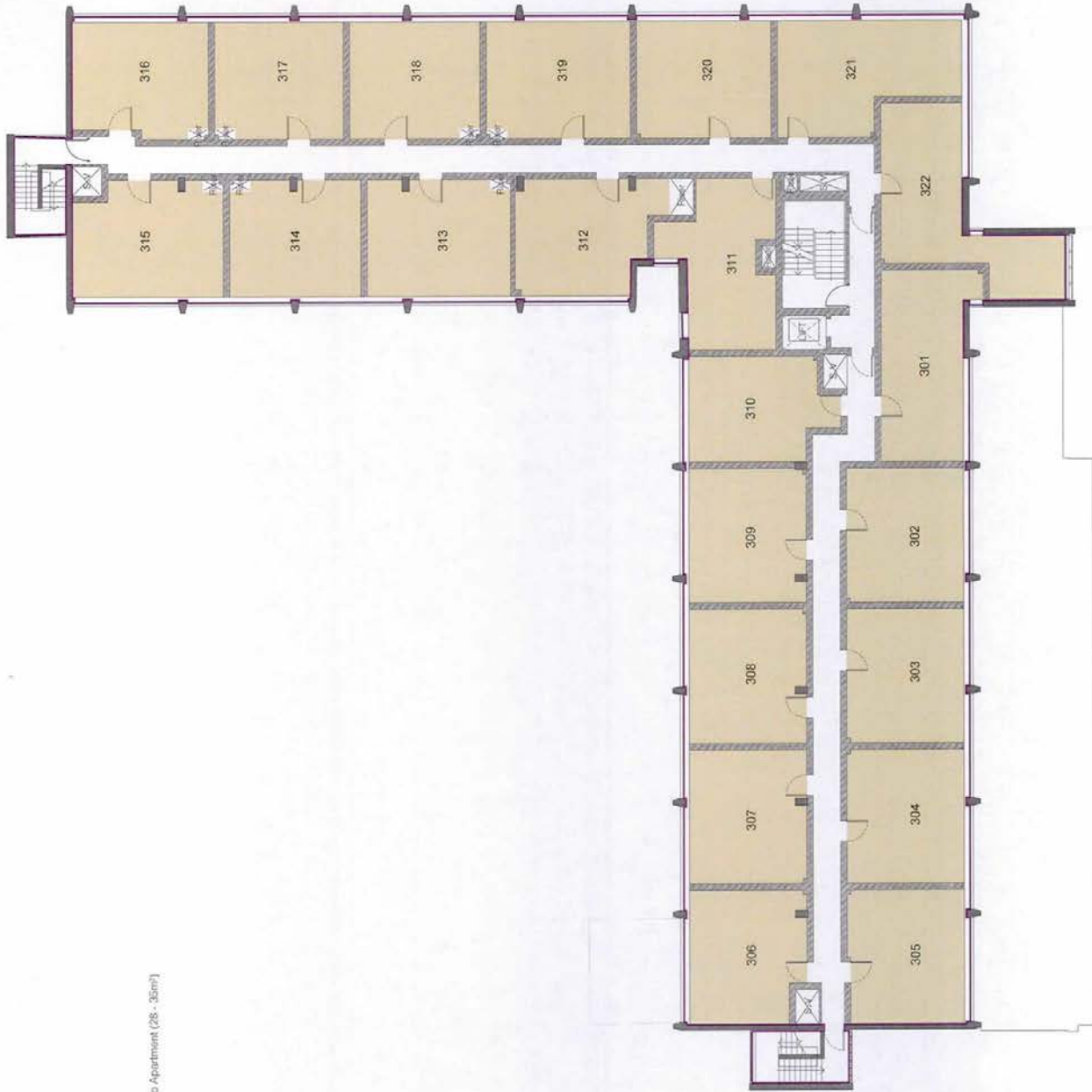


PROJECT NUMBER: 15-00000000-00000000-00000000
EXISTING SIXTH FLOOR PLAN
 Notes:
 • All work shall be in accordance with the approved design.
 • All work shall be in accordance with the approved design.
 • All work shall be in accordance with the approved design.
 • All work shall be in accordance with the approved design.



PROJECT: 15-00000000-00000000-00000000 SHEET: EXISTING SIXTH FLOOR PLAN DATE: 10/20/2015 DRAWN BY: [Name] CHECKED BY: [Name]		PROJECT: 15-00000000-00000000-00000000 SHEET: EXISTING SIXTH FLOOR PLAN DATE: 10/20/2015 DRAWN BY: [Name] CHECKED BY: [Name]
PROJECT: 15-00000000-00000000-00000000 SHEET: EXISTING SIXTH FLOOR PLAN DATE: 10/20/2015 DRAWN BY: [Name] CHECKED BY: [Name]		PROJECT: 15-00000000-00000000-00000000 SHEET: EXISTING SIXTH FLOOR PLAN DATE: 10/20/2015 DRAWN BY: [Name] CHECKED BY: [Name]

spratley ARCHITECTS
 1000 Peachtree Street, N.E.
 Atlanta, GA 30309
 Phone: 404.525.1234
 Fax: 404.525.1235
 Website: www.spratley.com



Key
 Studio Apartment (28 - 35m²)

PROPOSED THIRD FLOOR PLAN

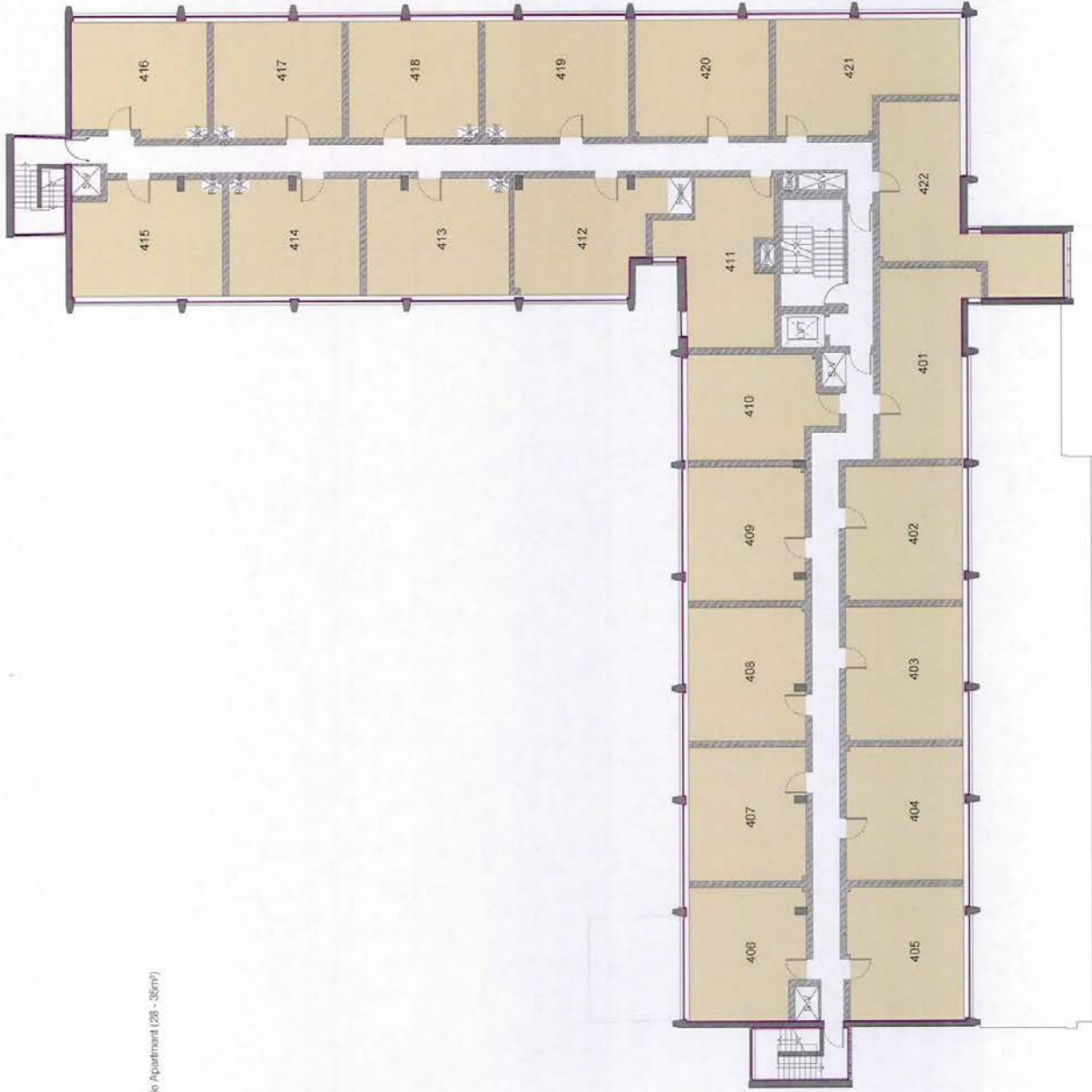
Scale: 1/8" = 1'-0"



Room	Type	Area (sq. ft.)	Count	Total Area (sq. ft.)
301	Studio	28	1	28
302	Studio	29	1	29
303	Studio	30	1	30
304	Studio	31	1	31
305	Studio	32	1	32
306	Studio	33	1	33
307	Studio	34	1	34
308	Studio	35	1	35
309	Studio	36	1	36
310	Studio	37	1	37
311	Studio	38	1	38
312	Studio	39	1	39
313	Studio	40	1	40
314	Studio	41	1	41
315	Studio	42	1	42
316	Studio	43	1	43
317	Studio	44	1	44
318	Studio	45	1	45
319	Studio	46	1	46
320	Studio	47	1	47
321	Studio	48	1	48
322	Studio	49	1	49
TOTAL			22	882

Note: All areas are subject to measurement survey. All areas shown are approximate and subject to change. All areas are subject to the final survey. All areas are subject to the final survey. All areas are subject to the final survey.

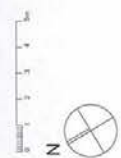
PROJECT: WIDE PALM AVENUE, 11 MILLINGTON WATLING MAZ
 SHEET: PROPOSED THIRD FLOOR PLAN
 DATE: 10/11/2023
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: 19-629
 CITY: GA, 30132
 SCALE: 1/8" = 1'-0"
 NORTH ARROW
 spratley inc.



Key
 Studio Apartment (28 - 35m²)

PROPOSED FOURTH FLOOR PLAN

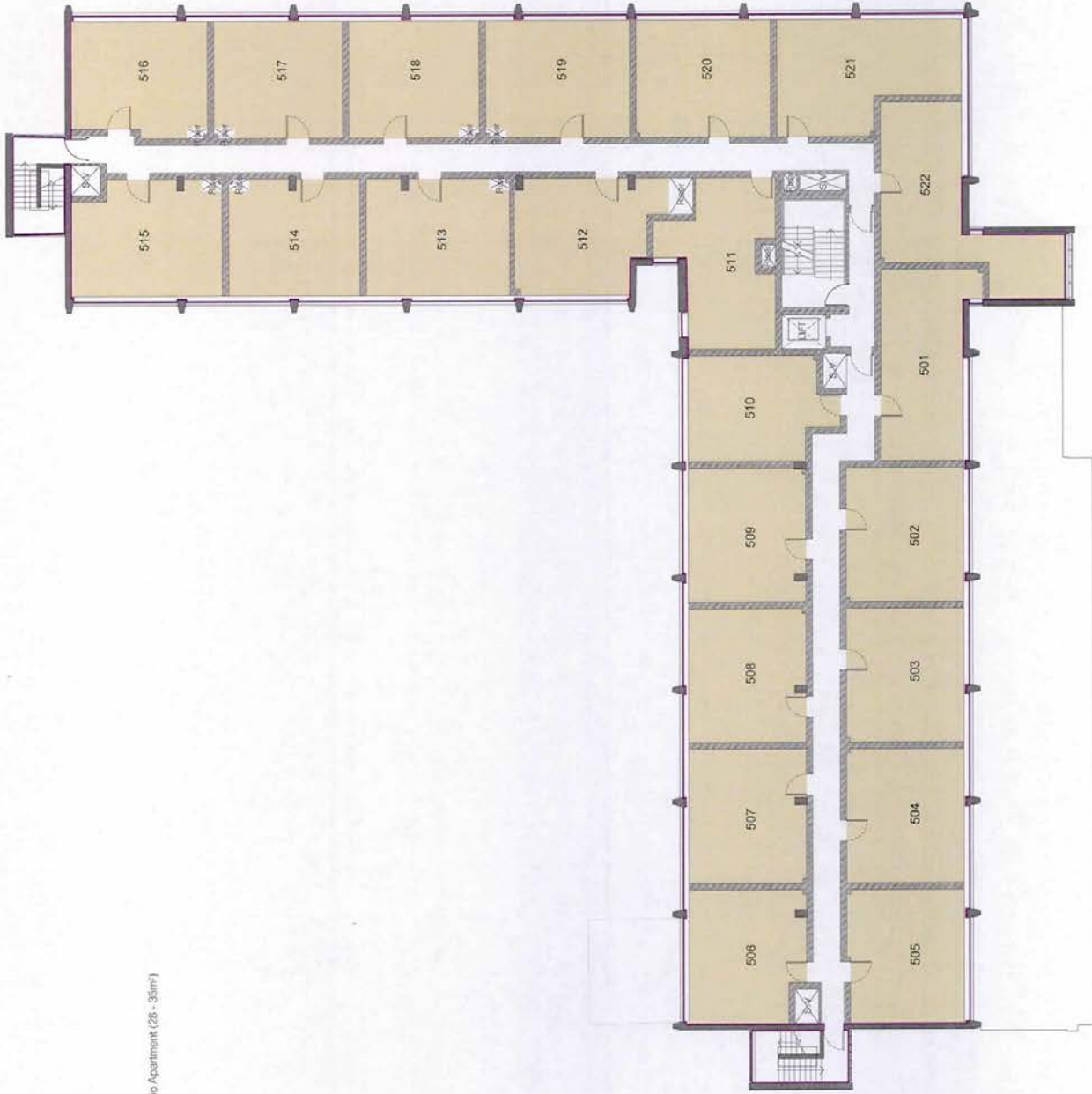
STUDIO APARTMENT UNIT (28 - 35m²)
 GENERAL NOTES:
 1. These drawings and notes do not constitute a full specification. They are for general guidance only and should not be used as such.



Room	Type	Proposed Unit #	Area
401	Studio	21	33.0
402	Studio	22	33.0
403	Studio	23	33.0
404	Studio	24	33.0
405	Studio	25	33.0
406	Studio	26	33.0
407	Studio	27	33.0
408	Studio	28	33.0
409	Studio	29	33.0
410	Studio	30	33.0
411	Studio	31	33.0
412	Studio	32	33.0
413	Studio	33	33.0
414	Studio	34	33.0
415	Studio	35	33.0
416	Studio	36	33.0
417	Studio	37	33.0
418	Studio	38	33.0
419	Studio	39	33.0
420	Studio	40	33.0
421	Studio	41	33.0
422	Studio	42	33.0
TOTAL		42	1386.0

Note:
 All areas are subject to full measured survey, including but not limited to, wall thickness, door and window openings, cabinet enclosures and services. All areas shall comply with IBC's Code of Measuring Practices for Easements.

Project Name: **PROPOSED FOURTH FLOOR**
 Location: **11 MILLINGTON AVE, HAVESVILLE, GA 30131**
 Date: **10/20/2021**
 Scale: **1/8" = 1'-0"**
 Drawing No: **04-001-F1**
 Revision: **16.859**
 Designer: **sprately**
 Architect: **Architect, Georgia**



Key
 Studio Apartment (28 - 35m²)

PROPOSED FIFTH FLOOR PLAN

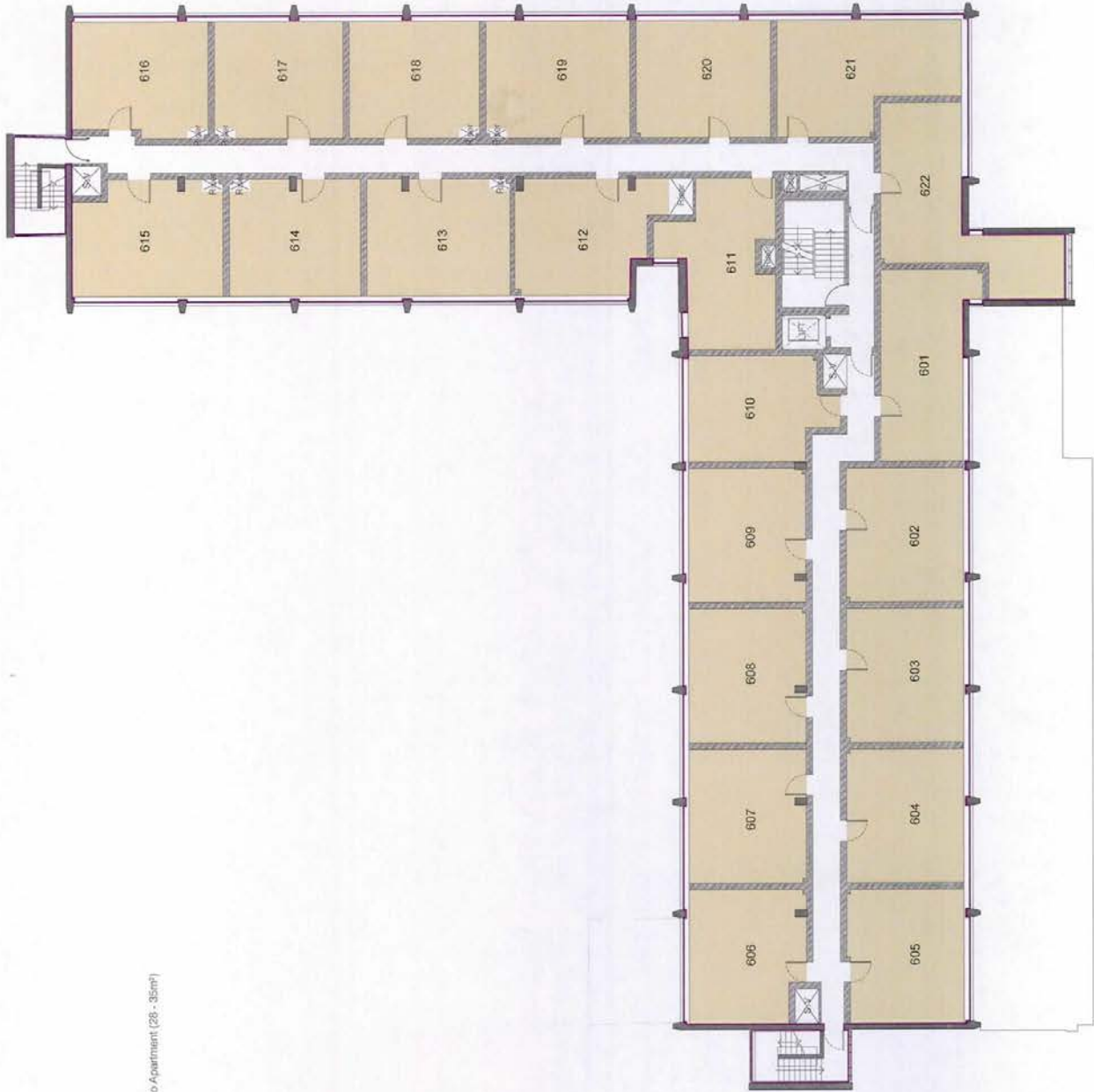
Scale 1:50
 These drawings and notes do not constitute a full specification. They are for general guidance only and should not be used.



Room No.	Type	Area (m ²)	Volume (m ³)
501	Studio	27.1	232
502	Studio	28.4	247
503	Studio	28.4	247
504	Studio	28.4	247
505	Studio	28.4	247
506	Studio	28.4	247
507	Studio	28.4	247
508	Studio	28.4	247
509	Studio	28.4	247
510	Studio	28.4	247
511	Studio	28.4	247
512	Studio	28.4	247
513	Studio	28.4	247
514	Studio	28.4	247
515	Studio	28.4	247
516	Studio	28.4	247
517	Studio	28.4	247
518	Studio	28.4	247
519	Studio	28.4	247
520	Studio	28.4	247
521	Studio	28.4	247
522	Studio	28.4	247
TOTAL		544	4648

Note:
 • All areas are measured to the finished floor level.
 • All volumes are measured to the finished floor level.
 • All areas and volumes are subject to change without notice.
 • All areas and volumes are subject to change without notice.
 • All areas and volumes are subject to change without notice.

PROJECT: PROPOSED FIFTH FLOOR PLAN
 DRAWING NO: 16.029
 DATE: 16.02.14
 SCALE: 1:50
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: 16.029
 CLIENT: [Name]
 ADDRESS: [Address]
 CITY: [City]
 STATE: [State]
 POSTAL CODE: [Postal Code]



Key
 Studio Apartment (28 - 35sqf)

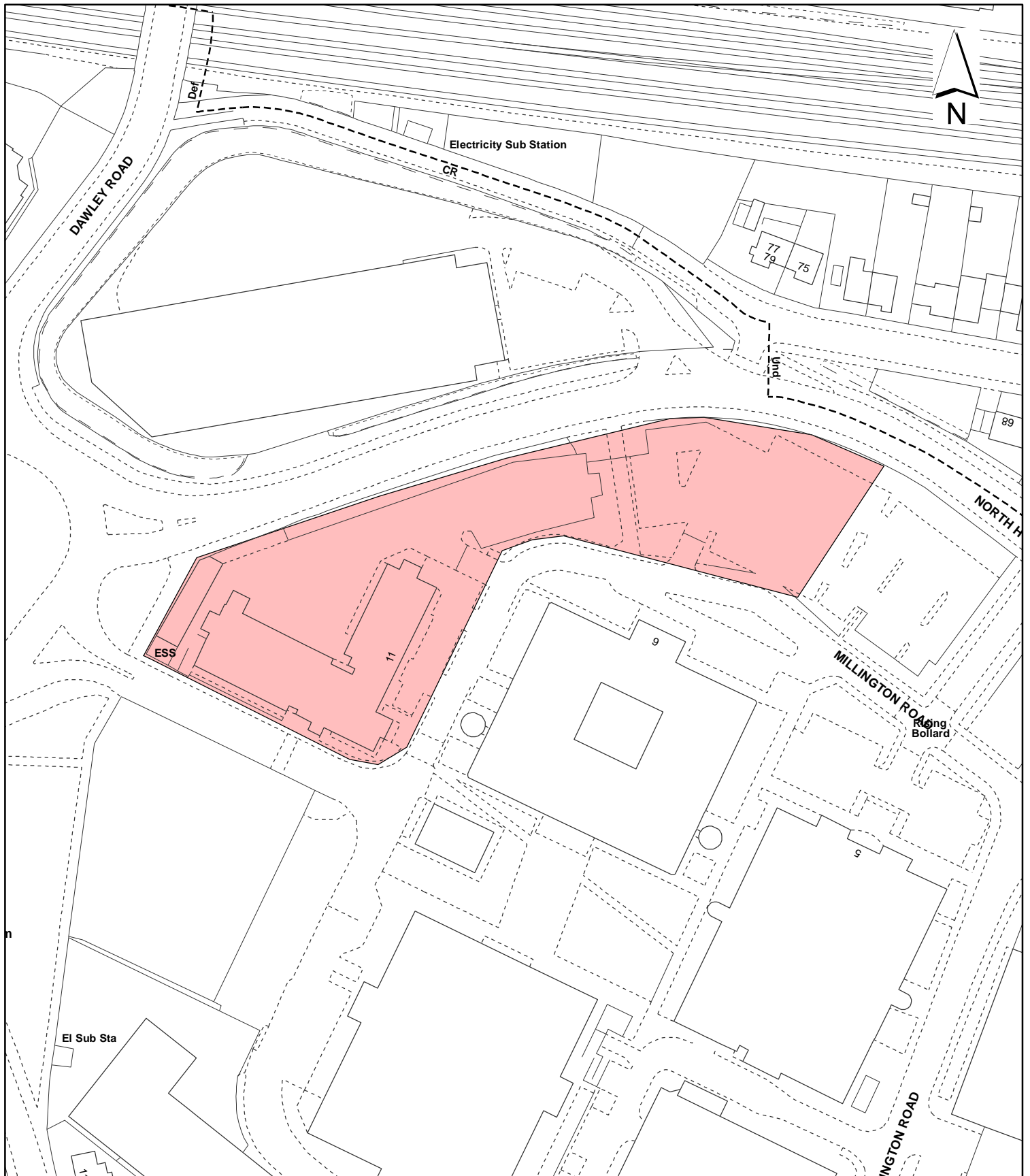
STUDIO APARTMENT, 11 MILLINGTON AVENUE, HARVEY AND ANZ
PROPOSED SIXTH FLOOR PLAN

Client: Mr. [Name]
 These drawings and notes do not constitute a LR specification. They are for general guidance only and should not be relied upon.



Room	Type	Area (sqm)	Volume (m³)
600	Studio	31	200
601	Studio	28	175
602	Studio	28	175
603	Studio	28	175
604	Studio	28	175
605	Studio	28	175
606	Studio	28	175
607	Studio	28	175
608	Studio	28	175
609	Studio	28	175
610	Studio	28	175
611	Studio	28	175
612	Studio	28	175
613	Studio	28	175
614	Studio	28	175
615	Studio	28	175
616	Studio	28	175
617	Studio	28	175
618	Studio	28	175
619	Studio	28	175
620	Studio	28	175
621	Studio	28	175
622	Studio	28	175
TOTAL		648	4088

Note:
 • All areas are subject to measurement before, during and after construction.
 • All areas are subject to measurement before, during and after construction.
 • All areas are subject to measurement before, during and after construction.
 • All areas are subject to measurement before, during and after construction.



Notes:

 Site boundary

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Site Address:

**Building 3
 Hyde Park
 Hayes**

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

Planning Application Ref:
67702/APP/2018/920

Scale:
1:1,250

Planning Committee:
Major Page 125

Date:
May 2018



Report of the Head of Planning, Transportation and Regeneration

Address MAPLE AND POPLAR DAY CENTRE MAPLE ROAD HAYES
Development: Demolition of vacant Maple and Poplar Day Centre and construction of 34 no. 2 Bed / 4 Person Flats in 2 no. 3 storey new builds.
LBH Ref Nos: 43762/APP/2018/396

Date Plans Received: 01/02/2018

Date(s) of Amendment(s):

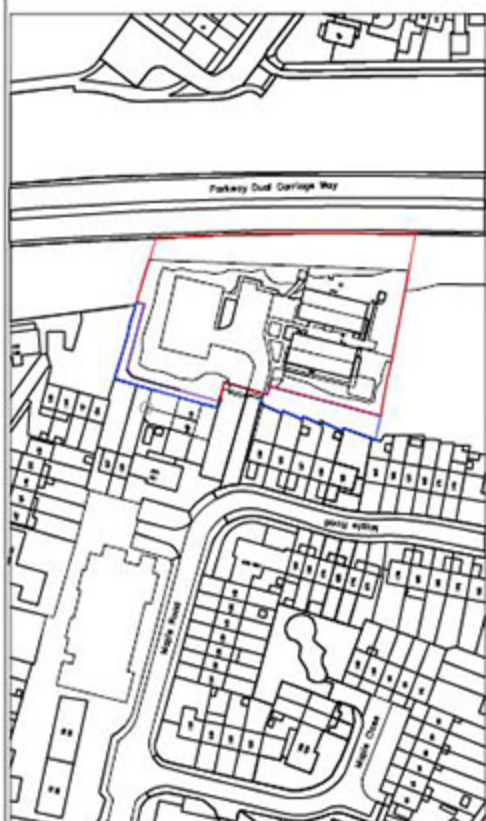
Date Application Valid: 13/03/2018

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Boundary of the Site
Right of way



Hillington Council

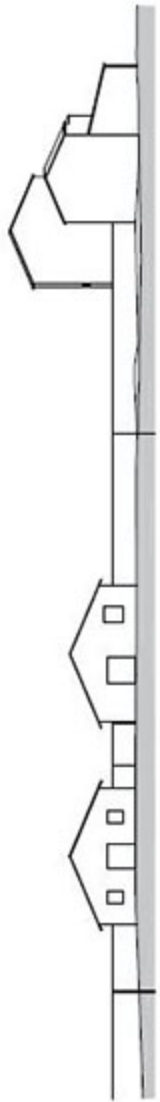
Maple and Poplar
Hayes
UB4 9NQ

Maple and Poplar

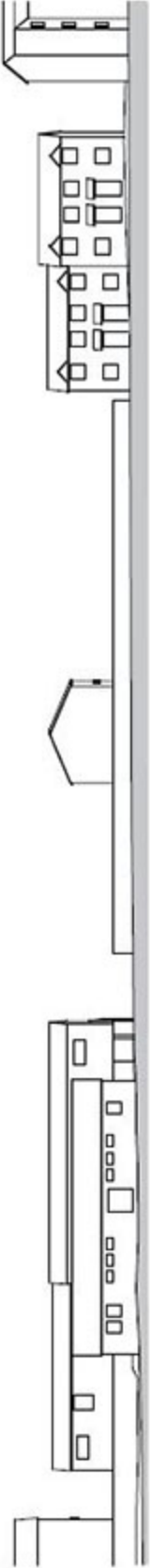
Site Location Plans

Planning

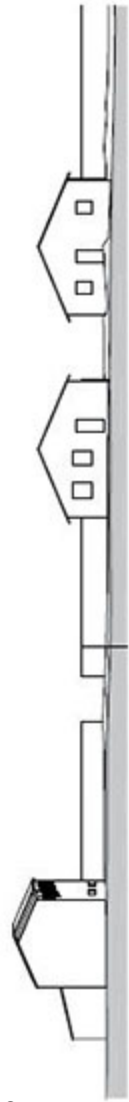
28071 PL01



Section 1 - 1 Existing North Elevation



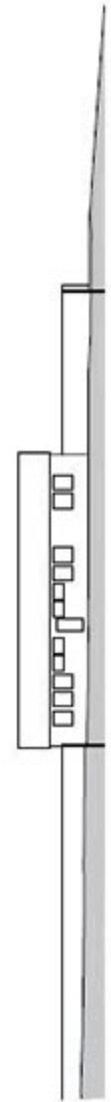
Section 2 - 2 Existing East Elevation



Section 3 - 3 Existing South Elevation



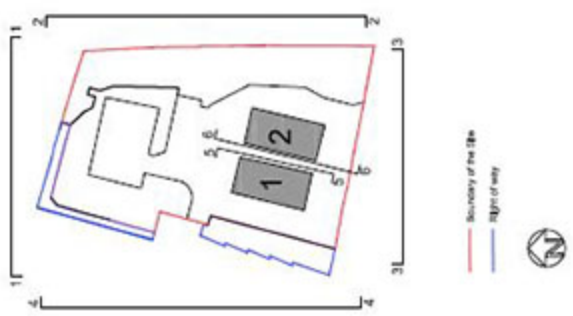
Section 5 - 5 Existing East Elevation



Section 4 - 4 Existing West Elevation



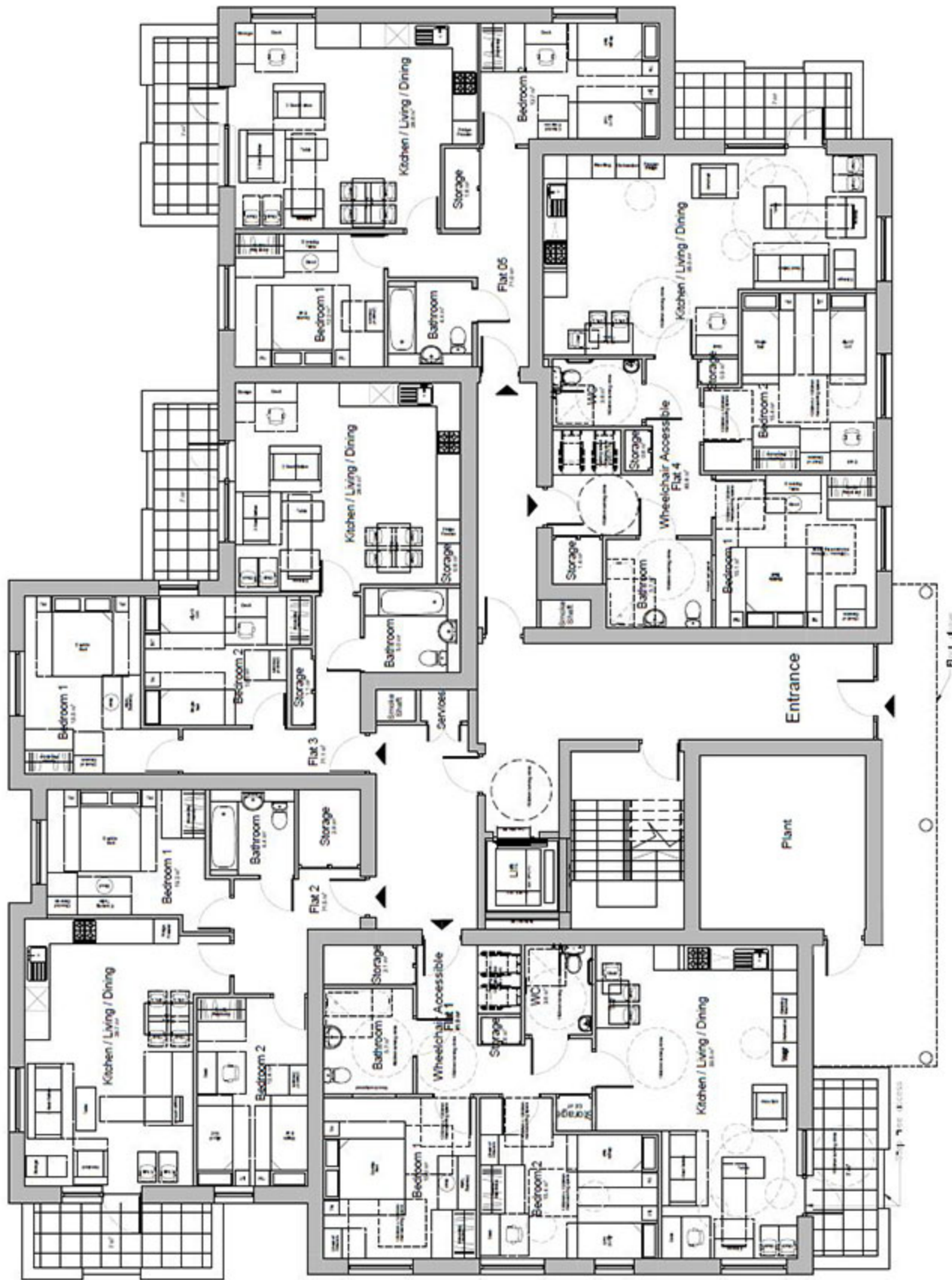
Section 6 - 6 Existing West Elevation



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1000 W. 10th St., Suite 100
Tulsa, Oklahoma 74103
Phone: 918.438.1234
Fax: 918.438.1235
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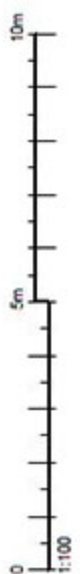
Hill Country
Maple and Poplar
Existing Elevations
Planning
2021
Project No. 2021-001
Scale: 1/8" = 1'-0"

Maple and Poplar
Existing Elevations
Planning
2021
Project No. 2021-001
Scale: 1/8" = 1'-0"



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DATE	29/07/11
SCALE	1:100
PROJECT	Maple and Poplar
NO.	29071
DESIGNED BY	PL 11
CHECKED BY	PL 11
APPROVED BY	PL 11



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Proposed North Elevation For Block A



Proposed East Elevation For Block A



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1000 W. 10TH ST. SUITE 100
DENVER, CO 80202
TEL: 303.733.8800
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Client: Hillington Council
Project: Maple and Poplar
Phase: Proposed Elevations
Drawing: Planning
Scale: 1/8" = 1'-0"
Date: MM
Sheet: PL 15
Revision: A

1. The design of this project is based on the information provided by the client and the site conditions. The design is subject to change based on the final site plan and the results of the geotechnical investigation. The design is also subject to change based on the final engineering and architectural drawings. The design is not intended to be used for any other purpose than the one for which it was prepared. The design is not intended to be used for any other purpose than the one for which it was prepared. The design is not intended to be used for any other purpose than the one for which it was prepared.

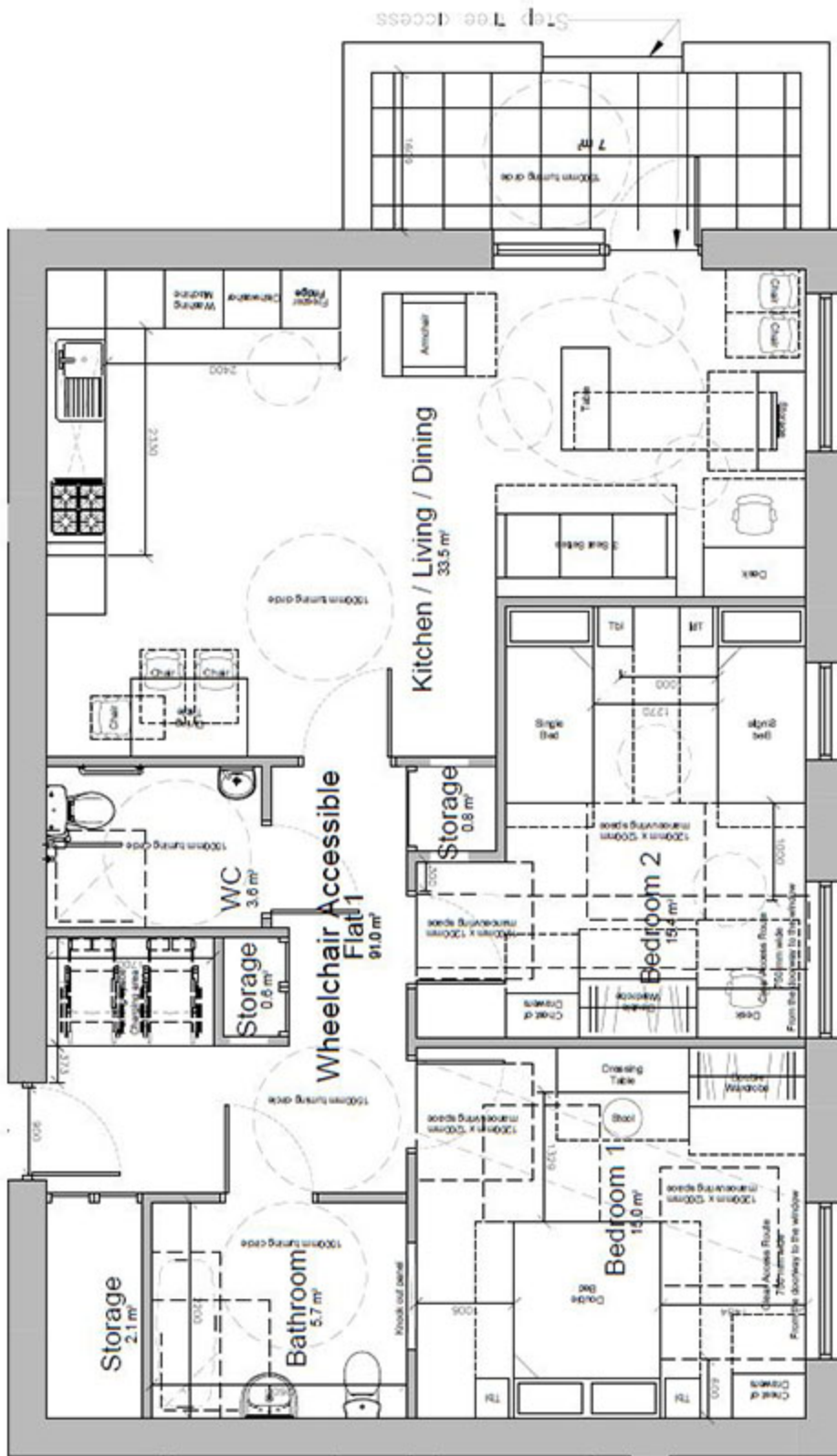


Proposed North Elevation For Block B



Proposed East Elevation For Block B





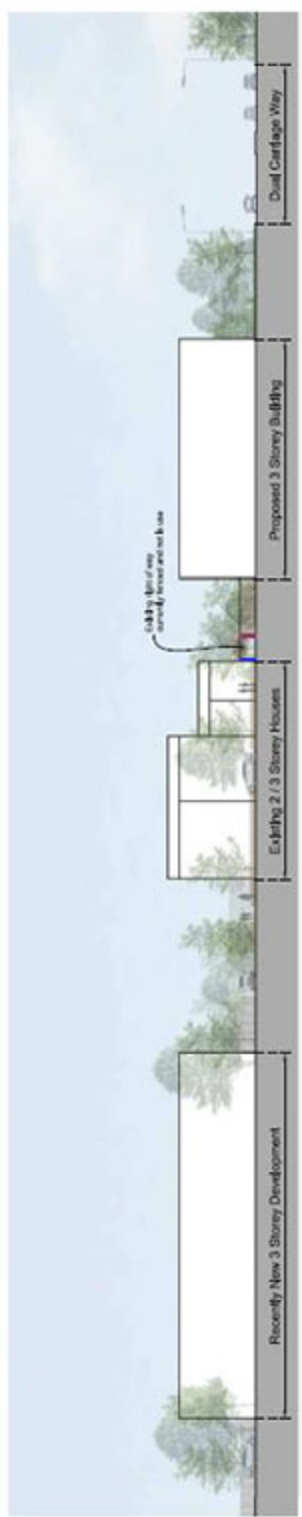
A3

The architect is responsible for ensuring that the products which he selects for his buildings will comply with the requirements of the Building Regulations, Part M (Access to Buildings Other than Dwellings) and will ensure that the buildings are accessible to all people, including those with disabilities. The architect is responsible for ensuring that the buildings are accessible to all people, including those with disabilities. The architect is responsible for ensuring that the buildings are accessible to all people, including those with disabilities. The architect is responsible for ensuring that the buildings are accessible to all people, including those with disabilities.

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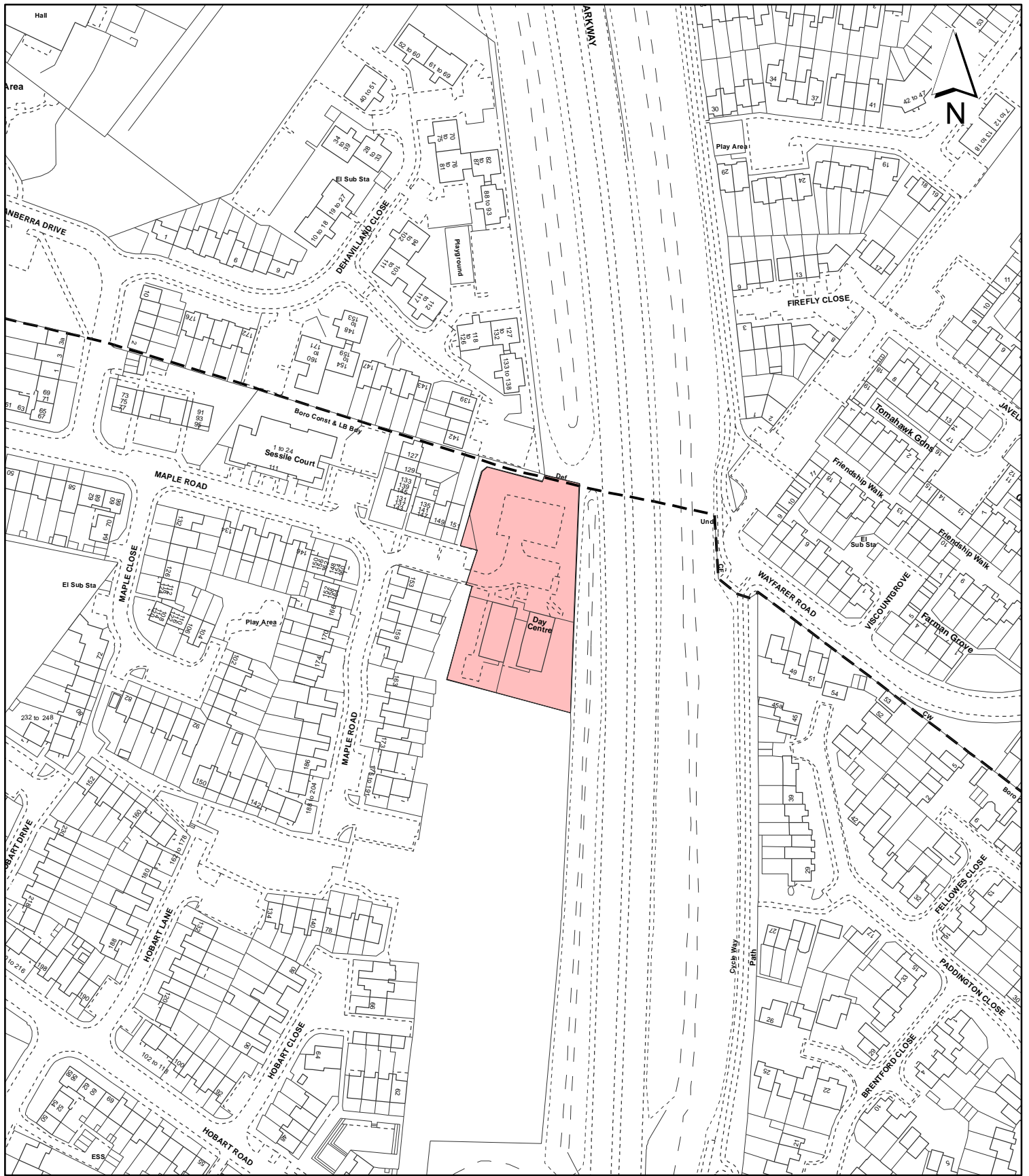
Proposed Site Section A - A



Proposed Building Section

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 ARCHITECTS
 100-102, The Arcade, Hillingdon, Uxbridge, Middlesex, UB8 3NQ
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Hillingdon Council
 W.A. Maple and Poplar
 Proposed Sections
 Planning
 Planning Ref: 2017/0001
 Date: 28/01/2017
 P. 13



Notes:

 Site boundary

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Site Address:

**Maple & Poplar
Day Centre**

Planning Application Ref:

43762/APP/2018/396

Planning Committee:

Major Page 146

Scale:

1:2,000

Date:

May 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, Transportation and Regeneration

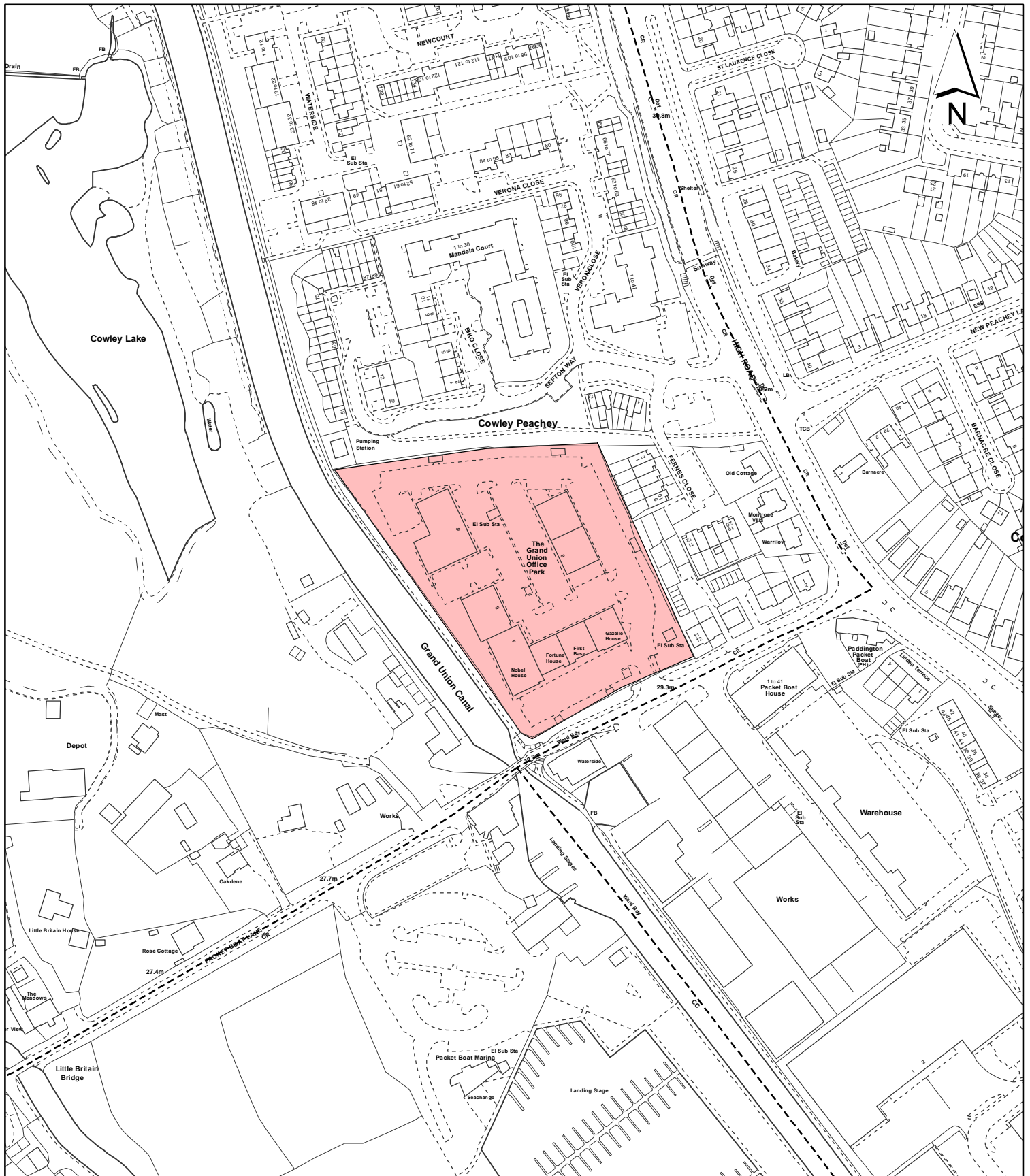
Address THE GRAND UNION OFFICE PARK PACKET BOAT LANE COWLEY

Development: Deed of Variation (DoV) to the S106 Legal Agreement for planning permission ref: 1197/APP/2015/4164 dated 13/12/16 (Demolition of Block C and end of Block B and erection of four 5-storey replacement buildings; extensions to Blocks A and B; car parking; landscaping; and associated development) to modify Schedule 3 (canal landscaping/improvement works), Schedule 5 (highway works) and Schedule 8 (car club).

LBH Ref Nos: 1197/APP/2018/1676

Date Plans Received: 22/05/2017 **Date(s) of Amendment(s):**

Date Application Valid: 22/05/2017



Notes:

 Site boundary

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Site Address:

Grand Union Office Park

Planning Application Ref:

1197/APP/2018/1676

Planning Committee:

Major Page 148

Scale:

1:2,500

Date:

May 2018

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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



HILLINGDON
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