



HILLINGDON  
LONDON



# Major Applications Planning Committee

**Date:** TUESDAY 19 JUNE 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

## 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

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*Putting our residents first*

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## A useful guide for those attending Planning Committee meetings

### Security and Safety information

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### Petitions and Councillors

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

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

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

### How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

### About the Committee's decision

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

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

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

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

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 8
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

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

### Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	579 - 583 Uxbridge Road, Hayes  72470/APP/2016/4648	Botwell	Demolition of 3 dwelling houses and redevelopment of site to provide 21 (4 x studio, 2 x 1 bed, 11 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space (revised plans)  <b>Recommendation: Approval</b>	9 – 38  158 – 169
7	Wallingford Road, Bus Depot, Uxbridge  50677/APP/2017/4537	Uxbridge South	Use of land as a bus park for up to 30 buses and erection of 3 containers to provide staff facilities (Use Class Sui Generis).  <b>Recommendation: Refusal</b>	39 – 56  170 – 177

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## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
8	Westcombe House, Uxbridge  13544/APP/2018/1122	Uxbridge South	Variation of Condition 1 (Parking) of planning application reference 13544/APP/2017/3388 (Prior Approval application for the change of use from office accommodation (Use Class B1(a)) to 33 residential units (Use Class C3)).  <b>Recommendation: Approval</b>	57 – 68  178 – 180
9	FLC Car Sales, Yiewsley  692/APP/2017/749	Yiewsley	Erection of a 2-4 storey building comprising 30 no. studio, 1, 2 and 3- bedroom apartments (Use Class C3) with associated access, car parking and refuse/recycling store, involving demolition of the used car sales garage (Outline application with appearance and landscaping reserved).  <b>Recommendation: Approval</b>	69 – 112  181 – 195
10	Onslow Mills, Yiewsley  1724/APP/2018/1695	Yiewsley	Modification of S106 Planning Obligation relating to Planning Application 1724/APP/2016/3513 (Demolition of existing building and erection of new building comprising 24 apartments, amenity space and car parking) to Amend schedule 1 to provide 100% Affordable Housing.  <b>Recommendation: Approval</b>	113 – 120  196 – 197

11	<p>Prologis Park West London, Yiewsley</p> <p>37977/APP/2018/1117</p>	Yiewsley	<p>Section 73 application for Removal of Condition 27 (Data Centre Use) and variation of Condition 6 (Approved documents) of planning permission 37977/APP/2017/1634 dated 14.08.17 (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floor space of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floor space in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floor space with all matters, except for access, reserved for later determination.)</p> <p><b>Recommendation: Approval</b></p>	<p>121 – 156</p> <p>198 – 200</p>
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# Agenda Item 3

## Minutes



**MAJOR** Applications Planning Committee

**23 May 2018**

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Alan Chapman, John Morse, John Oswell, Devi Radia, Steve Tuckwell, David Yarrow and Jazz Dhillon</p> <p><b>LBH Officers Present:</b> James Rodger (Head of Planning and Enforcement), Glen Egan (Office Managing Partner - Legal Services), Mandip Malhotra (Strategic and Major Applications Manager), Richard Phillips (Principle Planning Officer), Richard Michalski (Transport and Highways Officer) and Neil Fraser (Democratic Services Officer)</p>
4.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Janet Gardner. Councillor Jazz Dhillon was present as her substitute.</p>
5.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Dhillon declared a pecuniary interest in respect of Item 7 – Building 3, Hyde Park, Hayes, as he had just taken office space at the location. Councillor Dhillon confirmed that he would leave the room when the item was due for determination.</p>
6.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meetings held on 5 April and 10 May 2018 be agreed as a correct record.</p>
7.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
8.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all agenda items were marked as Part I, and would therefore be considered in public.</p>

9. **OLD COAL DEPOT, TAVISTOCK ROAD - 18736/APP/2018/628** (*Agenda Item 6*)

**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)).**

Officers introduced the report, and highlighted the addendum which contained clarifications of existing conditions and minor amendments to plans, together with the addition of new conditions relating to a level crossing on site and a condition relating to the site being Council owned. It was confirmed that most Committee Members had attended a site visit within the previous week, and so were aware of site access.

Officers highlighted the new site layout, access route, and a site constraints plan which confirmed that the site was a designated industrial business area. It was confirmed that there was an emerging site allocation looking to redevelop the entire parcel of land, which proposed to remove the site from the industrial business area and provide a residential led mixed-use development.

The site formed part of the former Coal Yard Depot site, with which there was an existing arrangement allowing the operation of an existing civic amenity for 28 days per year, known as the 'golden weekend'. This referred to the opening of the site for a Saturday and a Sunday each month, to provide specific amenities.

The proposal to be determined would permit the use of the site for a temporary period of five years only, but to be used as a civic amenity site on a seven day a week basis. Vehicles would enter the site via a circular route to take them efficiently through the site, before disposing of waste. Waste would be separated for different types of materials. An existing weighbridge would be used to service the trade waste, and the site was expected to handle up to 48,000 tonnes of waste per year, with proposed opening hours of 8 a.m. to 6 p.m. Monday through Fridays, and 9:00 a.m. to 5:00 p.m. for Saturdays, Sundays and Bank Holidays.

Trade waste was a common service or feature of civic amenity sites, and was predominantly aimed at small businesses (such as builders or gardeners) to provide drop-off for small loads. It was proposed to be capped that trade waste could not exceed 10,000 tonnes per annum, which was included within the 48,000 tonne allowance of waste across the whole site.

It was confirmed that the Council's environmental services waste team required a service to the south of the Borough. Currently, there was only one civic amenity site, at the New Year's Green Lane site in the north of the Borough. The application, for a temporary period of five years while the site allocations for the wider proposals for the redevelopment of the site were processed, would allow the site to be utilized for civic amenity servicing for the south of the Borough, providing a seven day a week service. As the proposals were only temporary, they would not prejudice the long-term future aspirations of the Council, and potentially that of the landowner, for redevelopment of the site.

The impact of the additional vehicle movements generated by the development were not considered to be significant, and it was expected that there would be a reduction in overall journeys which were currently made by Borough residents traveling to New



Year's Green Lane to dispose of their civic waste.

A site waste management plan was proposed and was designed to reflect some of the proposals currently in place at the New Year's Green Lane site, including ensuring that vehicles were directed in the most efficient manner to dispose of their waste and leave the site as quickly as possible. Employees would be on site during opening hours, and it was proposed, by way of the site waste management plan, that the applicant would be required to record peak site usage and report that on the Council's website.

A level crossing was currently present on site. Operatives would close the facility when the crossing was in use, which was for two train movements per day.

Officers concluded by confirming that the application was recommended for approval.

A petitioner addressed the Committee in objection to the application, key points of which included:

- The petitioner was speaking on behalf of the many hundreds of residents who had signed a petition asking the Committee to refuse the planning application.
- The application site was in close proximity to an increasingly crowded residential area, within metres of congested roads, and it was an unfair and deeply flawed application.
- The proposed total of 48,000 tonnes of waste per annum was much higher than the 29,000 tonnes dealt with at the site in Harefield.
- The report did not include an important detail in that, while the site operation would be restricted to 8:00 a.m. to 6:00 p.m., there was no mention that it would operate for 362 days a year, which equated to a 95% increase in the operating time over the present arrangement.
- The report failed to mention that 10,000 tonnes out of the 48,000 tonnes of waste per annum was to be trade waste not household rubbish, which would fall to Powerday to process rather than the Council.
- The report did not mention Powerday but there had been confirmation from the Deputy Leader of the Council that Powerday was to run the waste treatment operation.
- The plan showed the civic amenity was 2,500 metres squared, and the operation waste site was some three times bigger, at 7,500 metres squared, which was out of proportion.
- There was concern that if the application were to be approved, Powerday would be able to erect a large building, as the environmental agency insisted that waste separation must be conducted inside buildings.
- The inspector's public examination of the West London Waste Plant had said this site was unsuitable for any waste activities.
- There had been two applications submitted by Powerday, in which Network Rail had made strong objections. However, it was unknown if Network Rail had been approached and informed that the proposed application would result in a 95% increase in the people that would be walking across the level crossing.
- Regarding the measurements of the site, published plans stated that the site would total 9,663 square metres, and should include a boundary totalling 400 metres squared, as without that boundary there was no way in or out of the facility the facility from the weighbridge. This would mean that the application site would total over 1 hectare, and would require the Mayor of London to be the final arbitrator for the application.

The petitioner concluded by requesting that the application be refused.

Before opening the item for debate, the Chairman clarified that a waste separation site was not being proposed. An amended plan had been issued to the Committee earlier in the week, to correct an error in the published plans. The revised plan omitted the words 'waste separate area' for clarity, as set out in the addendum.

Officers discussed the 'red line' present on the plans. The line was present to show the area necessary to weigh the waste on site, which in turn allowed for the requisite charges to be issued. After weighing, trade waste would be deposited at a different location on site, which would require the internal relocation of an office building. The 'red line' was part of a set of plans submitted by the applicant, which showed a site that they said they would be able to operate the service within. If it proved that the applicant was unable to carry out the service within that 'red line' boundary, they would be required to submit new plans showing a different 'red line' boundary.

Officers clarified that, contrary to the petitioner's suggestion that the 10,000 tonnes of trade waste would not be 'Council' waste, the trade waste was to be Hillingdon waste, to be managed and recorded by employees working on behalf of the Council.

Councillor Oswell asserted that he had not received the revised plan with the removal of the 'waste separation area', and on the basis that the plans that he had received were incorrect, moved that the application be refused. The Chairman held this until a full discussion had taken place.

Members requested clarity on how the site was to function if the 'red line' was as set out on the plans, inclusive of the road approach. In response, it was clarified that the weighbridge was within the 'red line' of the site. Vehicles would be able to turn from the weighbridge back into the site, and through to deposit waste before exiting the site, via a one-way system.

Members requested clarity on the site's exclusion from the West London Plan, and the potential for congestion on the main road due to the closure of the level crossing when trains were passing.

Officers confirmed that the site was already designated as an industrial business area, whose use would result in a number of heavy goods vehicles frequenting the site. The Council's emerging Local Plan Part 2 would look to re-designate the site, but as the application was for temporary use over five years, it was not felt that the application prejudiced that Local Plan, and as per the Council's requirements for the provision of housing, the site was listed for housing development over the next 5-10 years.

With regard to the level crossing, Officers highlighted page 3 of the addendum, which showed an average of two trains per 24 hour period. In addition, during the recent site visit, Members had estimated that approximately 25 additional cars could be accommodated between Tavistock Road and the level crossing location.

Members requested details on whether congestion and the gated level crossing constituted a risk in the event of an emergency, such as a fire. Officers confirmed that when lowered, the gate would be down for only a matter of minutes, and that the low frequency of trains (2 per 24 hours) meant that there were no highways safety concerns. In addition, Network Rail had been consulted, and had not raised any concerns. A risk assessment had not been carried out on the level crossing, as this had not been requested by Network Rail.

During discussion, it was highlighted that this was not a wholly new scheme, but an

extension to an existing scheme that already ran well. The 'golden weekends' had proved to be a success, and had operated for a number of years without incident or concern.

Members were mindful of residents' concerns over increased traffic and congestion, and requested further information regarding the intensification of use, particularly if the upper limit of 48,000 tonnes of waste were to be reached.

Officers highlighted page 26 of the report, which compared the proposed site to a similar site within Kingston. The Kingston site had a comparable tonnage to that proposed within the application. It was estimated that the site would be visited by an average of approximately 83 cars per hour, and while this would impact on the nearby junction, traffic assessments undertaken at that junction had resulted in confidence that the junction could successfully accommodate such an increase in vehicles. It was stressed that this anticipated level of traffic generation was likely to be reduced given the extended opening hours of the site which would inherently dilute some of the predicted activity on an hourly basis.

Pages 8 and 9 of the officer's report were highlighted, and Members raised concerns that the site would result in an increase in carbon dioxide emissions and poor air quality, as well as have a detrimental effect on traffic flow and congestion.

When considering air quality, officers highlighted that currently, residents were having to travel to Harefield to deposit their waste, which was a longer journey that would result in significant emissions.

Clarity was requested on who exactly would be running the site. Officers confirmed that the application was submitted by Hillingdon Council, and that while Powerday would be involved in the running of some aspects of the site, the conditions within the report and addendum set out that the site would be controlled by the Council.

Councillor Oswell's motion that the application be refused was seconded and put to a vote, which was lost by a vote of 5 to 3.

Members asserted that fly tipping and other issues had increased, and that it was incumbent on the Council to provide adequate facilities for residents to safely dispose of their waste. The application was for extending the use of an existing service, and felt the principle of the development was appropriate as set out in the officer's report. On this basis, the officer's recommendation was moved, subject to the amended plans and conditions as set out by officers and in the addendum. This was seconded, and when put to a vote, carried by a vote of 5 to 3.

**RESOLVED: That the application be approved, subject to the conditions as set out in the addendum and the addition of a condition relating to the application site being owned by London Borough of Hillingdon.**

10. **BUILDING 3, HYDE PARK, HAYES - 67702/APP/2018/920** (*Agenda Item 7*)

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

Officers introduced the report and addendum, which contained various amendments for clarity, together with an amendment to condition 1.

Members were reminded that the application was for prior approval, and so grounds for

assessing prior approval were limited to transport and highways impacts, contamination risks, flooding risks, and the impact of noise from commercial premises on the intended occupiers.

The Committee was informed that the application had been assessed by various specialists, and it had been deemed that the proposals were acceptable. However, regarding the highways and transport impacts of the development, it had been deemed that there were mitigation measures required which had been addressed within the heads of terms, namely the provision of a full travel plan, an obligation to secure the auditing of the travel plan, a £20k fund bond for the travel plan, and £60k fund towards improving the safety and convenience for walking and cycling to the cross rail station and Hayes town centre. In addition, the Council was securing conditions to prevent future residents from applying for parking permits within existing and future parking management schemes within Hayes.

An additional condition was set out in the addendum that related to electric vehicle charging points. Officers clarified that the electric vehicle charging provision being requested would also include 7 motorcycle parking bays, based on the standard ratio of 1 motorcycle bay per 20 car parking spaces.

Officers concluded by stating that it was recommended that Members agree that prior approval was not required, subject to the legal agreement and heads of terms. The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.

**RESOLVED: That the application be approved, subject to the conditions as set out in the addendum and clarification of the number of motorcycle parking bays, as outlined.**

11. **MAPLE AND POPLAR DAY CENTRE - 43762/APP/2018/396** (*Agenda Item 8*)

**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.**

Officers introduced the report and highlighted the addendum, which contained clarifications and suggested additional conditions. Officers confirmed the full wording of condition 1, which had been omitted from Committee papers.

Officers confirmed that the proposal involved the demolition of the existing single-story former Day Centre building and its replacement with 2 three-story blocks of flats, accommodating 34 residential units, 100% of which were to be affordable housing, positioned around a central car parking area.

All units would be served by a central core and were provided with individual balconies. The units were contemporary in design, which was not significantly out of character with the area, as there was a similar flatted development within the locality. The buildings on the site had been in use until 2016, and had been vacant since, as the provision of the care facilities had been provided elsewhere within the vicinity of the application site.

Each building would accommodate 17 two-bedroom affordable housing units, delivering 100% affordable housing, made up of 50% Council rented and 50% shared ownership units. The site provided one car parking space for each property in accordance with Council's parking standards. The private and communal amenity space requirements of the site were in excess of the Council's policy requirements, and

accordingly the application was recommended for approval.

Members sought clarity on the approved layout as set out on the plans. Officers confirmed that the plans were annotated to show that the units were mirrored, and therefore that the plans were set out correctly.

Members sought clarity on how the Council was introducing energy saving schemes in such developments. Officers confirmed that the Council's Sustainability and Renewable Energy officer maintained an overview of such schemes in line with a wider fund that the Council was accumulating.

The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.

**RESOLVED: That the application be approved, subject to the conditions as set out in the addendum and verbal update.**

12. **GRAND UNION OFFICE PARK - 1197/APP/2018/1676** (*Agenda Item 9*)

**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).**

The report was introduced and the addendum was highlighted, which contained a minor change to the recommendation to correct a typing error in part 3 of the recommendation, requesting that officers be delegated authority to negotiate and agree the final wording of the Deed of variation/Legal Agreement.

The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.

**RESOLVED: That the application be approved, subject to the addendum.**

The meeting, which commenced at 6.00 pm, closed at 7.10 pm.

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

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

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## Report of the Head of Planning, Transportation and Regeneration

- Address** 579-583 UXBRIDGE ROAD HAYES
- Development:** Demolition of 3 dwellinghouses and redevelopment of site to provide 21 (4 x studio, 2 x 1 bed, 11 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space (revised plans)
- LBH Ref Nos:** 72470/APP/2016/4648
- Drawing Nos:** Design and Access Statement [JSA, August 2016]  
Air Quality Assessment [Accon UK, August 2016]  
Noise Impact Assessment [Accon UK, August 2016]  
Transport Statement [David Tucker Associates, December 2016]  
PL-100  
PL-210  
PL-211  
PL-212  
PL-212  
PL-104  
PL-103  
PL-300C  
PL-412  
PL-413

**Date Plans Received:** 23/12/2016

**Date(s) of Amendment(s):**

**Date Application Valid:** 04/09/2017

### 1. SUMMARY

This application seek permission for the demolition of three dwellinghouses and redevelopment of the site to provide 21 flats (4 x studio, 2 x 1 bed, 11 x 2 bed and 4 x 3 bed). The application proposal was comprehensively revised since it was initially submitted. The redevelopment of the site is considered acceptable in principle. The layout, scale and design of the proposal is on balance accepted in this context. The proposal would not result in harm to the amenity of neighbouring occupiers and the level of amenity space and car parking being provided for future residents is on balance considered acceptable. The application provides an offsite affordable housing on-site or a off-site contribution and is therefore recommended for approval subject to a Section 106 legal agreement for the reasons outlined in this report.

### 2. RECOMMENDATION

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

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

**Non-monetary contributions:**

**i) Highways Works S278/S38 as required by the highways engineer and to be**

completed prior to occupation (including reinstatement of footway and crossover);

ii) Car parking allocation and management scheme for this development site and the adjoining Kingswood Place (land edged blue on drwg no PL-100). The scheme shall secure no net loss of car parking across both development sites and a car parking management scheme for all future residents within the developments;

iii) Prohibit future residents of the development from obtaining parking permits, season tickets or car park permits within existing or future Parking Management Schemes (excluding blue badge holders).

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

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

vi) Affordable Housing Review Mechanism.

Monetary contributions:

vii) Air Quality Mitigation Contribution: £22,859

viii) Local Park Improvements £5,000;

ix) Affordable Housing Contribution: £151,600;

x) Carbon offsetting contribution £27,900; and

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

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

C) If the Legal Agreements have not been finalised by 30 July 2018 (or such other timeframe as may be agreed by the Head of Transportation, Regeneration and Planning, delegated authority be given to the Head of Transportation, Regeneration and Planning to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways (including servicing and travel planning), affordable



housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

**1 COM3 Time Limit**

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

REASON

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

**2 COM4 Accordance with Approved Plans**

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

PL-100  
PL-210  
PL-211  
PL-212  
PL-212  
PL-104  
PL-103  
PL-300C  
PL-412  
PL-413

REASON

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

**3 COM5 General compliance with supporting documentation**

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

Design and Access Statement [JSA, August 2017]  
Air Quality Assessment [Accon UK, August 2017]  
Noise Impact Assessment [Accon UK, August 2017]  
Transport Statement [David Tucker Associates, December 2016]

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

## REASON

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

### **4 COM6 Levels**

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

## REASON

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

### **5 COM7 Materials (Submission)**

Prior to commencement of the development, details of all materials and external surfaces, including details of balconies and obscure windows and balustrades shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

## REASON

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

### **6 RES9 Landscaping (including refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the balustrades at roof level
  - 2.c Parking:
    - 31 cars (including 10 reconfigured spaces)
    - demonstration that parking spaces are served by 4 active electric vehicle charging points and 4 passive electric vehicle charging points
    - 2 parking spaces for disabled user
    - 1 motorcycle parking space

- 35 cycle parking spaces
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Refuse storage and management plan

### 3. Details of Landscape Maintenance

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

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

### 4. Schedule for Implementation

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

#### REASON

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

### **7 NONSC Overlooking**

Prior to commencement full details of the physical measures to prevent overlooking between flats and the garden of 577 Uxbridge Road, including the height, colour and material of privacy screens and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats in hereby approved and shall be retained thereafter.

#### REASON

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

### **8 NONSC Noise**

Prior to commencement the development shall include such combination of sound insulation and other measures that shall be submitted to and approved in writing by the Local Planning Authority, the scheme shall include:

- a. Mechanical ventilation to be installed for any units within 15 metres of Uxbridge Road
- b. The rating level of noise emitted from the plant and machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

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

#### REASON

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

## **9 NONSC Protection from Ingress of Polluted Air**

Prior to commencement a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

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

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

### **REASON**

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and Policy 7.14 of the London Plan (March 2016).

## **10 COM31 Secured by Design**

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

### **REASON**

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

## **11 NONSC Accessibility**

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

1. a drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided;
2. the design of accessible parking spaces, for residents and visitors, should cater for high sided vehicles with side and rear wheelchair access;
3. A fire strategy which demonstrates adequate means of escape for wheelchair users, and other persons unable to escape using the staircase.
4. Details of at least one ensuite bathroom connected to the largest bedroom which includes a level access shower shall to be provided onsite.

The development must proceed in accordance with the approved details and retained thereafter.

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.

**12 OM19 Construction Management Plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

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

**13 DIS2 Access to Buildings for People with Disabilities**

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

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

**14 RES15 Sustainable Water Management**

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker

and any other arrangements to secure the operation of the scheme throughout its lifetime  
The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

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

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

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

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

**15 RES26 Contaminated Land**

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

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

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

**16 COM28 Visibility Splays - Pedestrian**

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**17 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 lifetime of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies

(November 2012) and Chapter 6 of the London Plan (July 2011).

## INFORMATIVES

### 1 I52 **Compulsory Informative (1)**

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

### 2 I53 **Compulsory Informative (2)**

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

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact or congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE29	Advertisement displays on business premises
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE8	Planning applications for alteration or extension of listed buildings
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
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
S12	Service uses in Secondary Shopping Areas
S6	Change of use of shops - safeguarding the amenities of shopping areas
S10	Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
S7	Change of use of shops in Parades
S9	Change of use of shops in Local Centres
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement,

LDF-AH	Supplementary Planning Document, adopted July 2006 Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
NPPF	National Planning Policy Framework
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.14	(2016) Existing Housing
LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

### **3            I58                    Opportunities for Work Experience**

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

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

### **4            I1                            Building to Approved Drawing**

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

### **5            I15                            Control of Environmental Nuisance from Construction Work**

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

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

B. All noise generated during such works shall be controlled in compliance with British



Standard Code of Practice BS 5228:2009.

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

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

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

**6            I2                    Encroachment**

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

**7            I21                    Street Naming and Numbering**

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

**8            I3                    Building Regulations - Demolition and Building Works**

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

**9            I45                    Discharge of Conditions**

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

**10          I48                    Refuse/Storage Areas**

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

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

#### **11 I60 Cranes**

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

#### **12**

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

#### **13**

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

#### **14 I23 Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

#### **15**

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

#### **16**

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

### **3. CONSIDERATIONS**

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

The site lies to the south of Uxbridge Road. The site is measures 0.23 ha and comprises 3 2.5- storey dwelling houses. To the west and south, is Kingswood Place, a redevelopment of the former Pronto Industrial Estate which comprises 55 residential units arranged across 7 buildings that range comprise of 2.5 and 5 storey flatted development. To the east are 2.5 storey family dwelling houses and further to the west on Uxbridge Road is a 1.5 storey building in use as a solicitors. The houses include deep gardens to the rear.

The site falls within a predominantly residential area characterised by a mixture of

contemporary flatted development, detached and semi-detached residential dwellings in large plots fronting directly towards Uxbridge Road. The majority of local development is understood to date from the 1930's, more recent examples of infill and replacement development is now interspersed within the street scene.

The site falls within the defined urban area of Hayes and is previously developed land. The site has a Public Transport Accessibility Rating (PTAL) of 2. The site is located on a bus route providing regular services to Hillingdon, Uxbridge and Hounslow town centres. The nearest railway station is at Hayes and Harlington, approximately 2.5km to the south of the site.

### 3.2 Proposed Scheme

The proposal is for the demolition of 3 existing family dwellinghouses and replacement with 21 units located within two blocks with 21 car parking spaces distributed across the site.

The development would provide 4 x studio, 2 x 1 bed, 11 x 2 bed and 4 x 3 bed units.

The proposal also includes the provision of 21 car parking spaces and the replacement reconfiguring of 10 car parking spaces related to the development at the Former Pronto site to allow a logical site layout. This proposal would not result in a loss of car parking at the adjacent site.

The revised application includes dedicated communal amenity space at ground floor level and rooftop amenity space on Block AH.

### 3.3 Relevant Planning History

4404/APP/2007/504 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes  
REDEVELOPMENT OF SITE - ERECTION OF FIVE RESIDENTIAL BLOCKS TO PROVIDE FORTY SEVEN FLATS WITH ASSOCIATED ACCESS, PARKING, REFUSE STORAGE, CYCLE STORAGE AND AMENITY SPACE (INVOLVING DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS AND DWELLINGHOUSE)

**Decision:** 26-02-2008 Refused **Appeal:** 25-03-2009 Withdrawn

4404/APP/2008/3558 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes  
Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one- bedroom flats with associated car parking, landscaping and amenity space.

**Decision:** 23-03-2009 Approved

4404/PRC/2014/18 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes  
Change of use of B1(c) floor space into 12 residential units (C3)

**Decision:** 17-06-2014 NO

#### Comment on Relevant Planning History

The application site has limited site history, however the adjacent site which lies directly to

the north west measure 0.49 hectares comprises an irregular 'L' shape residential infill re-development. The adjacent development comprises 7 detached residential blocks. Two blocks front Uxbridge Road, separated by the central vehicular access that serves the 5 residential blocks towards the rear of the site.

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

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

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

###### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

###### Part 2 Policies:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE29	Advertisement displays on business premises
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE8	Planning applications for alteration or extension of listed buildings

H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
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
S12	Service uses in Secondary Shopping Areas
S6	Change of use of shops - safeguarding the amenities of shopping areas
S10	Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
S7	Change of use of shops in Parades
S9	Change of use of shops in Local Centres
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
NPPF	National Planning Policy Framework
LPP 3.13	(2016) Affordable housing thresholds
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LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

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

**5.1** Advertisement Expiry Date:- **4th October 2017**

**5.2** Site Notice Expiry Date:- **2nd October 2017**

## 6. Consultations

### External Consultees

The original application was consulted on between 16/01/2017 and 02/02/2017. The revised application was consulted on between 06/09/2017 and 02/10/2017.

9 responses and 1 petition against this application have been received plus 1 letter of support. The comments are summarised below:

Original Application:

- Concerns relating the ongoing construction impact;
- Concerns relating to car parking stress on nearby streets and in front of neighbouring drives as a consequence of the quantum of development;
- The proposed design is monstrous and does not blend into the context of the local area;
- Concerns relating to dirt, dust and noise;
- The sheer size of the proposed dwellings would alter the character of this part of the road;
- This site is unlike St Andrews development, the scale of the proposal is out of context in this area;
- Concerns that such proposals create an 'estate type' effect;
- Concerns relating to the lack of affordable housing being provided;
- Future residents of Kingswood Place that properties off plan are expected to live on a building site for so long;
- The proposal would impact the amenity of existing and future residents by way of overlooking and overshadowing;
- The area is already flooded with rental accommodation, such developments do not contribute to a sense of community;
- Many units within the Kingswood development next door are lying empty;
- The proposal provides insufficient car parking;
- This is a sizeable development in a backland location, the block to the rear would be larger than anything in its immediate vicinity;
- The high density development is out of character with the wider area;
- The entire design and form of the proposal is incongruous in this setting, the proposal results in the loss of good quality amenity space, very little amenity space is being provided onsite;
- External materials of the proposed blocks consist of brick ground floor level with coloured fascia cladding and roofing in plain grey tiles (front), and roof covering (rear) -these match the apartments but the overall effect has little relationship to the predominantly brick/render housing around;
- The effect of overdeveloping the site would be to change the pattern of housing to a series of tall, ungainly structures with hardsurfacing leading to a cramped and incongruous appearance within the plot;
- There would be less than 15m between the blocks and the boundary, and with such little space, the present high density development at Kingswood Place would be extended unsympathetically closer to the nearest houses. With less surrounding amenity/green space, the proposal's appearance would be out of character here;
- Concerns relating to the loss of light;
- The highways access would remove the existing bus shelter nearby which is unacceptable;
- Concerns relating to the road access and visitor and disabled car parking spaces;
- Prominent glazing and balconies of the rear block and, albeit at high level, direct side facing windows from habitable rooms and particularly the extreme size of the upper floor gable windows of the front block, enable views into rooms/living areas of neighbouring properties;
- Concerns relating to pedestrian/vehicle safety; and
- Concerns raised in relation to the layout, the proposal result in the loss of soft landscaping which is replaced by car parking, this is not in keeping with the character of the local area.

## REVISED APPLICATION

- Whilst improvements to the scheme have been made block H (to the rear) remains imposing;
- Block H should be considered backland development;
- The proposal is considered inappropriate in this context;
- The proposed development is not in keeping with the character of the area;
- The proposed cladding and external materials are out of keeping with the prevailing character of the area;
- The effect of overdeveloping the site would be to change the pattern of housing to a series of tall, ungainly structures with hardsurfacing leading to a cramped and incongruous appearance within the plot;
- There would be less than 15m between the blocks and the boundary, and with such little space, the present high density development at Kingswood Place would be extended unsympathetically closer to the nearest houses;
- A total of 21 apartments in 2 structures up to the eastern boundary with limited amenity areas would introduce a high density of development to this particular location, exaggerated by difference in height (including eaves) between the proposed buildings and adjacent houses on Uxbridge Road - this would result in overshadowing;
- Prominent glazing and balconies of the rear block and, albeit at high level, direct side facing windows from habitable rooms and particularly the extreme size of the upper floor gable windows of the front block, enable views into rooms/living areas of neighbouring properties;
- Parking and turning areas provision has been made at the cost of a large amount of hardstanding given the congested location which again is regrettable;
- It is noted that the highways access to the parking area would overwhelmingly (all apart from 2 spaces) be via Kingswood Place;
- In another apartment development along the road (again with sloping roofslopes and 2 storey height where it adjoins older housing), a set of traffic lights has been installed, but no such measures are proposed here;
- It is over development of the site and there is a severe shortage of car parking spaces;
- Unauthorised car parking is taking place outside car parking enforcement hours and as such this is dangerous as buses weave in and out between parked cars;
- The proposed bike shed would attract anti social behaviour; and
- The car parking spaces on the development are over used.

## METROPOLITAN POLICE

No objections. However, this development should be conditioned to achieve Secured by Design. This is due to the locality of the proposed development and the crime analysis study which returns high levels of burglary, vehicle crime and anti-social behaviour.

## TRANSPORT FOR LONDON

1. The application site is situated on A4020 Uxbridge Road, which forms part of the Strategic Road Network (SRN).
2. The site has a moderate public transport access level of 3; in light of the quantum of the latest proposal, 6 studio/one bed units and 15 two/ three bed units; TfL considers that the proposed car parking ratio of 1: 1 is excessive and not acceptable. The London Plan car parking standards has set out clearly units with 1-2 beds should be provided with less than 1 space per unit. Therefore the applicant shall reduce parking provision by not providing parking to the studio/ one bed units (TfL recommends a ratio of 0.7 space per unit for this instance) and also remove the proposed 3 visitor car parking spaces. It is noted that the existing associated development have already been provided with visitor spaces, therefore no further visitors spaces should be provided. It must be noted that TfL is not

currently support draft Hillingdon Local Plan Part 2 Car Parking standards, as it is considered contrary to the London Plan.

3. The proposed provision of 21 cycle parking spaces below the minimum London Plan cycle parking standards which requires all units with 2 beds or above be provided with at least 2 spaces. Consequently, the proposed development MUST include a minimum of 41 long term residential cycle spaces (6 for six studio 1 bed units and 30 for 20 two/ three bed units). The cycle storage should be secured, covered and be located conveniently for cyclists access.
4. Electric vehicle charging points should be provided for the site, with 20% active and 20% passive provision from the on-set, this should be secured by condition.
5. All future residents shall be excluded eligibility for local car parking permits, this should be secured by appropriate legal agreement.
6. A travel plan should be secured to promote the use of green and sustainable transport modes in lieu of provide cars, this should be secured planning obligation
7. A delivery & servicing plan should be implemented and be submitted for Council's approval prior to first occupation.
8. A construction management and logistics plan (CMLP) shall be produced in accordance with TfL's CLP guidance and be submitted for Council's approval prior to construction commences on site. The CMLP shall include but not limited to measures to rationalise construction vehicles activities, minimise risks of conflicts between other road users on the highway network as well as on site, in particular pedestrians and cyclists.

In summary, TfL OBJECTS to the proposal as it currently stands, it is considered that the proposal includes an over provision of car parking and under-provision of cycle parking has clearly non complying with current London Plan policy, and encourage car travel on the SRN, which would contribute toward congestion. Therefore the applicant MUST revise the proposal to address the above issues satisfactorily to ensure the proposal is acceptable in highway and transport planning terms.

### **Internal Consultees**

#### **ACCESS OFFICER**

The revised Design & Access Statement and plans have been reviewed, and these revisions now mean that the scheme is fundamentally acceptable from an accessibility perspective. However, a minimum of one ensuite bathroom, preferably connected to the largest bedroom, should feature a level access shower. Acceptable subject to amendment and condition.

#### **HIGHWAYS (Summary)**

The site has a PTAL of 2/3. Car parking is proposed at a ratio of 1:1 which accords with that of the adjoining site and the pre-application advice given. Two of the proposed studios should not be allocated any car parking spaces. This would ensure availability of six spaces for the four 3 -bed units in compliance with LBH standards.

TfL want to reduce parking further to 0.7 per unit to comply with London Plan standards. ie no car parking provision for studios and one bedroom units. There are no parking restrictions on Uxbridge Road outside the site and residents are claiming that some vehicles associated with the adjoining site are parking on Uxbridge Road.

In order to address these concerns the applicant should be required to provide funding for any future implementation of waiting restrictions if deemed necessary . Reducing the parking provision to 0.7 as demanded by TfL would result in the removal of 6 parking spaces ie removal of around 2 peak hour trips which is an insignificant reduction in congestion. The resulting overspill of parking on to



Uxbridge Road is likely to impact more on free flow of traffic in Uxbridge Road during peak hours.

It would appear from the plans submitted that as many as 10 spaces that are proposed relate to serving existing flats on the neighbouring development. The front car parking area is accessed from a new vehicular crossover which will require the reinstatement of existing footpath and crossover (secured by legal agreement).

The proposals include proposals for 35 cycle parking spaces and these secure covered spaces should be conditioned if approval is given. If permission is to be granted then EVCP (20% active and 20% passive) should also be conditioned. There should be at least 3 motorcycle bays provided on the site (conditioned).

Officer Comment: Given that the relocated parking spaces are to serve residential properties outside of this application site, it is proposed to secure, via the legal agreement on this site, a parking allocation and management plan to cover both development parcels to ensure there is no net loss of car parking and to secure an adequate management plan with regard to family unit parking provision. In addition, it is not considered that a scheme of this scale could justify seeking a financial obligation towards a waiting restrictions study for Uxbridge Road.)

#### AIR QUALITY

The report submitted to support 72470/APP/2016/4648 is significantly underestimating nitrogen concentrations on the application site. GLA predictions (updated April 2017) indicate 36ug/m<sup>3</sup> whereas the report indicates values below 30. In addition, no neutral assessment or change in terms of NO<sub>2</sub> concentrations were estimated. Therefore, in order to allow the development to proceed, we will require that the applicant either

- i) installs mechanical ventilation with NO<sub>x</sub>/NO<sub>2</sub> filters with a removal efficiency of 95% or above or
- ii) makes sure the residential facades are at least 15m away from the main road Uxbridge road).

In addition, we will require a S106 financial contribution to the delivery of mitigation measures in the area of the proposal including those identified in the air quality action plan and low emission strategies, designed to offset the impact on air quality arising from new development in the area.

Mitigation options are location specific, and need to be proportionate to the likely impact. We have estimated a likely impact of 0.047 tonnes of NO<sub>x</sub> per year. Therefore we will need to mitigate the health impact by applying mitigation measures of these value in the area affected by the proposal.

The proposed development is within an Air Quality Management Area and a Focus Area where nitrogen dioxide annual mean values are likely to be above legislated limit values (40ug/m<sup>3</sup>). Therefore the applicant is required to make a financial contribution of £22,859, towards the improvement of air quality in the area.

#### EPU

a desktop study which identifies all current and previous uses at the site and surrounding area as well as any potential contaminants associated with those uses have been submitted showing no significant risk in terms of land contamination so no conditions will be offered up in terms of this.

The development seems satisfactory so we have no objections but suggest appropriate conditions are secured.

## URBAN DESIGN

The proposal is a result of extensive discussion with the architect in relation to design. The proposed layout has been comprehensively designed so there is an appropriate balance between built and unbuilt spaces. The Block to the rear has been set back and its design comprehensively revisited to include appropriate set backs. The revised proposed which reduces the scale of development and the use of appropriate material is acceptable in the context.

## SUSTAINABILITY

The proposals do not meet the London Plan CO2 reduction targets on site and the submitted assessment recognises a need for an offsite contribution.

The attempts to achieve zero carbon have resulted in a shortfall of 15.5tCO2/annum as recognised in the assessment.

Accordingly, for the development to be compliant with the London Plan CO2 reduction targets, a contribution of £27,900 needs to be secured through the S106 to provide carbon reduction solutions offsite.

## FLOOD RISK

No objections subject to appropriate conditions.

## TREES AND LANDSCAPING

The amended layout which seeks to address one of the earlier criticisms, namely the provision of a modest area of external amenity space between the two blocks of flats. Despite this, the layout remains dominated by hard standing required to accommodate surface level parking. Bicycle and bin stores remain visually intrusive, and in relatively insecure areas. The site frontage fails to provide any soft / welcoming landscape addressing the Uxbridge Road. - Most of the traditional houses and new builds along this part of Uxbridge Road are set back from the front boundary to provide small front gardens or soft landscape buffers.

Some of the ground floor rooms- including bedrooms - have no spatial or landscape buffer outside the windows, permitting intrusive views by passers-by. The proposal is unacceptable.

(Officer Comment; See section 7.07 and 7.14 of this report)

## **7. MAIN PLANNING ISSUES**

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

The NPPF has a requirement to encourage the effective use of land and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Paragraph 3.4 of the Guidance on Residential Layouts (2006) notes that developments within gardens must seek to enhance the local character of the area. The plot should be of sufficient depth to accommodate new housing in a way, which provides a quality residential environment for new and existing residents.

The site lies within an established residential area where the three existing houses feature particularly deep gardens. To the west of the site is an access road which would provide car parking and access to the blocks to the rear part of the site.

Given the residential character of the surrounding area, there is no policy objection to the development of the site to provide additional residential accommodation, subject to ensuring the proposal is of an appropriate density and design, and the proposal being in accordance with all of the relevant planning policies.

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

Policy 3.4 of the London Plan (2016) seeks to ensure development optimises the housing output for different types of location within a table of relevant density ranges outlined in the supporting text. The application site is considered to have a suburban context with a public transport accessibility of 2/3.

A suburban context is defined in Table 3.2 of the London Plan (2016) as areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

For sites that fall within these categories the London Plan provides an indicative density range of 50- 95 units per hectare where between 2.7-3 habitable rooms are proposed per unit.

The proposed development density on this scheme would be 91 dwellings per hectare (dph) which is within the guidelines and is therefore considered to be acceptable.

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

Not relevant to this application.

#### **7.04 Airport safeguarding**

Not relevant to this application.

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

Not relevant to this application.

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

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

The demolition of Nos 579-583 Uxbridge Road is considered acceptable in principle as the existing dwelling houses are of limited architectural merit.

The proposed development provides two blocks of varying architectural styles. The proposed block to the rear (AH) would be 4-storeys with a set back fourth floor. Block AH to the rear is recessed away from the neighbouring boundary at No 577 Uxbridge Road. The proposed block is proposed to be set away from the front block by at least 22m.

Usable communal amenity space and car parking is provided at surface level and over spill communal amenity space is provided through roof terraces and balconies. The location of cycle stores and bins is dispersed across the site is considered to be acceptable. The layout of the proposal on this site is considered to be appropriate.

From the street scene, the front block (Block A3) would provide a transition between the adjacent Former Pronto site to the west and the existing dwellinghouses to the east. The proposed development would be 2.5-storeys with the second floor of habitable

accommodation built into the roof form. Block A3 fronting Uxbridge Road includes the use of contrasting brick to add visual interest. Overall, the external design and visual appearance within the context of the street scene is appropriate.

The Landscaping Officer opposes the scheme noting the proposal would be dominated by hard landscaping to accommodate a surface level car park and hard landscaping and the location of bin and bike stores remain insecure. The applicant has made attempts to address this issue in the revised proposal through the inclusion of a soft landscaping buffer between new units and car parking spaces. The proposal also includes communal amenity space at surface level. As a result of these amendments the proposal is considered acceptable.

Although the demolition from 3 dwellinghouses to provide 21 flats would change the character of this part of Uxbridge Road, in the context of the Former Pronto development, the proposed development provides a visual transition between the adjacent site and the remaining dwellings. The proposed layout, scale, massing and detailed design are considered acceptable and the development therefore accords with planning policy requirements.

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

Policies BE20, BE21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential property to the site is no. 577 Uxbridge Road which is 5m to the east and Bayberry Court which is 2.5m to the west. The proposed rear block, block AH is set away by 22m and the roof terrace is located to the rear and therefore the proposed block would not give rise to overlooking into units fronting Uxbridge Road. However, there are 4 small balconies on the front elevation of Block AH which could offer views into the garden of 577 Uxbridge Road and it is therefore deemed appropriate to secure adequate privacy screening to prevent any undue overlooking to protect the residential amenity of these residents. This will be secured by way of condition. All other windows within Block AH facing the rear of 577 Uxbridge Road are high level windows and would not cause any overlooking concerns.

The windows on the eastern and western elevation are proposed to be placed at high level in order to mitigate overlooking into neighbouring dwellings. Should this application be considered acceptable, this would be secured by way of a condition. It is considered that the proposal would not result in undue overlooking into neighbouring properties owing to its siting and the placement of windows.

The rearmost part of Block A3 (located to the front of the site) has been positioned approximately 5 metres away from the site boundary with 577 Uxbridge Road and whilst it projects beyond the 2 storey building line of 577, the degree of separation is such that there would be no undue overbearing impact upon the residents of this property or loss of daylight and sunlight to this property.

The proposal is not considered to harm the residential amenity of neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 (November 2012).

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

### UNIT SIZES

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

### INTERNAL LAYOUT AND ACCOMMODATION

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

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

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. The revised design accommodates a comfortable living environment. It is considered that the generous space provided for the units, and the size and windows would provide a well lit and a good quality habitable accommodation.

Block AH to the rear is situated approximately 22m away from Block A3 fronting Uxbridge Road. Given these separation distances exceed the minimum 21 metre separation distances, there would be no overlooking between future occupiers of this development.

### EXTERNAL AMENITY SPACE

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

- 1 bedroom flat - 20m<sup>2</sup> per flat
- 2 bedroom flat - 25m<sup>2</sup> per flat
- 3+ bedroom flat - 30m<sup>2</sup> per flat

Based on the current accommodation schedule the development is expected to provide 515 sqm of private and communal amenity space.

This application provides approximately 370 sqm of usable communal amenity space at surface level and as roof terrace. Although there is a shortfall in the amount of amenity space being provided, given the sites backs onto Rosedale Park, it is considered that on balance the level of external amenity space being provided is acceptable. A Section 106 contribution towards improvements to Rosedale Park is required to mitigate against the shortfall.

## OUTLOOK

The revised application has been designed with appropriate defensible space between the car parking spaces and the proposed units. Overall the proposal provides future occupiers with an acceptable outlook.

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

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

The Highways officer has reviewed the proposal and raises no objections in terms of the traffic impact and pedestrian safety. The addition of 21 units is unlikely to place undue pressure the local highway network.

The applicant seeks to provide 21 car parking spaces, 35 cycle parking spaces and the reconfiguration of 10 car parking spaces of the neighbouring site to accommodate this development. In order to ensure no net loss of car parking spaces on this site and the adjacent development, a car park allocation scheme will be secured via a legal agreement. The proposal meets local car parking requirements, however TfL has commented on this application requesting the level of car parking is reduced. Given the location of this site a lower parking provision is not considered appropriate and the current arrangements are deemed to be acceptable.

Details relating to secure cycle parking including details setting out how this space would be lit to mitigate theft is secured by way of a condition. The condition will also require details of electric charge points and dedicated motor cycle parking.

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

The urban design aspects of this proposal has been covered elsewhere in the report. A condition is attached requiring secured by design standards to be met.

### **7.12 Disabled access**

The Council's Accessibility Officer has reviewed the plans and raises no objection to the scheme in terms of access and special needs housing subject to a condition to ensure that a minimum of one ensuite bathroom, preferably connected to the largest bedroom. Subject to this condition, the proposal is considered to comply with policy 3.8 'Housing Choice' of the London Plan (2016).

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

Policy 3.12 of the London Plan (2016) notes, the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes. Affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided off-site. A cash in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan.

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

delivered as affordable housing.

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

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

A financial viability assessment was submitted to demonstrate that affordable housing could not be supported on site. The viability assessment and rebuttal was independently reviewed on behalf of the Council.

Based on the independent viability report, it was concluded that the development can only afford an off-site contribution of £151,600 and the applicant has agreed to provide this contribution. This sum will be secured by way of a clause within the Section 106 Legal Agreement alongside a full review mechanism. On this basis, the proposal is considered to be acceptable.

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

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

The Council's Trees and Landscape Officer has raised concerns regarding the landscape layout within the development site, which the officer considers would fail to provide for an appropriate mix of hard and soft landscaping. However the applicant has incorporated surface level soft landscaping since the original proposal was submitted and as such, this proposal is now considered to be acceptable.

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

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

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

The development proposes to provide PV panels on site, however as submitted this does not comply with planning policy 5.2 of the London Plan (2016) as the the scheme is not zero carbon. The attempts to achieve zero carbon have resulted in a shortfall of 15.5tCO<sub>2</sub>/annum as recognised in the assessment submitted by the applicants.

Accordingly, for the development to be compliant with the London Plan CO<sub>2</sub> reduction targets, a contribution of £27,900 needs to be secured through the S106 to provide carbon reduction solutions offsite.

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

The application site does not fall within a designated Flood Zone and the Water Management Officer has reviewed the submitted Flood and Drainage Assessment and raised no objection in principle subject to conditions.

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

The Council's Environmental Health Officer has not raised concern over the potential noise exposure in this development. Noise conditions are attached to ensure noise mitigation is sufficiently addressed.

With regard to air quality, the proposed nitrogen concentrations on the application site are considered to be significantly underestimated. GLA predictions (updated April 2017) indicate 36ug/m<sup>3</sup> whereas the report indicates values below 30. In addition, no neutral assessment or change in terms of NO<sub>2</sub> concentrations were estimated. Therefore, in order to allow the development to proceed, mitigation measures are required and an Air Quality contribution through a clause within the Section 106 Legal Agreement.

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

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

#### **7.20 Planning obligations**

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

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

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

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

Non-monetary contributions:

- i) Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation (including reinstatement of footway and crossover);
- ii) Car parking allocation and management scheme for this development site and the adjoining Kingswood Place (land edged blue on drwg no PL-100). The scheme shall secure no net loss of car parking across both development sites and a car parking management scheme for all future residents within the developments;
- iii) Prohibit future residents of the development from obtaining parking permits, season tickets or car park permits within existing or future Parking Management Schemes (excluding blue badge holders).
- iv) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.
- v) Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 or an in kind scheme) or an in-kind training



scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

vi) Affordable Housing Review Mechanism.

Monetary contributions:

vii) Air Quality Mitigation Contribution: £22,859

viii) Local Park Improvements £5,000;

ix) Affordable Housing Contribution: £151,600;

x) Carbon offsetting contribution £27,900; and

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

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

Not applicable to this application.

#### **7.22 Other Issues**

None identified.

### **8. Observations of the Borough Solicitor**

General

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

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

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

Planning Conditions

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

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act

1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

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

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

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

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

Not applicable to the determination of this application.

#### **10. CONCLUSION**

The proposed application seeks to redevelop the site and is considered acceptable in principle. The proposal provides a layout, scale and massing that is considered to provide a transition from the development at the Former Pronto Estate and the dwellings that remain on this part of Uxbridge Road. The proposal is considered to be visually appropriate within this context and would not detrimentally harm the character of the area.

The proposal includes appropriate set backs and as such would not harm the amenity of neighbouring occupiers. Though the proposal falls short of the required level of amenity space, the site backs onto Rosedale Park this element of the proposal is therefore acceptable subject to contributions towards improvements to local open space. The development provides adequate off street car parking but will require a car parking management scheme.

The development delivers much needed housing, including family housing within the borough and for the reasons outlined in the report, it is recommended that planning permission be granted, subject to a Section 106 Legal Agreement and appropriate conditions.

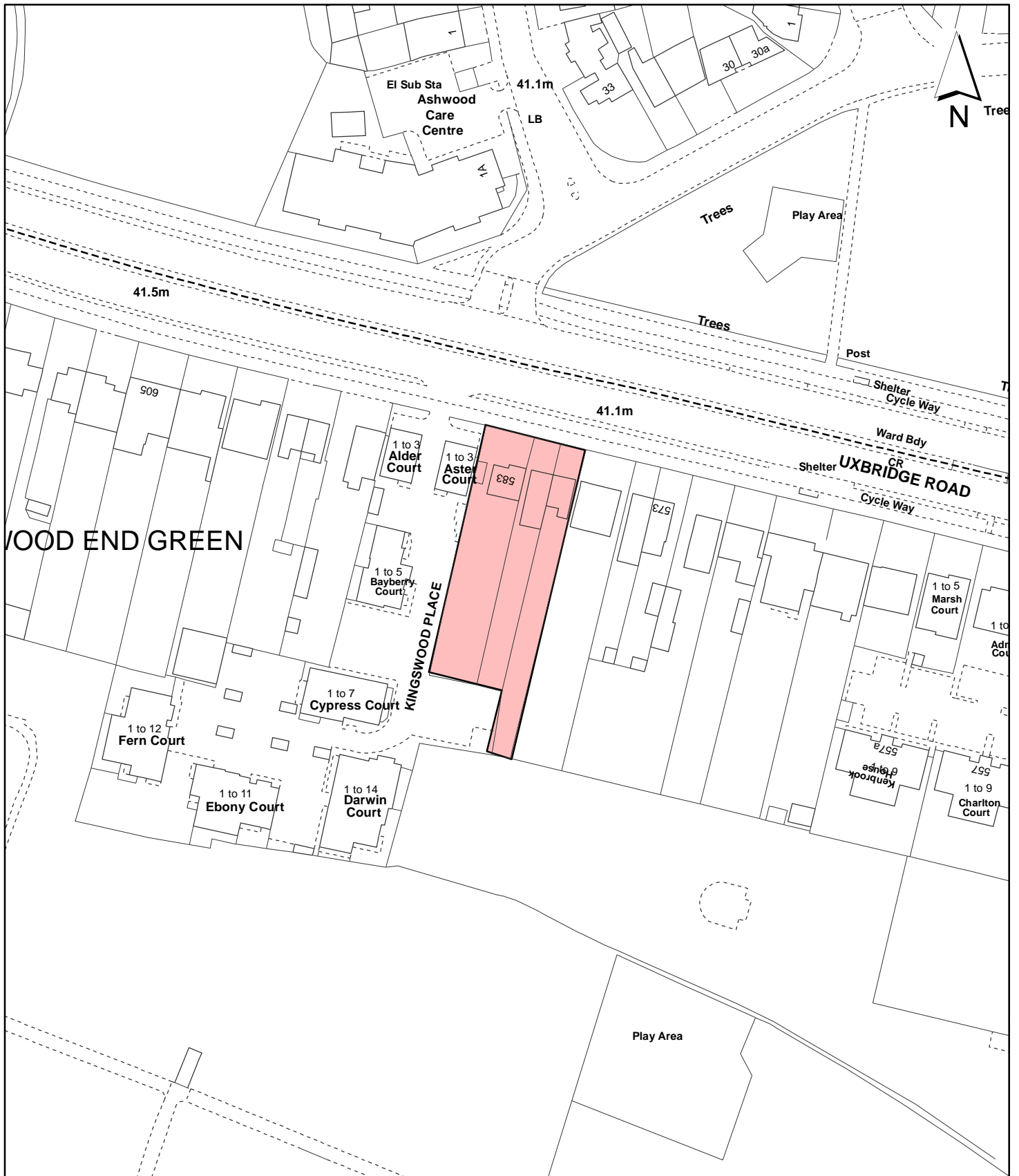
#### **11. Reference Documents**



The Hillingdon Local Plan: Part 1 (November 2012)  
Hillingdon Local Plan: Part 2 (November 2012)

London Plan (2016)  
National Planning Policy Framework (2012)

**Contact Officer:** Zenab Haji-Ismael

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p><b>579-583 Uxbridge Road</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p><b>72470/APP/2016/4648</b></p>	<p>Scale</p> <p><b>1:1,250</b></p>	
	<p>Planning Committee</p> <p><b>Major Application</b></p>	<p>Date</p> <p><b>June 2018</b></p>	
		 <b>HILLINGDON</b> LONDON	

## Report of the Head of Planning, Transportation and Regeneration

**Address** LAND OPPOSITE DS SMITH RECYCLING DEPOT WALLINGFORD ROAD  
UXBRIDGE

**Development:** Use of land as a bus park for upto 30 buses and erection of 3 containers to provide staff facilities (Use Class Sui Generis).

**LBH Ref Nos:** 50677/APP/2017/4537

**Drawing Nos:** Acoustic Planning Report dated January 2017  
Design and Access Statement dated December 2017  
Proposed Site Plan  
17OKE2000  
17OKE2001  
17OKE2002  
Site Plan  
Site Location Plan  
Covering Letter dated December 2017  
5613/008/R01 REV B - May 2018

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

**Date Application Valid:** 15/12/2017                      07/02/2018

10/05/2018

### 1. SUMMARY

This application is being reported to committee following a call in by local ward councillors. Planning permission is sought for the use of the site as a bus park and the installation of 3 portakabins (Use Class Sui Generis) within the Uxbridge Industrial Estate on Wallingford Road.

Whilst the use is appropriate within this designated business area and the proposed portakabins are consistent with the character of the industrial area. The proposal is likely to compromise highways safety and is therefore recommended for refusal for the reasons outlined in this report.

### 2. RECOMMENDATION

**REFUSAL for the following reasons:**

#### 1 NON2 Non Standard reason for refusal

The proposal has failed to demonstrate the acceptability of highway impacts related to Bus turning movements at the Cowley Mill Road/Wallingford Road junction. The proposal will unacceptably exacerbate activity at this junction with the generated bus movements turning left out of Wallingford Road either encroaching onto the opposing carriageway, by breaching the Cowley Mill Road centre-line, or overriding the footway to the potential detriment of general vehicular and pedestrian safety. The scheme is therefore considered to prejudice highway and pedestrian safety contrary to policy AM7 of the Development Plan (2012) and policy 6.3 of the London Plan (2016).

### INFORMATIVES

1 I52 Compulsory Informative (1)

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

BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.3	(2016) Sustainable design and construction
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 8.2	(2016) Planning obligations
NPPF1	NPPF - Delivering sustainable development

## **3 I59 Councils Local Plan : Part 1 - Strategic Policies**

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

### **4**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. The Council's supports pre-application discussions in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The site is located at the southern end of Wallingford Road, Uxbridge between Uxbridge Moor and Cowley. The town centre is located approximately 1.3 miles (north) from the site. The site forms part of the West London Industrial Park and is situated on the northern side of Iver Lane. The site is currently vacant and has an uneven concrete ground.

The site shares its western boundary with an open skip yard. The site is fully enclosed with an approximately 5-m fence. The site shares its southern boundary with two open storage yards for skips, small trucks and coaches. The eastern edge of the site is bounded by a number of mature trees which separates the site from the Grand Union Canal, which runs north to south.

The surrounding area is occupied by a number of different uses. Beyond the canal to the east lies Cowley Business Park, residential homes and a discount superstore (Lidl). To the site's north lies Uxbridge Industrial Park.

The site has one vehicular access into the site and flanks onto a tow path on the Grand Union Canal. Owing to the nearby bridge over the Canal, HGV's can only leave Wallingford Road, at its junction with Cowley Mill Road, in a westbound direction. Conversely only eastbound HGV's can enter at this juncture. An alternative junction can also be used which is located at the Cowley Mill Road and Ashley Road junction.

### **3.2 Proposed Scheme**

#### **BACKGROUND**

Bus Route 222 has been operating under TFL since 16 January 1971 when it replaced part of Route 223 section. Route 222 has always followed the same route between Hounslow Bus Station and Uxbridge Station via Cowley, Yiewsley, West Drayton, Sipson, Harlington Corner, Cranford and Hounslow West.

Between 1971 and 2000 the route was operated by AEC Regent III RTs from Uxbridge (UX) garage, after which it was passed to London United where they operated the service from their Hounslow (AV) garage.

The route requires 22 peak vehicles and are driven Euro 6 hybrid buses which have a drive-by noise of less than 75d. The daytime frequency is every 10 minutes between Monday to Saturday and a night service on a half hourly service, which only requires 3 buses. The route is 11 miles in distance and runs for approximately 37- 67 minutes. Monday to Friday the first bus departures at 4:20 am and arrives at 1.51am, Saturday the first departure is 4.20am and arrives at 4.41am and on Sunday's the first departure is from 4.20am and arrives back to garage at 1.51am.

Uxbridge garage itself is unable to accommodate any further vehicles overnight but is able to service the vehicles and is therefore the location where driver meal breaks are scheduled. Opportunities to open new sites on this basis are very limited. The bus operator require a site to park buses, carry out light maintenance and cleaning and administrative activities. The site on Wallingford Road which is an allocated business area would therefore operate as a satellite to the bus operator's main garage in Uxbridge.

Due to the established route, a site is required which is located within close proximity to

Uxbridge garage. This site is located approximately 1.5 miles north of Uxbridge garage and can be accessed via the junction at Cowley and St John.

## PROPOSAL

This application seeks permission for the use of the application site as a bus park for up to 30 buses, the internal brushing down of the buses and the installation of the 3 containers to provide staff facilities. The site would be refurbished to include new drainage and water supplies and a boundary fence.

The portakabins will be situated to the northeast of the site and will comprise of toilet cabin, a cleaning storage cabin and a changing room/ office. The cabin will measure as follows:

Unit 1 - 9.6m x 2.5m

Unit 2 - 3m x 2.5m

Unit 3 - 3m x 2.5m

All portakabins will be 3m high. The portakabins will be painted green. In terms of lighting, automatic lighting on the footways would be installed thereby increasing site safety but also reducing light pollution.

Due to the number of required buses needed to run the service sufficiently, the bus operator, for the past 3 months has been using the Speed Coach Hire site, which is 795.04 ft south from the proposed site for an overflow bus park (maximum 30 vehicles) and for the brushing down of the buses. Uxbridge garage itself is unable to accommodate any further vehicles overnight but is able to service the vehicles and will be the location where driver meal breaks are scheduled.

At present the bus operator have approximately 15 cars parked at the site (Speedy Coach Hire), with the remainder of the employees using public transport. The route requires a total of 58 drivers (50 to drive the route on a daily basis with an additional 8 to cover holidays and illness etc.) to operate the service. An additional 3 full-time equivalent employees will be required onsite which will comprise of a supervisor and 2 cleaners. All external bus washing will continue to take place at the Uxbridge bus depot and the cleaning is confined to internal brushing of seats and floors and washing of window glass.

### 3.3 Relevant Planning History

50677/96/0243                      Plot C Uxbridge Industrial Estate                      Wallingford Road Uxbridge  
Alterations to premises including demolition of certain structures and relocation of fuel tanks underground

**Decision:** 02-05-1996    Approved

50677/APP/2003/471              Marsh Plant Wallingford Road Uxbridge  
INSTALLATION OF 15 METRE HIGH TELECOMMUNICATIONS MAST WITH EQUIPMENT CABIN AND ASSOCIATED WORKS (CONSULTATION UNDER SCHEDULE 2, PART 24 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED)



**Decision:** 17-04-2003    Withdrawn

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

There is no relevant planning history relating to the site itself, however relevant history relating to the surrounding area is listed below:

Planning ref. 751/APP/2015/335 - A planning appeal was dismissed at the West London Industrial Estate, Iver Lane against the continued use of the site for B8 purposes which included a new access to Wallingford Road.

The appeal was dismissed due to the impact of the operation in terms of noise arising from from vehicular movements and the impact of the proposal on the local highway network.

The difference between this proposal and the application refused at appeal is that this application makes use of an existing access to and from the site. The application at appeal sought to create a new access onto Wallingford Road which would have resulted in an intensification of use of the junction at Wallingford Road and Cowley Mill Road which would have exacerbated the existing concerns relating to vehicular and pedestrian safety.

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

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

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

Part 1 Policies:

PT1.BE1        (2012) Built Environment

Part 2 Policies:

BE25            Modernisation and improvement of industrial and business areas

LE1             Proposals for industry, warehousing and business development

LE2             Development in designated Industrial and Business Areas

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

OE11            Development involving hazardous substances and contaminated land - requiremer for ameliorative measures

LPP 4.1         (2016) Developing London's economy

LPP 4.4         (2016) Managing Industrial Land and Premises

LPP 5.12        (2016) Flood risk management

LPP 5.13        (2016) Sustainable drainage

LPP 5.3         (2016) Sustainable design and construction

LPP 7.19        (2016) Biodiversity and access to nature

LPP 7.30        (2016) London's canals and other rivers and waterspaces

LPP 8.2 (2016) Planning obligations  
NPPF1 NPPF - Delivering sustainable development

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

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

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

## **6. Consultations**

### **External Consultees**

This application was consulted on between 04/01/2018 and 29/01/2018. 4 objections and 1 petition was received against this application. The comments are summarised below:

- Cowley Mill Road Residents Association object to the proposed;
- The double decker buses are causing noise and disturbance;
- The proposal would introduce significant additional vehicular movements;
- Metroline are using an illegally built road;
- A London Borough of Hillingdon transport study commissioned in 2014 that highlights all of residents objections and traffic has subsequently increased and the width restrictions were not in place;
- The variety of land uses can generate conflicting traffic demands, particularly during peak periods and out of business hours, which prevents the introduction of a clearly defined road user hierarchy to adequately cater for all demands e.g. HGV's, cyclists, traffic calming and pedestrians;
- Immediately to the west of Swan bridge is a relatively constrained junction with Wallingford road;
- The current junction layout does not adequately accommodate large HGV's turning movements with evidence of kerb damage (still there today) Swan bridge themes ; high proportion of HGV traffic to pedestrians and cyclists;
- future development at this site is likely to return traffic generation to similar levels as the former Trimite site (we calculate more due to size of application);
- the HGV proportions recorded would be higher than typical levels for a minor urban road or residential area;
- the maximum speeds demonstrate that on occasion the speed limits are significantly breached;
- the surveys calculated that noise levels were considerably in excess of the recommended outdoor noise level and internal noise levels at two locations (we are frequently woken at night by passing HGV's);
- while the study shows in 2014 the NO2 levels were acceptable it notes "should traffic flows notably increase along the Cowley Mill Road in the future then EU limits could be exceeded" (this has happened);
- In 1986 the traffic on our narrow road was ok for the activities on the trading estate with negative effects of living opposite mostly impacted during the week in office hours, giving respite at night, W/E's and BH's, which balanced out what we endured during the week, now experience an increase in all the negatives;
- Traffic too heavy for size of road, surveys show operating over capacity. Other applications refused on grounds of congestion impact on residents & poor junction of Wallingford road. We experience many traffic jams down our Rd, making exiting our drive challenging and stressful;
- living opposite a trading estate and have seen an enormous detrimental change to the area over the 32 years;
- We experience a marked increase in noise, dust, pollution and road congestion. We have happily co-existed with the industrial estate until the Trimite site became vacant and now occupants of the estate appear to have little consideration for the residential nature of the area;

- Some units on the estate are already operating 24 hours a day and we feel we need to be given a break from further disadvantages at night and weekends/bank holidays. The central government report on congestion impact when 'Speedy Hire' requested planning permission (751/APP/2015/335 see appeal decision 11/11/16) highlighted the seriousness of the problem and permission was declined on appeal;
- Current vehicle movements is flawed when they should not be occurring in the first place;
- The current observed vehicle movements from the site identify the majority of movements are either early morning (04:00 to 08:00) and late at night (22:00 to 02:00). These are the worst times and cannot fail to impact on the sleep and well-being of the residents on Cowley Mill Road as well as those residents in Wallingford Road;
- a transport statement provided by Robert West dated 21 December 2017, within is the wording 'Consolidate and Expand' at paragraph 5.2. This identifies that a situation which should not already exist has the potential to get worse;
- the bus trips generated from the site indicate the current rate of 24 movements per day. However, this data is only for the bus 222, yet information is contained within the same report regarding timetables for the U5; and
- Worst case scenario creates a possibility of 88 movements per day if they stick to the 22 hours per day operation. Bear in mind the Speedy Hire application was refused for 76 vehicle movements per day.

#### HIGHWAYS ENGLAND

No objection.

#### ENVIRONMENT AGENCY

No comment.

#### South Buckinghamshire District Council (SBDC)

SBDC were consulted due to the site's proximity to the borough boundary, no response was received. The applicant has confirmed that the route the buses would take would be north along Cowley Mill Road and then east along St John's Road to serve route 222 between Uxbridge Station and Hounslow Bus Station. This application would not impact SBDC.

#### **Internal Consultees**

##### Energy

Whilst the development is technically a major application it is for a temporary use where measures to reduce CO2 are inherently reduced by virtue of the prefabricated nature of the design; furthermore, the temporary nature of the building means the carbon footprint will be minimal and the expense necessary to achieve reductions are likely to be onerous with limited gains. To that end, there is no requirement for an energy or sustainability statement. However, if there is an attempt to secure an extension of this temporary permission in the future, then consideration will need to be had for the cumulative length of time in situ and energy and CO2 savings would be expected to be demonstrated through onsite technology.

Officer comment: Whilst the sustainability officer has referred to the site as temporary, this is in reference to the portakabins and their pre fabricated design. This is in fact an application for full planning permission for the use of the site as a bus park and associated welfare facilities within portakabins.

## Drainage

The proposals should clearly demonstrate that all vehicle washing and parking areas are suitably bunded and no contaminated run-off can escape the site.

## Trees and Landscaping

No trees or other landscape features of merit will be affected by the proposal. The intention is to install three portakabins (shipping containers) - whose colour / finish should be specified. The concrete surfacing is to be improved and the boundaries are to be secured with 3 metre high palisade fencing. - Colour-coated panelled weldmesh fencing is preferred with regard to both the aesthetics (appearance) and security (weldmesh is more visually permeable).

Recent developments on this unsightly estate have secured planting on the external boundaries. - Tree planting along the road side boundary would help to improve the environmental quality of this area.

No objection subject to condition.

## Conservation and Design

No comments.

## Highways

## Parking

The proposal consists of providing an overflow bus park facility for a maximum of 30 'Not in Service' buses in order to compensate for the lack of 'park and clean' provisions within the Uxbridge bus garage site located some 1.5 miles due north of the site. Notwithstanding this point, buses would still be washed externally at the Uxbridge garage site as and when. The buses would be stored at the Wallingford Road site for a time and cleaned (internally only) by staff based within the three temporary containers which form part of this application.

The applicant 'Metroline' currently run their 'Not in Service' bus park operation in Wallingford Road by way of a temporary arrangement using a site some 250m south of the site subject of this application which is run by a company named 'MHM Minibus/Speedy Coach Hire'.

Normally Metroline sites are operated on a standalone basis whereby all maintenance and cleaning operations are undertaken within a single site. However as suitable land opportunities are relatively limited there is a move toward consolidating operations between smaller sites. This also reduces and spreads the intensity of use of a single site operation. As mentioned, there are vehicle storage capacity issues at the Uxbridge garage site which have therefore motivated this application for a satellite facility for storing and cleaning buses (internally only).

As for the current operation of the nearby 'MHM Minibus/speedy Coach Hire' site, Metroline plans to employ 34 staff to undertake the above maintenance regime. At present approximately 60 % of staff utilise private car transport equating to 20 vehicles. These have been, in the main, been parked on-site. This would remain to be so for the new location subject of this application.

As this is a sui-generis planning use class, there are no prescriptive parking standards to apply so a judgement on the level of provision is made on an individual site by site basis.

As the proposal is broadly a 'like for like' re-provision of a relocated facility from a nearby site, there is no evidence to suggest that driver/staffing levels of the proposed operation would deviate to any measurable degree as a result of the move.

It is proposed to provide 2 private car spaces with any remaining private staff cars accommodating the vacated bus parking bays once they depart. This 'shared' parking arrangement is considered acceptable in principle and it will allow operational capacity for up to 30 buses to be parked on-site at any one time.

In terms of cycle parking, 10 secure and accessible spaces are proposed which in the context of expected staffing levels is considered acceptable.

#### Trip Generation

As highlighted earlier, the area has been acknowledged as an employment growth area and Industrial and Business Area (IBA) within the respective Local Plans (Part 1 and emerging Part 2).

The site is therefore considered suitable for sui generis uses, such as that proposed, as this promotes the vitality and viability of local businesses. It is noted as is commonly the case, such IBA's are often located adjacent to residential catchments. Such proximity understandably raises sensitivities from the local residential community given that generated vehicle movements can impose additional burden on the local highway network both in vehicle number terms and noise pollution. However the reality is that IBA's need to function for their intended purpose of providing business services to a business catchment which can include and benefit neighbouring local communities within Hillingdon and a wider clientele beyond the borough boundary.

The proposed bus operation subject of this application has been in place for the past several months albeit located 250m south of the proposal site and the related traffic generation has to date been accommodated without known detriment to highway capacity. Anecdotal evidence provided by local residents suggests that the most intense period of operation is between the hours of 4am to 8am and 10pm to 2am which is of significance as this clearly avoids potential burden to peak traffic periods which are of most concern. There is no evidence to doubt the validity of the observations made.

The bus arrival/departure profile indicates a low intensity of use during daily operations with a maximum of up to 8 vehicles generated by the site in any given hour. This equates to an approximate uplift in traffic on the local highway network of approximately 1%. When estimated daily flows over a 12 hour period are taken into consideration this % figure reduces over that period. The Institute of Highways and Transportation (IHT) formally 'industry recognised' traffic impact assessment guidance recommended a figure of up to 5% being an absorbable increase on the highway network without measurable detriment and need for mitigation. It is highlighted that both scenarios fall well below this threshold of acceptability in highway impact terms.

When taking the above factors into consideration it is concluded that the traffic generated by the proposal can be absorbed within the local road network without notable detriment to traffic congestion.

#### Vehicular Access Arrangements

There are no material changes to the site access point and the 'swept path' analysis, undertaken by the applicant, satisfactorily demonstrates that a double-decker bus can enter and leave the site unobstructed by the parking layout within the site.

The 'swept path analysis' exercise has also been undertaken external to the site i.e at the Cowley Mill

Road/Wallingford Road junction to demonstrate the adequacy of the junction for 'right turn in' and 'left turn out' bus manoeuvres. However it is apparent that, in practise, significant footway damage is already present at this junction owing to larger commercial vehicles and HGV's overriding the footway to the potential detriment of pedestrian safety. These vehicles also need to breach the road centre-line in order to achieve the necessary turning movements thereby further prejudicing highway safety

These concerns are highlighted within an appeal decision for a preceding application (751/APP/2015/335) for this site which consisted of a:- 'Continued use of the site for B8 purposes with new storage and ancillary workshop and office buildings, car parking, external storage area and new access to Wallingford Road' This application was refused on i) noise/disturbance and ii) highway capacity grounds on 19th November 2015. The decision was subsequently appealed in September 2016 and dismissed on 11th November 2016.

The Inspectorate concluded that although the scheme would not prejudice local highway capacity (which includes the Wallingford/Cowley Mill Road junction) it would have a harmful effect on highway safety on the aforementioned junction.

This 'detriment to highway safety' reasoning was based on the visual evidence of kerb/footway damage allegedly perpetrated by "articulated lorries turning left out of Wallingford Road who either encroach onto the opposing carriageway/and/or ride over the narrow footway".

Although the proposal displayed a higher hourly traffic generation profile by larger i.e. HGV vehicles as compared to the movements for the current bus park submission, there is significant concern that bus activity generated by the new proposal would further exacerbate footway overriding/damage at the above road junction with vehicles also encroaching beyond the Cowley Mill Road centre-line resulting in prejudicial impacts to overall highway safety at this location for both vehicular and pedestrian traffic.

#### Conclusion

The application has been reviewed and there is concern that the proposal would prejudice the free flow of traffic and general conditions of highway and pedestrian safety.

#### EPU

I have read through the applicants acoustic assessment and from a noise perspective we have no objections to this application. The number of bus movements are limited and hence have a low impact on the current noise environment. There are a greater number of HGV movements in the locality with a higher noise output than the proposed hybrid buses. From the submitted report, noise from waste truck and skip lorries have a greater noise signature due to the resonate nature of the vehicles.

The road surface may be a contributing factor to this but I do not think this is a factor for noise increase from the buses. As the actual site is quite some distance from the nearest noise sensitive property there is not an appropriate condition for noise that can be suggested for the development as on-site noise will not be an issue.

If you were mindful to grant this application i would suggest the following.

1. Main internal lighting to buses using the development site to be switched off on transit to site.  
Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting

2. Hybrid buses only are to used on the development sight

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

#### Access

I have considered the detail of this planning application and the following Informatives should be attached to any grant of planning permission:

1. The proposed plan does not currently include any WC provision for disabled people and at least one accessible unisex toilet should be provided. As building works to construct new and revised toilet facilities are planned, the opportunity to incorporate accessible toilet provision is advised. It would be acceptable to provide a larger cubicle that could be used by everyone, including wheelchair users.

2. At the very least, an ambulant disabled cubicle, designed in accordance with Approved Document M to the Building Regulations 2010 (2015 edition), should be provided for drivers who are ambulant with a hidden disability.

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

## **7. MAIN PLANNING ISSUES**

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

The Uxbridge Industrial Estate within which the site is located is designated as an Industrial Business Area (IBA) within the Local Plan: Part One (November 2012) and as Strategic Industrial Land (SIL) within the London Plan (2016)

Policy 2.7 of the London Plan (2016) notes development proposals in SILs should be refused unless they are particularly suitable for general industrial, light industrial, storage and distribution, some transport related functions, utilities, wholesale markets and other industrial related activities.

Policy LE1 of the Local Plan - Part Two (saved policies) states that proposals for industrial and warehouse development will be assessed by taking into account other policies of this plan and, where appropriate, the other considerations. Of relevance to the application proposal is:

(i) whether the proposal conflicts with the local planning authority's overall objective of securing the development of an area.

Supporting text to the policy states that "The Local Planning Authority has designated a series of Industrial and Business Areas (IBAs) as the proposed locations for new industrial and warehousing development." These locations are considered to be appropriate locations for accommodating industrial uses to separate industrial development from residential and other sensitive uses. The industrial estates are also suitable for employment generating uses when such uses would be undesirable in other locations.

Policy LE2 states that industrial and business areas are designated for business, industrial and warehousing purposes (use classes B2-B8) and for Sui Generis uses appropriate in an industrial area. The proposed development is industrial in nature and is appropriately

located within a designated business area and as such the principle of the development is considered to be acceptable.

Policy SA 29 (Cape Boards) of the Draft Local Plan: Part Two (2015) designates the site immediately to the south as suitable for residential led mixed use development. It should be noted that this policy is yet to be examined by an Inspector and adopted. Though Policy SA 29 of the Draft Local Plan: Part Two (2015) is a material consideration, the balance is in favour of an appropriate business use coming forward on this site given the sites existing designation as an IBA and SIL. The use of this site as a bus park with associated facilities is considered to be appropriate in this location and the principle of development is considered to be acceptable. The use of this site as a bus park is unlikely to prejudice the adjacent site and use allocated within Draft Policy SA 29 from coming forward.

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

This application relates to commercial development, density does not apply to this application.

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

The site is not located within a conservation area nor are there listed buildings within the vicinity of this development that would be affected by this proposal.

#### **7.04 Airport safeguarding**

Given the height and scale of the proposed development, this does not apply to this application.

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

Not applicable to this application.

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

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the layout and appearance of new development should "harmonise with the existing street scene or other features of the area.

The application site is located within a designated industrial estate. The site features a number of pre-fabricated portakabins and the site is surfaced in concrete.

The portakabins would be visible from the canal tow path but would be seen within the context of the industrial estate. The proposed design of the buildings are appropriate for the industrial location. The unit is modest in scale and appropriate within the location.

The development is therefore in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

The application site is located within the Uxbridge Industrial Estate. The site currently comprises an open storage yard. Policy OE1 ensures planning permission is granted for uses and development that would not be detrimental to the character or amenities of surrounding properties or the area generally. It is considered that the application proposal conforms to policy OE1 of the Hillingdon Local Plan - Part Two (Saved Policies). The nearest residential property is situated approximately 215m to the north. Given the siting and the neighbouring industrial uses, it is not considered that the proposal would have a negative impact on the amenity of neighbouring occupiers. It is also unlikely that several buses an hour passing by existing residential units during transit would cause an



unacceptable level of harm through noise and vibration.

The development is therefore in accordance with policy OE1 of the Hillingdon Local Plan - Part Two (Saved Policies).

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

Not applicable to this application.

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

Policy 6.1 of the London Plan (2016) seeks to improve the capacity and accessibility of public transport, particularly in areas of greatest demand and supports measures that encourage shifts to more sustainable modes of travel. Policy 6.7 of the London Plan (2016) recognises that buses are, and are likely to remain, the dominant mode of public transport in outer London and therefore encourages boroughs to ensure standing, garaging and drivers' facilities are provided where needed.

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The Highways Officer has considered this application and considers trip generation, car parking and cycle parking arrangements are appropriate. The highways officer has objected to the proposal noting there is concern that the proposal would prejudice the free flow of traffic and general conditions of highway and pedestrian safety. The concern raised in relation to highway and pedestrian safety is not outweighed by the benefits presented by this proposal.

The proposal has failed to demonstrate the acceptability of highway impacts related to Bus turning movements at the Cowley Mill Road/Wallingford Road junction. The proposal will unacceptably exacerbate activity at this junction with the generated bus movements turning left out of Wallingford Road either encroaching onto the opposing carriageway, by breaching the Cowley Mill Road centre-line, or overriding the footway to the potential detriment of general vehicular and pedestrian safety. The scheme is therefore considered to prejudice highway and pedestrian safety contrary to policy AM7 of the Development Plan (2012) and policy 6.3 of the London Plan (2016).

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

See section above 'Impact on the character & appearance of the area'.

#### **7.12 Disabled access**

A condition would be attached requiring details relating to an accessible and unisex facilities for staff should the application have been considered acceptable.

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

Not applicable to this application.

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

Policy BE25 of the Local Plan: Part Two (November 2012) seeks to ensure modernisation and improvement of industrial estates through careful attention to the design and landscaping of buildings and external spaces.

The Grand Union Canal is a Nature Conservation Site of Metropolitan Importance, and

industrial activities have potential to significantly impact the natural habitat. Policy EC1 States that the local planning authority will not permit development which would adversely affect the integrity of Sites of Special Scientific interest, or be unacceptably detrimental to sites of Metropolitan or borough (grade I) Importance for nature conservation, designated local nature reserves and other nature reserves. It states further, that development proposed near the vicinity of such sites, must submit an Ecological Assessment where considered appropriate by the local planning authority.

The site is covered in its entirety with concrete hardstanding and devoid of vegetation of any description. Furthermore, there is a 0.9m high dwarf concrete wall along its boundary where the site abuts against the canal tow path. Therefore, the development is unlikely to result in ecological harm if undertaken sensitively.

Should the application be considered acceptable, a suitably worded condition requiring the submission of an appropriate landscaping plan in accordance with Policy BE25 of the Local Plan: Part Two (November 2012).

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

Not applicable to this application.

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

The development relates to a temporary building where measures to reduce CO2 are inherently reduced by virtue of the prefabricated nature of the design; furthermore, the temporary nature of the building means the carbon footprint will be minimal and the expense necessary to achieve reductions are likely to be onerous with limited gains. To that end, there is no requirement for energy or sustainability compliance.

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

The site comprises hard standing and the scale of work proposed does not require a flood risk assessment. A planning condition would be attached requiring the proposal to clearly demonstrate that all vehicle washing and parking areas are suitably bunded and no contaminated run-off can escape the site should the application have been considered acceptable.

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

The application site lies a considerable distance from residential properties/noise sensitive receptors. The application raises no objections with regard to noise impacts on sensitive receptors. The number of bus movements are limited and will have a low impact on the current noise environment. There are a greater number of HGV movements in the locality with a higher noise output than the proposed hybrid buses. From the submitted report, noise from waste trucks and skip lorries have a greater noise signature due to the resonate nature of the vehicles.

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

The comments received have been duly taken into account and addressed throughout the main body of the report.

#### **7.20 Planning obligations**

Given the scale of the proposal, planning obligations are not considered necessary or appropriate for this application.

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

Not applicable to this application.

#### **7.22 Other Issues**

None identified.

## **8. Observations of the Borough Solicitor**

### General

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

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

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

## **10. CONCLUSION**

Planning permission is sought for to use the site as a bus park (Use Class Sui Generis). This site is situated within the Uxbridge Industrial Estate on Wallingford Road.

This proposal is considered acceptable in principle as its use is consistent with the character of this designated IBA and SIL. The proposal would not prejudice site allocation SA 29 within the Draft Local Plan (2015) from coming forward.

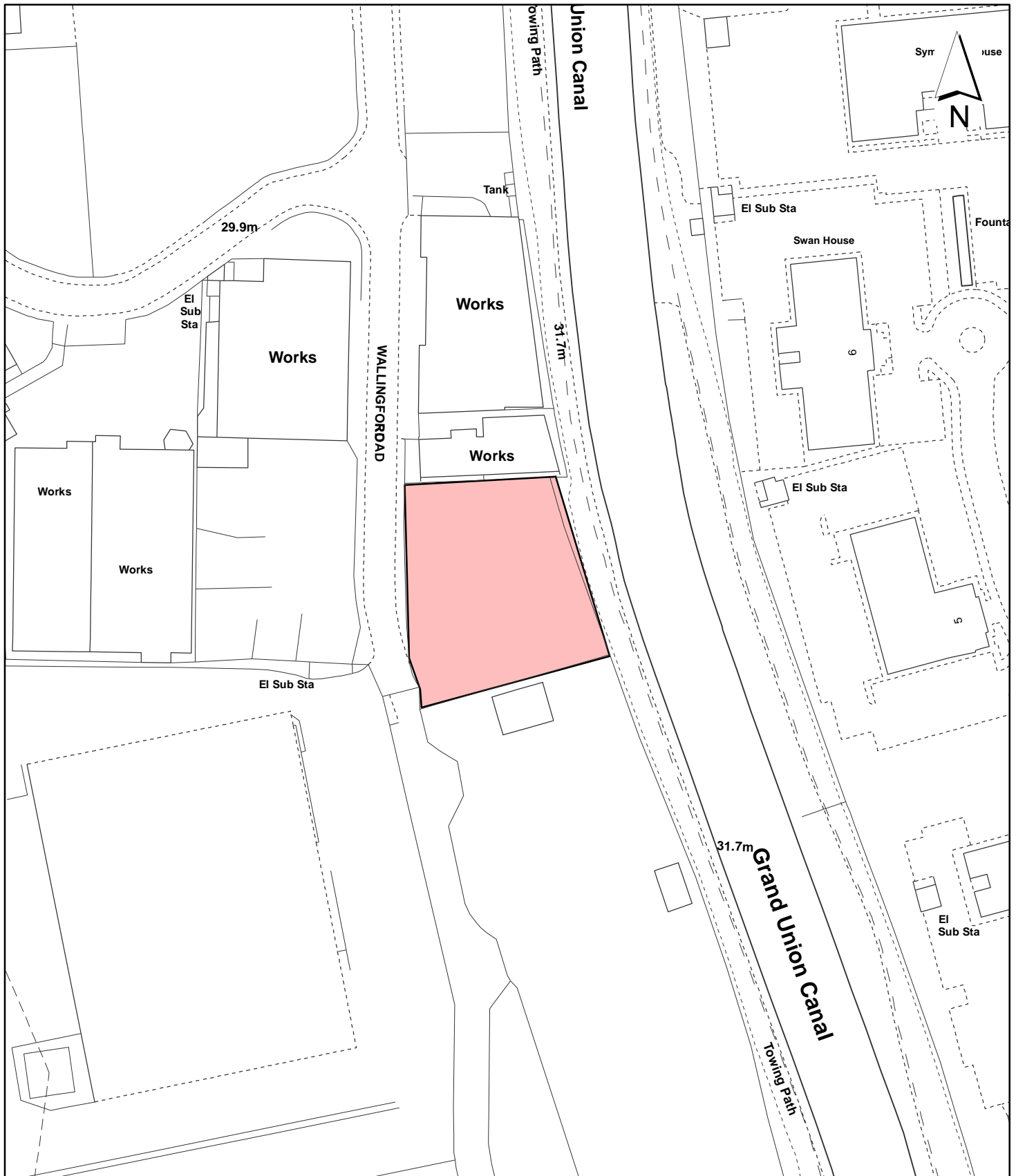
It is not considered that the movement of several buses an hour would result in detrimental harm through noise and vibration to the amenity of nearby residential occupiers. However, the proposal is considered to harm pedestrian and highways safety and as such, this case is recommended for refusal.



## **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
Emerging Hillingdon Local Plan: Part Two (2015)  
The London Plan (2016)  
National Planning Policy Framework (2012)

**Contact Officer:** Zenab Haji-Ismael

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p><b>Wallingford Road Bus Depot</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p><b>50677/AP/2017/4537</b></p>	<p>Scale</p> <p><b>1:1,250</b></p>	 <p><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p><b>Major Application</b></p>	<p>Date</p> <p><b>June 2018</b></p>	

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## Report of the Head of Planning, Transportation and Regeneration

**Address** WESTCOMBE HOUSE, 36-38 WINDSOR STREET UXBRIDGE

**Development:** Variation of Condition 1 (Parking) of planning application reference 13544/APP/2017/3388 (Prior Approval application for the change of use from office accommodation (Use Class B1(a)) to 33 residential units (Use Class C3)).

**LBH Ref Nos:** 13544/APP/2018/1122

**Drawing Nos:** AAL-07-210-P01/  
Westcombe House Cover Letter

**Date Plans Received:** 23/03/2018      **Date(s) of Amendment(s):**

**Date Application Valid:** 04/04/2018

### 1. SUMMARY

This application seeks to amend consent reference 13544/APP/2017/3388 for prior approval for the conversion of the existing office building known as Westcombe House to provide 33 individual residential units (31 x 1 Beds, 2 x 2 Beds) which would be distributed over all four floors of the building.

Under the consent an office area of 143.7 m<sup>2</sup> would be retained at ground floor level. A total of 8 car parking spaces would be provided to serve future occupants.

The current application seeks to amend a condition under consent reference 13544/APP/2017/3388 to reduce the level of car parking on site. The application has been reviewed by the Council's Highway Engineer who is satisfied that the proposed variation to planning condition 1 would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

As such the application is recommended for approval.

### 2. RECOMMENDATION

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

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

- 1. Public Realm Contribution of £40,000.**
- 2. A legal agreement to prevent future occupants applying for car parking permits, season tickets and car park permits in existing and future expansion of Parking Management Schemes (excluding blue badge holders).**

**B) If the Legal Agreement have not been finalised by the 19/10/2018 or any other**

date that may be agreed by the Head of Planning, Transportation and Regeneration, that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to public realm improvement contribution). 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.'

C) The S106 Agreement remains valid and in force subject to the variations in this Deed.

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

#### **1 NONSC Parking**

Prior to occupation of the development, the following in accordance with drawing No. AAL-07-210-P01 Rev A shall be provided on site:

1. 2 Disabled parking spaces to be assigned for use by disabled persons and marked as such. These spaces shall also be provided with active Electric Vehicle Charging points.
2. Secure and covered cycle parking spaces to be provided for 35 bicycles as a minimum.

Thereafter, they shall be permanently retained and used for no other purpose.

#### **REASON**

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

#### **2 NONSC Contamination**

- (1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (2) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the Council dispenses with any such requirement specifically and in writing.
- (3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.



## REASON

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

### **3 NONSC Noise Protection**

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with the Local Planning Authority. Noise emissions from any plant or machinery installed shall be at least 5 dB below the existing background noise level. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## INFORMATIVES

### **1**

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

### **2**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved'

UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

### **3. CONSIDERATIONS**

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

Westcombe House is a Locally Listed Building. It is a former post office, which opened on the 12th of December 1909. The building has three storeys with additional floor space within a mansard roof. The main external finish is red brick with the addition of a banded stone plinth and ornamental stone surrounds to windows at ground and first floors. It has a curved facade incorporating the former main entrance with semi circular fanlight and pediment over. The original building has been extended over time and converted to multiple offices.

The building is located within Uxbridge Town Centre and is positioned on a prominent corner plot at the junction between Windsor Street and Cross Street, marking the entrance into the Old Uxbridge / Windsor Street Conservation Area. Windsor Street extends to the north and is bordered by an arrangement of buildings, many of which are historic, which are used for retail / commercial purposes, with a number having residential flats above ground floor level. To the south is Capital Court which is a large, modern commercial building as well as the war memorial and surrounding green. The majority of the buildings on Cross Street within the immediate vicinity are relatively modern commercial buildings.

Immediately to the south of the site is a roundabout which marks the convergence of three A-roads (A 407, A 408 and A 4020) as well as Windsor Street. The site has a high PTAL score, straddling a PTAL 5 and 6a zone. The site falls within an Air Quality Management Area. The site is not within either Flood Zone 2 or 3 but the eastern edge is subject to some risk from surface water flooding as identified on Environment Agency mapping.

#### **3.2 Proposed Scheme**

This application seeks to amend consent reference 13544/APP/2017/3388 for prior approval for the conversion of the existing office building known as Westcombe House to provide 33 individual residential units (31 x 1 Beds, 2 x 2 Beds) which would be distributed over all four floors of the building.

Under the consented scheme an office area of 143.7 m<sup>2</sup> would be retained at ground floor level. A total of 8 car parking spaces would be provided to serve future occupants. Two of these spaces would be disabled bays, two would be allocated an active vehicle charging point and a further two would have passive installations. The spaces were proposed to be located within the existing hard surfaced parking area to the north of the building. The 8 on-site car parking spaces were secured via planning condition.

The current application seeks to amend the above proposal by varying the aforementioned parking related condition to allow a parking provision of 2 disabled/shared EVCP compliant on-site spaces in lieu of the 8 agreed spaces.

The previous condition stated:

'Prior to occupation of the development, the following shall be provided on site:

1. 8 car parking spaces with markings,
2. 2 parking spaces to be assigned for use by disabled persons and marked as such
3. 2 parking spaces to be supplied with active Electric Vehicle Charging points
4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points
5. Secure and covered cycle parking spaces to be provided for 35 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

#### REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).'

It is proposed to amend this condition to:

'Prior to occupation of the development, the following in accordance with drawing No. AAL-07-210-P01 Rev A shall be provided on site:

1. 2 Disabled parking spaces to be assigned for use by disabled persons and marked as such. These spaces shall also be provided with active Electric Vehicle Charging points.
2. Secure and covered cycle parking spaces to be provided for 35 bicycles as a minimum.

Thereafter, they shall be permanently retained and used for no other purpose.

#### REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).'

### 3.3 Relevant Planning History

13544/APP/2017/3388 Westcombe House, 36-38 Windsor Street Uxbridge

Prior Approval application for the change of use from office accommodation (Use Class B1(a)) to 33 residential units (Use Class C3).

**Decision:** 25-10-2017 Approved

13544/APP/2017/4110 Westcombe House, 36-38 Windsor Street Uxbridge

Relocation doors and overhead canopy along with relocation and change of use of the telephone kiosks (Use Class Sui Generis) to an art exhibition (Use Class D1) and associated works including the installation of a solar blind to third floor level and safety railings for maintenance

**Decision:**

13544/APP/2017/4639 Westcombe House, 36-38 Windsor Street Uxbridge

Conversion of undercroft parking to provide 2 x 1-bed flats and 5 x studio flats with associated alterations

**Decision:** 16-02-2018 Refused

#### Comment on Relevant Planning History

13544/APP/2017/3388 - Prior Approval application for the change of use from office

accommodation (Use Class B1(a)) to 33 residential units (Use Class C3) - dated 21-11-17.

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

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

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

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

Part 1 Policies:

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
NPPF	National Planning Policy Framework
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

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

**5.1** Advertisement Expiry Date:- **30th May 2018**

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

#### **6. Consultations**

##### **External Consultees**

16 neighbouring owner/occupiers were consulted on 26.04.18. No responses were received.

##### **Internal Consultees**

###### **HIGHWAYS**

The site is located off the High Street within Uxbridge Town Centre. The site attained Prior Approval in 2017 (13544/APP/2017/3388) for a change of use from B1(a) to C3 use class consisting of 33 flatted units. 8 on-site car parking spaces were to be provided which includes 2 disabled compliant bays and 4 Electric Vehicle Charging Point (EVCP) provisions (2 active/2 passive). These attributes were secured via planning condition. The PTAL for the site is rated as 5 and borders on an area equating to 6a making the site highly accessible by public transport.

###### **Parking Provision**

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards. It is now proposed to vary the aforementioned parking related condition to allow a parking provision of 2 disabled/shared EVCP compliant on-site spaces in lieu of the 8 agreed spaces. The Prior Approval's accepted lower provision of 8 spaces reflected the high site PTAL which inherently encourages the use of sustainable travel modes in lieu of the private motor vehicle. To encourage this aim the site address was also recommended to be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining resident parking permits for the local area and this was secured via a Unilateral undertaking under section 106 of the Town and Country Planning Act 1990 (TCPA) 1990.

This arrangement is to remain. The proposed reduction of parking spaces from 8 to 2 'dual use' spaces supports the philosophy of further encouraging the use of sustainable site-borne travel modes which is looked upon favourably within the context of reduced traffic movements/congestion and the resultant positive impact on air quality. On this premise the proposed condition variation is therefore considered appropriate.

#### Cycling Provision

In terms of cycle parking there would be still be a requirement to provide at least 1 secure and accessible space for each of the flatted units. This would total 33 new spaces which the applicant has exceeded by providing a minimum of 35 which is considered acceptable.

#### Conclusion

The application has been reviewed by the Highway Engineer who is satisfied that the proposed variation to planning condition 1 would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

#### ENVIRONMENTAL PROTECTION UNIT

As the condition is a variation on parking, I have no comments to make and do not object the variation as there are no noise impacts associated with the variation.

#### FLOOD AND WATER MANAGEMENT

There are no comments on the alteration of the use of car parking space for disabled persons and further bicycle provision.

## **7. MAIN PLANNING ISSUES**

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

The principle of the development has been established under consent reference 13544/APP/2017/3388 under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, which allows that 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.

The prior approval proposal fell 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 did not seek 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, a 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 application was assessed against the above criteria and subject to relevant conditions and the securing of public realm contributions through a Section 106 Legal Agreement, prior approval was not required.

**7.02 Density of the proposed development**

Not applicable to this application.

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

Not applicable to this application.

**7.04 Airport safeguarding**

Not applicable to this application.

**7.05 Impact on the green belt**

Not applicable to this application.

**7.06 Environmental Impact**

Not applicable to this application.

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

Not applicable to this application.

**7.08 Impact on neighbours**

Not applicable to this application.

**7.09 Living conditions for future occupiers**

Not applicable to this application.

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

The application has been reviewed by the Council's Highway Engineer who is satisfied that the proposed variation to planning condition 1 would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

**7.11 Urban design, access and security**

Not applicable to this application.

**7.12 Disabled access**

Not applicable to this application.

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

Not applicable to this application.

**7.14 Trees, Landscaping and Ecology**

Not applicable to this application.

**7.15 Sustainable waste management**

Not applicable to this application.

**7.16 Renewable energy / Sustainability**

Not applicable to this application.

**7.17 Flooding or Drainage Issues**

The proposed changes to parking provision are not considered to impact on flooding or draining issues. The Council's Flood and Water Management Officer was consulted on the

proposals and raised no objections.

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

The Council's Environmental Protection Unit were consulted on the proposals and they have confirmed that they have no objection to the proposed changes to Condition 1.

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

None received

#### **7.20 Planning Obligations**

In order to mitigate against the impact of the consented prior approval proposals, the following obligations were secured:

1. Public Realm Contribution of £40,000.
2. Agreement to ensure that future occupants will be prohibited from applying for car parking permits.

It is recommended that a Deed of Variation is secured to the Legal Agreement attached to the previous consent to ensure that the same obligations are secured.

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

Not applicable

#### **7.22 Other Issues**

None

### **8. Observations of the Borough Solicitor**

#### General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations

must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

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

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

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

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

None

#### **10. CONCLUSION**

The current application seeks to amend a condition under consent reference 13544/APP/2017/3388 to reduce the level of car parking on site. The application has been reviewed by the Council's Highway Engineer who is satisfied that the proposed variation to planning condition 1 would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016), subject to appropriate conditions and planning obligations.

As such the application is recommended for approval.

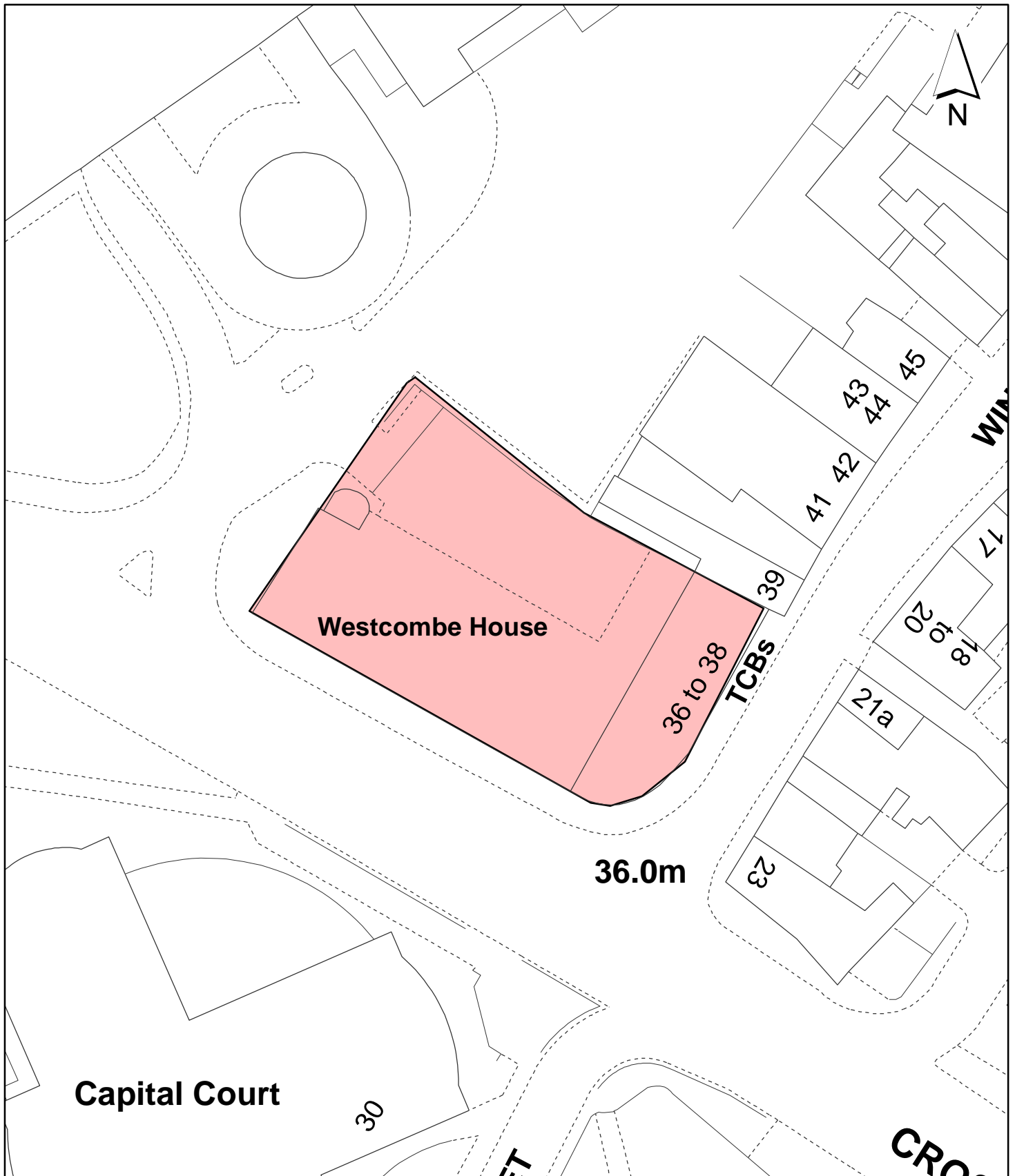
#### **11. Reference Documents**



Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230





<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;"><b>Westcombe House</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>13544/APP/2018/1122</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:500</b></p>	 <b>HILLINGDON</b> <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;"><b>Major Application</b></p>	<p>Date</p> <p style="text-align: center;"><b>June 2018</b></p>	

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## Report of the Head of Planning, Transportation and Regeneration

**Address** FLC CAR SALES FALLING LANE YIEWSLEY

**Development:** Erection of a 2-4 storey building comprising 30 no. studio, 1, 2 and 3-bedroom apartments (Use Class C3) with associated access, car parking and refuse/recycling store, involving demolition of the used car sales garage (Outline application with appearance and landscaping reserved).

**LBH Ref Nos:** 692/APP/2017/749

**Drawing Nos:** Noise Assessment  
Ecology Report  
Sustainability Energy Statement  
Transport Assessment  
OS 1400-17-Doc1 Rvs A Tree Report  
OS 1400-17.1 Tree survey  
Block Compliance Worksheet Version: 1.0.4.13  
Correspondence dated 2/5/2018  
15/2936/2 proposed site plan  
15/2936/2 Rev. A Final Proposed site plan  
15/2936/3 Rev A 2 basement plan  
15/2936/4 ground floor plan  
15/2936/4 first floor plan  
15/2936/4 second floor plan  
15/2936/2 third floor plan  
15/2936/4 roof plan  
15/2936/1 existing site plan  
Amenity Space roof plan (002)  
location plan  
15/2936/9 elevation plans  
Sustainability Appraisal Flats 1-30 inc  
SUSTAINABILITY & ENERGY STATEMENT REV:

**Date Plans Received:** 01/03/2017      **Date(s) of Amendment(s):**

**Date Application Valid:** 06/03/2017

### 1. SUMMARY

Outline planning permission is sought for residential development involving the demolition of all the existing buildings on the site and the erection of a part 2 part, part 3, part 4 storey building, to provide 30 no. studio, 1, 2 and 3 bedroom apartments (Use Class C3) with associated access, basement car parking and landscaping. Access, layout and scale are to be determined at this stage, with appearance and landscaping reserved.

66 surrounding property owners/occupiers have been consulted. 2 individual letters and representations from the Yiewsley & West Drayton Town Centre Action Group have been received, objecting to the proposal on the grounds of insufficient infrastructure to support an increased population.

The proposed scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed layout would not have an adverse impact

on the living conditions of surrounding occupiers in terms of overdominance, loss of privacy and loss of daylight/sunlight.

It is considered that the design of the proposed building will fit in sensitively with existing streetscape on this prominent corner site and will make visual improvements to the existing site.

The scale and layout of the proposed development has regard to the specific constraints of this site, which is adjacent to the Green Belt.

The proposed sustainability measures will enable a reduction in CO2 emissions and the provision of on-site renewable energy. Given the applicant's agreement in principle to provide renewable energy measures as part of the development, it is considered that this matter could be dealt with by a suitable planning condition and S106 Agreement in the event of planning permission being granted.

There are no adverse impacts upon ecology or archaeology and highway and pedestrian impacts are considered to be acceptable. Flood and drainage issues can be addressed by suitable conditions.

An affordable housing off-site contribution for the amount of £298,770 in lieu of on-site provision has been agreed. An affordable housing review mechanism is recommended, to ensure that if the scheme is delayed, its viability is re-assessed.

The application is therefore recommended for approval, subject to conditions and a S106/278 Agreement.

## **2. RECOMMENDATION**

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

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

**(i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access, (which shall be constructed as a Heavy Duty Crossover),**

**(ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution**

**(iii) Air Quality: The applicant provides a financial contribution in the sum of £16,819.**

**(iv) Affordable Housing: A contribution of £298,770 in lieu of affordable housing on-site provision and an affordable housing review mechanism**

**(v) Carbon offset contribution of £19,404**

**(vi) The residents of this development are not to be eligible for parking permits, season tickets, or car park permits within existing and future expansion of the Parking Management Scheme, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.**

**(viix) Project Management and Monitoring Fee: a contribution equal to 5% of the**

total cash contribution to enable the management and monitoring of the resulting agreement.

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

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

D) If the Legal Agreements have not been finalised by 31 May 2018 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning, Regeneration and Transportation to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, affordable housing, air quality, carbon offset and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

**1 RES1 Outline Time Limit**

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

**REASON**

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

**2 RES2 Outline Reserved Matters**

Details of the appearance and landscaping (hereinafter called "the reserved matters") shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The development shall be carried out in accordance with the approved details.

**REASON**

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

**3 RES4 Accordance with Approved Plans**

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

15/2936/2 proposed site plan

15/2936/2 Rev. A final proposed site plan

15/2936/3 Rev A 2 basement plan

15/2936/4 ground floor plan

15/2936/4 first floor plan

15/2936/4 second floor plan

15/2936/2 third floor plan

15/2936/4 roof plan

15/2936/9 elevation plans

location plan

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 RES7 Materials (Submission)**

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

Details should include information relating to:

- (i) fenestration and doors
- (ii) balconies including obscure screening (where applicable)
- (iii) boundary walls, retaining walls and railings
- (iv) comprehensive colour scheme for all built details
- (v) make, product/type, colour and photographs/images.
- (vi) bricks, render, cladding, roof finishes

#### REASON

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

#### **5 RES6 Levels**

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

#### REASON

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

#### **6 NONSC Site Investigation**

Prior to development commencing, the applicant shall submit a site investigation/structural statement to the Local Planning Authority for its approval. The site investigation shall address the impact on drainage and flooding and the stability of buildings and assess the groundwater levels. The investigation shall include an

assessment of local ground conditions, water movement and drainage of the site. Where groundwater is found, suitable mitigation must be provided.

The structural statement must set out a site specific structural design solution which explains how the excavation, demolition, and construction work (including temporary propping and other temporary works) can be carried out.

If plant is required for the basement level, full details shall be submitted including air intake and extract provisions. Where mechanical ventilation is proposed, applicants should demonstrate that the most energy efficient/ lowest carbon option has been used and that there is no disturbance from noise from mechanical plant.

#### REASON

(i) To comply with the advice in the NPPF. Subterranean development should be supported by information which demonstrates that the ground conditions and impacts of the proposed development have been adequately considered, using appropriate professional expertise, to ascertain that the development is suitable for its site, to demonstrate that the issues have been adequately considered at an early stage and a basement level is suitable for the site and can be provided without undue risk.

(ii) To comply with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 5.12 Flood Risk Management of the London Plan (2016), the National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

### **7 RES11 Play Area provision of details**

No development shall commence until details of play areas for children have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

#### REASON

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

### **8 TL3 Protection of trees during site clearance and development**

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees to be retained on adjoining land 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. 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:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. 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 to be retained on adjoining land are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **9 RES9 Landscaping (car parking & refuse/cycle storage)**

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

#### 1. Details of Soft Landscaping

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

#### 2. Details of Hard Landscaping

- 2.a Cycle Storage (30 secure spaces for the flats)
- 2.b Means of enclosure/boundary treatments
- 2.c Basement level car parking layouts for 30 vehicles, including 3 disabled parking bays and demonstration that 12 of the parking spaces (6 active and 6 passive) are served by electrical charging points and parking for 2 motor cycles.
- 2.d Hard Surfacing Materials
- 2.e External Lighting

#### 3. Details of Landscape Maintenance

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

#### 4. Schedule for Implementation

#### 5. Other

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

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

## REASON

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

### **10 RES15 Sustainable Water Management (changed from SUDS)**

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to



prevent pollution of the receiving groundwater and/or surface waters;

- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

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

### **11 RES19 Ecology**

Prior to commencement of development an ecological enhancement scheme based on the recommendations contained in the submitted Biodiversity Survey and Report ref.: RAC103/R001V2 dated November 2016, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The development shall proceed in accordance with the approved scheme.

#### REASON

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

### **12 RES20 Traffic Arrangements - submission of details**

The approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 6 (20%) of the parking spaces shall be served by active electric charging points and 6 (20%) of the parking spaces shall be served by passive electric charging points.

#### REASON

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

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

**14 RES23 Visibility Splays - Pedestrian**

The access for the proposed site entrance shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

**REASON**

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**15 RES25 No floodlighting**

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

**REASON**

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**16 RES26 Contaminated Land**

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

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

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

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

(ii) If during development or works contamination not addressed in the submitted

remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

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

(iv) Before any part of the development is occupied, site derived soils and 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**17 NONSC Imported Soils**

Site derived soils and 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 landscaping purposes shall be clean and free of contamination.

**REASON**

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

**18 NONSC Piling**

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

**REASON**

- (i) The proposed works will be in close proximity to underground sewerage utility infrastructure.
- (ii) Piling has the potential to impact on local underground sewerage utility infrastructure.
- (iii) To comply with Policy 5.14 (Water quality and wastewater infrastructure) of the London Plan (2016).

**19 NONSC Demolition and construction management plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur

- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours). The demolition and construction management plan shall demonstrate by means of autotrack, details of construction vehicles, including their sizes, manouvring into and out of the site in forward gear.
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

#### REASON

To safeguard the amenity of surrounding areas and to ensure that highway and pedestrian safety is not prejudiced, in accordance with Policies OE1 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **20 RES5 General compliance with supporting documentation**

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

- Updated Sustainability Energy Statement dated 26/3/2018
- Biodiversity Survey and Report ref.: RAC103/R001V2 dated November 2016
- 

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

#### REASON

To ensure the development complies with the provisions of the the Hillingdon Local Plan:Part 2 - Saved UDP Policies (November 2012) and the London Plan (2016).

#### **21 NONSC Noise**

Development shall not begin until a scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority (LPA). The noise level in rooms at the development hereby approved shall meet the noise standard specified in Table 4. of BS8233:2014 for internal rooms and external amenity areas. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

#### REASON:

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

#### **22 NONSC Sound Insulation**

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value DnT,w +Cw 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 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 safeguard the amenity of the future occupiers in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

**23 N11 Control of plant/machinery noise**

No external plant and / or machinery shall be used on the premises until a scheme for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The rating level of noise emitted from the plant and/or machinery shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15

**24 RES24 Secured by Design**

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

**REASON**

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

**25 NONSC Accessibility Condition 1**

The dwellings hereby approved shall be constructed to meet the standards for a Category M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

**REASON:**

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

**26 NONSC Accessibility Condition 2**

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

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016) Policy 3. 8d, is achieved and maintained.

**27 NONSC Access Gate**

Prior to the commencement of the development, details of the operation of any access gate to the car park by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

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

**INFORMATIVES**

**1 I1 Building to Approved Drawing**

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

**2 I11 The Construction (Design and Management) Regulations 1994**

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

**3 I12 Notification to Building Contractors**

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

**4 I13 Asbestos Removal**

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

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

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

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

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

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

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

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

## **6**

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

## **7**            I17            **Communal Amenity Space**

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude 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.

## **8**            I18            **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

## **9**            I19            **Sewerage Connections, Water Pollution etc.**

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

## **10**

Groundwater Risk Management Permit from Thames Water will be required for

discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk).

Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

## **11**

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

## **12            I2            Encroachment**

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

## **13            I21            Street Naming and Numbering**

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

## **14            I24            Works affecting the Public Highway - General**

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

## **15            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.

## **16            I25A            The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

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



Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

**17            I3                            Building Regulations - Demolition and Building Works**

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

**18            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).

**19            I49                            Secured by Design**

The Council has identified the specific security needs of the application site to be: CCTV and boundary treatments. You are advised to submit details to overcome the specified security needs in order to comply with condition 24 of this planning permission.

**20            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).

**21            I53                            Compulsory Informative (2)**

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

AM14                            New development and car parking standards.

AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

**22** 159 **Councils Local Plan : Part 1 - Strategic Policies**

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

**23** 16 **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

**24**

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

**25**

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition, the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website [www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738)"

**26**

All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work -Recommendations' in order not to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

**3. CONSIDERATIONS**

**3.1 Site and Locality**

The site is located on the corner of Falling Lane and High Street Yiewsley, with frontages onto these roads. The site is broadly triangular and is approximately 0.17 ha in area. It contains an existing used car sales garage (Falling Lane Cars), with a single storey car showroom and forecourt display area. The car showroom is brick built with large glazed

frontages. The forecourt is a flat concrete area with cars parked for viewing and display.

The site is located to the north of Yiewsley/West Drayton (Major) town centre, in a mixed use area, surrounded by residential, commercial and retail development. A block of 3 storey residential flats and two storey houses are located to the north/north east. Yiewsley library and recreation ground are located to the south. Commercial office buildings and large retail warehouse development (including a large Tesco superstore) lie to the west.

The site is adjacent to Green Belt land to the north-west, which includes the Celandine Route along the River Pinn) and a Nature Conservation Site of Borough Grade II Importance (Manor Farm Pastures Site of Importance for Nature Conservation).

The site is not located in a Conservation Area and is not covered by any site specific designations in the Development Plan.

### **3.2 Proposed Scheme**

Outline Planning permission is sought for the demolition of the used car sales garage and redevelopment to create a 2-4 storey building comprising 30 no. studio, 1, 2 and 3 bedroom apartments (Use Class C3) with associated access, basement car parking for 30 cars motorcycle parking, bicycle parking for up to 41 bicycles, a refuse/recycling store, amenity space and a children's play area. The Gross Internal Floor Area of the building is 2,171 sq. m.

This is an outline planning application, with "Landscaping" and "Appearance" reserved for future consideration. Access, layout and scale are to be determined at this stage.

The development comprises a broadly "J" shaped building, with the main 4 storey element fronting Falling Lane. The block drops from 4 to three storeys towards the north east boundary with adjoining residential development and from 4 to three and then 2 storeys towards the north west boundary with the Green Belt.

The use of each floor is as follows:

- . Basement parking for 30 vehicles.
- . Ground Floor - 1 x studio, 3 x 1 bed, 1 x 2 bed, 1 x 3 bed, amenity space, bicycle parking and refuse/recycling store;
- . First Floor - 1 x studio, 5 x 1 bed, and 3 x 2 bed;
- . Second Floor - 1 x studio, 3 x 1 bed, 3 x 2 bed and 1 x 3 bed;
- . Third Floor 1 x studio, 4 x 1 bed, and 2 x 2 bed.

The following reports have been submitted in support of the application:

- . A combined Planning and Design and Access Statement

This document sets out the urban design and access aspects of the redevelopment proposals. It provides supporting information to the planning application and describes the proposed response to context, the quantum of development, the layout of buildings and open spaces, scale, access and refuse strategy arrangements. The Planning Statement assesses the proposed development against relevant statutory tests and policies in the statutory development plan, having regard to other relevant material planning considerations.

- . Transport Statement (TS)

The TS assesses the impact the proposed development will have on the local highway network and considers suitability of access to the development for sustainable transport and service vehicles. The TS concludes that there are no highway or transport reasons why the proposed development should not be granted planning permission.

#### . Ecological Appraisal

The appraisal concludes that based on the evidence obtained from the ecological survey work and with the implementation of the recommendations and measures set out in this report, following mitigation, any ecological designations, habitats of nature conservation interest or protected species would not be significantly adversely affected by the proposed development. Furthermore, the recommended enhancement measures should provide benefits to biodiversity at the site in the long term.

#### . Tree Survey

The survey concludes that neither of the 2 trees on the site are of a quality that should represent any constraint to development, and could be removed as part of any development proposals.

#### . Flood Risk Assessment and Drainage Statement

This statement concludes that the proposed development is entirely within Flood Zone 1 and the proposed development is not at risk of flooding. It is proposed that surface water from the proposed development will be managed through a combination of rainwater harvesting and a crated attenuation storage solution prior to being discharged into the existing surface water sewer network.

#### .Sustainability Statement

This report details how the design has considered the site's potential environmental impacts and how those impacts can be managed and mitigated in line with the prevailing spatial planning policies.

#### . Noise Impact Assessment

The assesment concludes that traffic noise from Falling Lane and High Street has been identified as the dominant source of noise across the site. For internal noise, mitigation measures will be required in terms of specialist glazing and alternative forms of ventilation to allow noise within habitable rooms to comply with maximum internal levels. The proposed site layout along with recommendations for acoustic fences will ensure that noise levels in external amenity areas are minimised. The report concludes that an appropriate acoustic environment can be provided to the proposed residential properties.

### **3.3 Relevant Planning History**

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

Historically the site was the location of Yiewsley Fire Station, although this was demolished circa mid-1960's and a petrol filling station erected. The most recent planning history relating to the site is set out below.

692/P/93/0099 - Redevelopment of existing petrol filling station and erection of a new sales building forecourt canopy, underground storage tanks, bin storage area, associated parking and landscaping.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE1 Development within archaeological priority areas
- BE4 New development within or on the fringes of conservation areas
- BE10 Proposals detrimental to the setting of a listed building
- BE11 Proposals for the demolition of statutory listed buildings
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE8 Planning applications for alteration or extension of listed buildings
- EC2 Nature conservation considerations and ecological assessments
- EC5 Retention of ecological features and creation of new habitats
- H4 Mix of housing units
- H5 Dwellings suitable for large families

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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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LPP 5.7	(2016) Renewable energy
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

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

**5.1** Advertisement Expiry Date:- **5th April 2017**

**5.2** Site Notice Expiry Date:- **5th April 2017**

## **6. Consultations**

### **External Consultees**

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development.

66 surrounding property owners/occupiers have been consulted. At the time of writing the report, 2 letters have been received objecting to the proposal. The contents are summarised below:

> Please stop building flats in Yiewsley, there is insufficient infrastructure (doctors etc) to support yet more people

> Further concentration of dwellings in the Yiewsley West Drayton area should not be allowed until amenities such as schools, hospitals, doctors surgeries, road systems are upgraded to support an increase in the population.

## YIEWSLEY & WEST DRAYTON TOWN CENTRE ACTION GROUP

We feel that this is over development especially on this very busy junction, also given the considerable amount of other already approved developments in the area, further strain on the overloaded infrastructure is a step too far as GP surgeries and schools are already stretched to the limit and we hope that this application will be refused.

## THAMES WATER

Waste Comments Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

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

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) to determine if a building over / near to agreement is required.

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the



developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

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

### **Internal Consultees**

#### **ENVIRONMENTAL PROTECTION UNIT**

##### **Noise:**

With reference to the above application I have reviewed the noise impact assessment by 24 Acoustics report R6496-1 Rev 1 dated 8 December 2016. The report has identified that facades facing the High Street and Falling Lane will be exposed to high external road traffic noise levels. However as the application is only an outline no detailed mitigation measures have been proposed. Furthermore, the plans show the facades facing the High Street and Falling Lane have balconies proposed. As these are to be amenity spaces it is unlikely they will be able to meet the external amenity space criteria as recommend in BS8233:2014- Guidance on sound insulation and noise reduction for buildings and Hillingdon's noise spd. It is therefore recommended the balconies are removed or mitigation measures proposed to meet the recommended levels in the above guidelines.

With regards to the development as a whole I recommend the following conditions/informative:

Development shall not begin until a scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors as agreed by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan

##### **Noise affecting residential property**

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Standard informative - Control of environmental nuisance from construction work

Additional Comments: 21/3/2018

There are potential environmental concerns. The concerns are noise and vibration and potentially contaminated land. The application seems reasonable and practicable and can be dealt with by way of condition.

In light of this I suggest the following conditions should you be mindful to grant the application.

. Prior to commencement of the development hereby approved, a demolition method statement and a construction management plan

. The noise level in rooms at the development hereby approved shall meet the noise standard specified in Table 4. of BS8233:2014 for internal rooms and external amenity areas.

. Enhanced sound insulation for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings

#### Contamination:

. A preliminary risk assessment report comprising 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.

#### Informatives:

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

#### Air Quality:

The application site is in West Drayton/Yiewsley Focus Area. Therefore we will require a financial contribution for Air Quality improvements in the area of £16, 819.

#### FLOOD AND DRAINAGE OFFICER

The site lies in Flood Zone 1 the zone of little or no flood risk. Therefore there are no objection to the in principle development for this site as residential. However as this is a major development. A Surface water drainage strategy has been produced and submitted by TPA dated February 2017. There is a basement proposed which extends the full width of the site. Sufficeint space must be left around the basement, particularly in a location near to the River Pinn and likley to be on gravels.

A detailed site survey must be submitted to establish the level of groundwater in this area to understand the implications of this development on the surrounding area. The submission indicates that the run off rate will be controlled to 5/l/s reducing the run off from the already hard paved area. This is to be controlled through a small area of green roof and waterbutts and crate storage below ground. Although this appears to be generally acceptable, there is no detail of the scheme proposed or evidence that the most sustainable solution has been utilised.

The discharge should also be limited to the greenfield run off rate as the risk of blockage is only high where the SuDs system is not design appropriately.

#### TREE AND LANDSCAPE OFFICER

Further to my previous comments, a Tree Report by Open Spaces has been submitted. The report has assessed the condition and value of the off-site trees, all of which are 'C' grade trees. The trees are situated on Green Belt land - public open space immediately north-west of the FLC site. No AIA or AMS has been submitted. However, the development site is already built on and hard paved which

is likely to have acted as a root barrier. The RPA's shown on plan are very likely to be eccentric with most of the root spread concentrated in the available soil to the north-west.

**RECOMMENDATION:** No objection subject to COM8 - to include an Arboricultural Impact Assessment and Arboricultural Method Statement with Tree Protection Proposals.

(Officer Note: There are no on-site trees and tree protection proposals therefore only relate to adjoining off-site trees).

#### WASTE MANAGER

Waste and recycling storage arrangement satisfactory based on space shown for 6 x 1,100 litre eurobins. If the level of the storage area is above the level of the vehicle carriageway a dropped kerb is needed to safely transfer bulk bins to the collection vehicle.

#### HIGHWAY ENGINEER

This application is for the demolition of an existing car sales garage and the erection of a block of 30 flats in Falling Lane Yiewsley. The site is located on the corner of Falling Lane and High Road Yiewsley which is a traffic signal junction. Falling Lane (A408) is a classified road on the Council Road Network. There are parking restrictions in place outside the Falling Lane and High Road frontages. The existing car sales operates from the site and there is a wide vehicular access to the site along with a wide footway on both the Falling Lane and High Road frontages.

The Falling Lane access means that vehicles entering the site can turn right from the right turn lane at the traffic signals which is confusing for other traffic. The site has a PTAL value of 3 (moderate) which suggests that there will be a reliance on private cars for trip making to and from the site. The application is supported by a Transport Statement by TPA dated February 2017. The proposed development consists of 4 studio + 15x1b + 9x2b + 2x3b flats. There are 28 car parking spaces provided in a basement car park which suggests there is less than 1 car parking space per flat and 11 (9+2) flats could be used by families. I would be expecting on-site car parking to be 28x1 + 2x1.5 = 31 spaces. The proposals are providing 28 spaces which means an average of 0.9 spaces per dwelling and at least 2 flats will not have an allocated car parking space. The proposals show there is 41 secure covered cycle parking spaces provided at ground level along with a refuse/recycling bin store which is supported.

It is proposed by the applicant that the existing vehicular access on Falling Lane will be used for access to the site and the secondary access on High Street will be closed and re-instated at the applicant's expense. I would suggest that there is an opportunity for the access to be gained off the local service road rather than the main road access. If the main access and egress is used it could be confusing for drivers. It also offers the opportunity for some public realm improvements to be made on the Falling Lane frontage. The TS suggested that the traffic generation of the proposed development will be less than the existing use. On the basis of the above comments I do not have significant concerns over the proposals once a re-design of the access is completed along with information on how the allocated on-site car parking would work. Ideally more on-site car parking should be provided or a reduction in the number of flats constructed on site.

(Officer Note: The proposals provide 30 parking spaces, giving a ratio of 1 space per dwelling).

## **7. MAIN PLANNING ISSUES**

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

The application site is currently in use as a car sales garage. This use is sui generis and there are no specific Local Plan or London Plan Policies which seek to protect such a use.

In addition the site itself is not covered by any site specific designations. As such no objections are raised to the loss of the car sales use.

With regard to the proposed use, the development comprises an entirely residential scheme (within Use Class C3).

The National Planning Policy Framework (NPPF) seeks to significantly boost the supply of housing and as such, the supply of housing is considered to be a public benefit. Paragraph 50 supports the delivery of a wide choice of high quality homes, widening opportunities for home ownership and the creation of sustainable, inclusive and mixed communities.

London Plan Policy 3.3 recognises the need for more homes in London in order to promote opportunity and provide a real choice for all Londoners. For Hillingdon, the London Plan sets a housing delivery target of a minimum of 5,593 new homes between 2015 and 2025 (559 per annum).

Local Plan Core Strategy Policy H1 seeks to maximise the supply of additional housing in the Borough and states the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

Policy at local, regional and national levels therefore acknowledges the need to provide new homes. It is considered that the nature and deliverability of the proposed development on the edge of Yiewsley Town Centre would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is also relevant to the current proposal. It states that a change of use from non residential to residential will only be permitted if;

- (i) a satisfactory residential environment can be achieved;
- (ii) the existing use is unlikely to meet demand for such
- (iii) the proposal is consistent with the other objectives of the plan.

As stated elsewhere in this report, it is considered that a satisfactory residential environment can be created for all of the future occupiers, in accordance with criteria (i). Concerns relating to the outlook, lack of privacy and light shortfall for some of the proposed units have been overcome by revisions to the scheme. No objections are raised to the loss of the commercial use, in accordance with criteria (ii). Provided the proposed scheme is not considered to be contrary to Green Belt, flooding, urban design policies and highway issues can be satisfactorily resolved, the scheme would broadly accord with criteria (iii) of this policy and no objection would be raised to the redevelopment of the site for a residential scheme.

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

The site is on the edge of Yiewsley town centre and has a PTAL rating of 3. The London Plan guide for an urban area with a PTAL rating of 2-3 with an average number of habitable rooms per unit of 2.7-3 is 70-170 units per hectare. The site area is 0.17ha and the total number of 30 flats equates to a density of 176 dwellings per hectare. This is broadly compliant with the suggested density ranges and given that the PTAL rating is 3, the higher end of the density spectrum could be applied, to ensure the optimal use of the site is this location. Furthermore, the opening of the Cross Rail station at West Drayton will enhance the accessibility of the site, which would further support higher density development in this location.

## UNIT MIX

Saved Policy H4 seeks to ensure a mix of housing units is provided. It encourages 1 and 2 bedroom units especially in town centres. Emerging Policy DMH2 requires housing mix to reflect the Council's latest information on housing need. It identifies that changing trends in housing market show a need for larger family units, with an emphasis on 3-4 bedroom units. Pre-application advice from the Council identified the need for the scheme to be altered to include some family housing (3-4 bedroom flats).

The proposed development is on the edge of the town centre and the revised scheme provides 4 no. studio apartments, 15 no. 1 bedroom, 9 no. two bedroom and 2 no. 3 bedroom units in accordance with this policy.

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

The site does not fall within a conservation area or archaeological priority area; neither is the site located in the vicinity of statutory or locally listed buildings. As such, it is not considered that the development would affect heritage assets in the Borough.

### **7.04 Airport safeguarding**

There are no airport safeguarding issues related to this development.

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

The site does not lie in Green Belt. However the land to the north west of the site is designated Green Belt. Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that proposals for development adjacent to or conspicuous from the Green Belt will normally 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 building steps down from four to two storeys on the north western boundary where the site is bounded by the Green Belt and the Nature Conservation site, with a gap that is now in excess of 5 metres. The main 4 storey element would be a minimum of 16 metres, increasing to 22 metres from the Green Belt boundary. It is considered that the reduction in height and distance from the site boundary helps limit the impact on Green Belt land to the north west.

It is not considered the scheme would impact significantly on the visual amenities of the Green Belt. Accordingly, the scheme is considered to comply with Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **7.06 Environmental Impact**

A geo-environmental desk study and site investigation report has not been submitted in support of the application. Given the historic and current use of the site as a fire station, petrol filling station and used car lot, it is likely that unacceptable concentrations of lead and poly aromatic hydrocarbons (PAH) exist on the site, that would potentially pose a significant risk to human health of future site occupants, particularly where these concentrations are present within soft landscaped areas. In addition, it has not been demonstrated that there are no unacceptable concentrations of potential contaminants within the underlying soils that would pose a potential risk to controlled waters.

Given that significant excavations are proposed for the basement, further geotechnical and geo-environmental site investigations are considered necessary. A condition is therefore recommended, requiring a desk-top study to characterise the site and provide information on the history of the site/surrounding area. The study should identify and evaluate all potential sources of contamination and impacts on land and water and all other identified

receptors relevant to the site. In addition, a site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment will be required, together with a written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified, along with details of a watching brief to address undiscovered contamination.

The site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with these conditions, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

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

Part 1 Policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

The NPPF (paragraphs 56 and 57) and London Plan Policies 7.1 to 7.8 place a great emphasis on the importance of good design. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established town centre areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its proximity to the Green Belt.

There is no distinctive or dominant architectural style immediately surrounding the site, whilst the existing car sales building is not considered to be of any particular architectural merit. It is considered that the development has been designed and laid out to respond to the location of the site, which is in a prominent location on the corner of Falling Lane and High Street. The proposed building has been laid out to address the main street frontages on these roads.

Articulation has been achieved in the roof height, with the highest element of the proposed building being located on the corner of High Street and Falling Lane, which addresses the key corner elevation, with the building stepping down towards the north-eastern elevation (nearest neighbouring residential properties) and the north-western elevation, adjacent to the Green Belt.

In terms of appearance, the planning application is in outline only, with details of appearance reserved for future determination. The illustrative elevations do however show the likely appearance of the building. The proposed building has a mansard roof which serves to reduce the perceived bulk of the building whilst addressing the gabled roofline of the building on the opposite side of High Street.

It is considered that the design of the proposed building will fit sensitively with existing neighbouring buildings and making a visual improvement to the existing built form on the

site.

The proposal involves the reuse of an existing car sales garage site and has the potential to enhance the street scene and local environment with a high quality new building. Nevertheless, it will be important to ensure that appropriate materials and landscaping are agreed at reserved matters stage. Subject to satisfactory details being agreed, it is considered that the scheme is in accordance with Part 1 Policy BE1 of the Local Plan, Policies , BE13, of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), and London Plan Policies 7.1 to 7.8.

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

Policy BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas complements or improves the amenity and character of the area. Saved Policy BE21 seeks to ensure the siting, bulk and proximity of new buildings do not result in a significant loss to residential amenity and Policy BE24 requires the design of new buildings to protect the privacy of occupiers and their neighbours. Policy BE22 requires that buildings of 2 or more storeys in height are set back a minimum of 1 metre from the side boundary of the property for the full height of the building. Policy BE20 states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded.

#### **OUTLOOK AND LIGHT**

There are no residential properties in close proximity to the site to the east, west or south of the site. The nearest residential properties are located to the north and north east. The building line of the proposed new building has been set at similar distance to the building line of existing properties fronting Falling Lane to the north east. The proposed building would be separated from the nearest neighbouring property fronting Falling Lane (No. 17) by a gap of over 25 metres. In addition, the proposed building would fall outside a 45 degree angle of vision from windows in the block of flats to the north east of the site (15A Falling Lane).

The proposal complies with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to any neighbouring residential property, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

#### **PRIVACY**

The new building does not impinge into the 21 metre privacy separation distance, drawn at an angle of 45 degrees from the existing windows of any neighbouring property. The windows have been orientated to avoid overlooking windows of neighbouring properties. The proposed development does not therefore lead to a detrimental impact on privacy for existing neighbouring dwellings, in accordance with Saved UDP Policy BE24 of the Local Plan Part 2 and relevant design guidance.

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

##### **SPACE STANDARDS**

Policy 3.5 of the London Plan requires new development to be of the highest quality both internally and externally. Table 3.3 of the London Plan, together with the Mayor's Housing Standards and National Space Standards set out the internal size requirements for residential accommodation.

The Schedule of Accommodation demonstrates that:

- All the studio apartments meet or exceed the 39 sq.m requirement for a one bedroom, 1 person, single storey dwelling;
- All the one bedroom units meet or exceed the minimum of 50 sq. m for a one bedroom, 2 person, single storey dwelling;
- All the two bedroom units meet or exceed the minimum of 61 sq.m for a two bedroom, 3 person, single storey dwelling, and
- Both three bedroom units are in excess of the minimum 74 sq. m requirement for a three bedroom, 4 person, single storey dwelling.

The proposed development therefore accords with relevant policy requirements on internal space standards and succeeds in providing a range and mix of unit sizes, including some three bedroom units, to help meet the requirement for family housing in the borough.

It is considered that the information in the submitted plans and documentation, including the planning statement and design and access statement illustrate that standards could be achieved, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

#### AMENITY SPACE

Policy R1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the provision of accessible amenity, recreational and play space which is appropriate to the scale of development. London Plan Policy 3.6 and the Shaping Neighbourhoods: Play and Informal Recreation SPG (2012) set out requirements for children's play-space from new development.

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats. Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

- 1 bedroom flat - 20m<sup>2</sup> per flat x 15 = 300
- 2 bedroom flat - 25m<sup>2</sup> per flat x 9 = 225
- 3 bedroom flat - 30m<sup>2</sup> per flat x 2 = 60

The Total HDAS requirement for this development equates to 585 m<sup>2</sup>.

Shared amenity space is provided on the ground floor surrounding the building, including a dedicated children's play area. Flats 1, 5 and 6 have dedicated defensible private amenity space with access directly from their living room. Flats 8, 9, 17, 18, 25 and 26 have private balconies. Flats 16, 24 and 28 have access to a private roof terrace and a communal roof terrace is also provided.

A combination of communal amenity space at ground floor (686 m<sup>2</sup>), private defensible



space at ground floor (97m<sup>2</sup>), private roof terraces (64.4m<sup>2</sup>), balconies (18.6 m<sup>2</sup>), communal roof terrace (96.5 m<sup>2</sup>) and a dedicated children's play area (68m<sup>2</sup>) equates to 1,029m<sup>2</sup> of external amenity space.

As can be seen from the above assessment, the scheme provides amenity space in excess of the HDAS minimum requirements for a development of this size. In addition, the site is not identified as being within an area deficient of either public open space or children's play areas. The site is adjacent to retained Green Belt land and the public Celandine Route (along the River Pinn). The close proximity of this open space to new residents ensures easy access to alternative amenity areas. Given the location of the site adjacent to a town centre and the proximity of the site to outdoor recreational areas, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

#### SUNLIGHT/DAYLIGHT

In order to achieve a high quality internal environment with as much natural daylight as possible the scheme has been designed to achieve as many dual aspect units as possible, whilst still making the most efficient use of land and respecting the privacy and amenity of neighbouring development. 3 units are triple aspect, 7 units double aspect, with the remaining units single aspect. The single aspect units are generally orientated to ensure they receive good levels of lighting.

It is considered that the daylight and sunlight compliance levels for the proposals are high, for an urban environment such as this one, and therefore the proposed development is acceptable on daylight/sunlight grounds, in compliance with saved UDP Policy BE20 of the Local Plan.

#### **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.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: 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

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

To assess traffic impact of the proposed development a Transport Assessment has been submitted in support of the proposed development. In summary, the report concludes that:

- the site is in a sustainable location, within walking and cycling distance of services and

facilities, including bus stops and a railway station, which is part of the future Crossrail route.

- there is no existing highway safety pattern or problem on the local highway network which may be exacerbated by the proposals.
- the proposed site access arrangement is appropriate to accommodate the levels of vehicular traffic that could be associated with the redevelopment.
- the forecast vehicular traffic associated with the proposed redevelopment will not have a material impact on the safety or operation of the existing local highway network.
- the redevelopment proposals are broadly in accordance with the transportation policies of local and national planning guidance.

Overall the report concludes that there are no valid highway or transport reasons which should prevent the proposed redevelopment of the site.

## ACCESS

Vehicular access to the development is gained from Falling Lane, with vehicles driving beneath the north-eastern block to gain access to the basement car park. An internal stair case and lift provide secure access to the upper floors. It is proposed that the secondary access on High Street will be closed and re-instated.

The Highway Engineer has suggested that there is an opportunity for the vehicular access to be gained off the local service road to the north east, rather than the main road access. However, the applicant has argued that the existing access point was considered appropriate, given the location of the site on the main junction of High Street and Falling Lane. This access is far enough away from the main cross roads to ensure that there was no detrimental impact on highway or pedestrian safety. The vehicular access point proposed is the same as that currently used to access the car sales garage and forecourt and previously used for a petrol filling station, the latter of which had a much higher level of vehicular movement into and out of the site than that anticipated for the proposed use. The proposed vehicular access is therefore considered acceptable for the scale and nature of the development proposed.

Pedestrian access to the site is gained from two dedicated entrances, one on Falling Lane and one on the High Street. Communal stair cases are provided at each entrance. A communal lift to the basement and upper floors is provided at the entrance on the High Street.

## PARKING

A basement car park is proposed for 30 cars, equating to 1 space per unit and 2 motor cycle bays. The car parking provision includes 10% (3) disabled spaces and 12 electric vehicle charging points.

Given the site's location adjacent to Yiewsley Town Centre, with all the services and facilities it offers and proximity to a range of public transport facilities (including West Drayton Train Station with future Crossrail services), the proposed development is located within a sustainable location and has a PTAL rating of 3 to reflect this. The London Plan maximum requirement is 1 space/unit, but developments are encouraged to provide less than this in areas of good public transport. The provision of 30 spaces is considered to adequately address this requirement.

It is considered that a balance of providing sufficient on-site car parking to meet demand arising from the proposal, as well as reducing the impact on the capacity of surrounding streets and meeting wider sustainability objectives has been achieved.

10% of these spaces will achieve space standards for disabled parking. In addition, the proposed car parking provides for electric vehicle charging points (20% active and 20% passive). This equates to 6 active and 6 passive charging points in compliance with London Plan standards.

#### Cycle Parking

The proposed scheme will provide a total of 41 spaces which is considered to be adequate. The bicycle spaces will be provided in a secure and covered semi-vertical bike stand at ground floor level in the northern eastern block.

In conclusion, it is considered that the network can accommodate the flows produced by the development without any severe impact. Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. Subject to conditions and transport and highways obligations being covered within the S106 Agreement, it is considered that safe and suitable access to the site can be achieved and the the residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development on transport grounds.

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

The scheme has been designed to a high quality design standard which has been enhanced through the evolution of the scheme during the pre-application process. It is considered that the scale of the building responds to site characteristics and ensures a good relationship with neighbouring land uses in terms of protecting privacy and amenity.

The development meets and often exceeds the internal space requirements for one, two and three bedroom units. Private amenity space in the form of balconies/terraces is provided for flats on the upper levels where possible. Flats on the ground floor have access to private, defensible terrace space where possible and communal amenity space both at ground floor level and a communal roof terrace.

A dedicated children's play area is included as part of the scheme. The siting and window orientation has been carefully considered to ensure that there is a good standard or amenity for existing neighbours and future occupiers.

### **7.12 Disabled access**

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon.'

Local Plan Part 1 Policy BE1, London Plan Policy 3.8 (2016) and the Mayor of London's Housing Standards require that all residential units within the development to be built in accordance with Part M4(2) of the Building Regulations 2010 (2015 Edition) and that 10% of the units be designed and constructed in accordance with Part M4(3) of the Building Regulations 2010 (2015 Edition). Appropriately worded conditions are recommended accordingly, to ensure compliance with these standards. The scheme incorporates a lift from the basement (designed to the relevant DDA standard) to all levels of development.

With regard to Blue Badge parking, the Greater London Authority's guidance on 'Wheelchair Accessible Housing' (September 2007), further states that "generally one blue badge parking space will be required for each wheelchair accessible unit, including those that would otherwise be car-free". 3 disabled parking bays have been provided for, in compliance with these standards.

Subject to conditions, it is considered that lifetime homes equivalent and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

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

The development would introduce a total of 30 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes. On this basis, 10 of the 30 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified third party financial consultant. The Council's assessor has confirmed based upon the assumptions and analysis set out in the FVA report, the proposed scheme generates a Residual Value (i.e. the remaining value of the site after it has been fully depreciated) which is above the Benchmark Site Value (i.e. which is based on current / existing use value). This suggests the scheme is able to support an Affordable Housing Off-Site Contribution for the amount of £298,770 in lieu of on-site provision.

The Council's assessor recommends an affordable housing review mechanism to ensure that if the scheme is delayed, its viability is re-assessed in the light of future economic conditions. The review mechanism forms part of the S106 Agreement.

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

Landscaping is reserved for future determination and as such detailed landscape proposals do not form part of the application. As such, limited detail has been provided. The site is currently entirely hardstanding. Notwithstanding this, the scheme provides an opportunity to enhance the landscape value and visual appearance of the site when compared to the current situation. The site layout plans show that there is significant scope for landscape improvements to the site. Amenity space is proposed to the north of the building, on the boundary with the Green Belt. This space provides opportunities for future planting and landscaping which will help soften the visual impact of the development on the Green Belt, in accordance with Saved UDP Policy OL5. Further details will be provided on this and other proposed landscape measures as part of the reserved matter application.

#### **ECOLOGY**

The site is adjacent to the River Pinn and Manor Farm Pastures Site of Importance for Nature Conservation (SINC) which is of Borough Grade II importance. London Plan Policy 7.19 and Local Plan Policies EM7 and EC1 seek to protect and enhance all Sites of Nature Conservation Importance. Local Plan Part 2 Policy EC3 requires development proposals adjacent to such sites to consider the various potential impacts of development on the site.

Local Plan Part 2 Policy EC1 requires development adjacent to such sites to undertake an ecological assessment to determine any potential impacts of development.

To assess potential ecological constraints to development, a desk study, extended phase 1 habitat survey, building inspection and ground level tree assessment were carried out. This study is submitted in support of the application.

The report confirms that no evidence of bats was found on site, but there were some potential roosting habitats for bats on trees just outside of the site. It confirms that the site is located outside of the SINC and will therefore not directly affect the non-statutory designated site. It confirms that provided that trees located adjacent to the site boundary are retained and protected, will not be illuminated by external lighting and that dust will be controlled during demolition and construction, there should be no indirect effects on the SINC. The report also concludes that the proposed development is unlikely to adversely affect other non-statutory sites or areas of Habitats of principal Importance within 1 km of the site boundary.

The report sets out measures which should be adopted to mitigate any in-direct effects on the River Pinn and Manor Pastures SINC. Adoption of the measures detailed could form part of a condition of consent for development on the site. The report also makes recommendations as to possible ecological enhancements for the site, such as native species planting, provision of bat boxes and bird boxes. These recommendations could be addressed as part of the "Landscaping" Reserved Matter, which will be determined at a later date.

The proposed scheme includes a green roof on the north western part of the building which represents an ecological enhancement to the site. The proposed development also introduces amenity space into an area which is currently 100% hardstanding. This further offers potential environmental and ecological benefits to the site when compared to the current situation.

A condition requiring details of an ecological enhancement, to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings is recommended. Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

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

Local Plan Policy EM11 requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals.

In order to address the above policies, the scheme incorporates provision for refuse and recycling in a dedicated space on the ground floor on the north eastern part of the building. The space is away from the amenity area and is integrated with the building, providing suitable off road storage space for wheelie bins and recycling facilities. The facilities are easily and safely accessible from the highway collection point.

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

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the

London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved then a cash in lieu contribution will be sought.

A Sustainability and Energy Statement demonstrates how the proposed development can incorporate energy efficient design measures, how it addresses requirements for sustainable design and construction and meets the relevant policy requirements. The development will adopt sustainable design and construction techniques. This includes the incorporation of renewable energy in the form of photovoltaic panels on the roof of the development, a green roof to help infiltrate rainwater, enhanced insulation, low energy lighting and other energy saving measures. The Energy Statement demonstrates that the scheme can achieve a 40% reduction in CO<sub>2</sub> emissions using 2010 Building Regulations as a baseline.

In summary, the key sustainability features of the proposed development are:

- The proposed development will benefit from very good levels of energy efficiency, and provision of photovoltaic panels;
  - The reduction in regulated CO<sub>2</sub> emissions over the Building Regulations (2010) baseline will be 40%;
  - 100% of the proposed development is on previously developed land;
  - Water efficiency measures and devices will be installed in the homes to achieve a maximum daily water usage of 105 litres/person/day;
  - Surface water run-off will be reduced from existing levels in accordance with the London Plan Policy 5.13;
  - The use of sustainable transport modes will be encouraged, and the site benefits from good connections to a range of surrounding transport services;
  - The proposed development includes the provision of dedicated cycle storage areas for each home, reducing the need to travel;
  - Where practical, building materials will be sourced locally to reduce transportation pollution;
  - Recycling facilities will be provided for domestic, commercial and construction related waste.
- The proposed scheme incorporates a green roof which assists in reducing surface water run off for the site.

Notwithstanding the above, there is a shortfall in minimising carbon emissions. Policy 5.2 in the London Plan and the supporting SPG identifies that any shortfall may be provided off-site or through a cash in lieu contribution. Given this, the applicant would be willing to pay a carbon offset payment of £19,404.

Subject to a legal agreement securing the carbon offset contribution, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

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

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Part 1 Local Plan Policy EM6 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need

to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment has been submitted in support of this application. A Surface and Foul Water Management Strategy sets out the surface water drainage strategy for the proposed development to address policy requirements. It identifies that the run-off rate for the proposed development will be less than the run-off rate for the existing used car sales garage. The proposed development will incorporate soft landscaping across approximately 37% of the site (at present 100% of the site is impermeable). In addition the proposed development will incorporate SuDS for attenuation and water cleansing purposes. This will be in the form of initial infiltration of water through a green roof, capturing rain water in water butts, crated attenuation storage, aco drains and an emergency pump for the car park. The stored water will then be discharged to the existing surface water drainage system at a controlled rate. The Flood and Drainage Officer considers that this is acceptable, whilst noting that no detail of the scheme proposed or evidence that the most sustainable solution has been utilised. However, this is an outline application and details can be secured by condition in the event of an approval.

In order to address London Plan Policy 5.15 and minimise the use of mains water to 105 litres or less per head per day, the development will incorporate water efficient sanitary ware and rain water harvesting in the form of water butts for irrigation of the gardens and washing cars.

The proposal includes development at basement level. The Flood and Drainage Officer considers that a detailed site survey should be submitted to establish the level of groundwater in this area to understand the implications of this development on the surrounding area. When determining proposals for basement and other underground development, emerging policy requires an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate. Emerging policy DMHB24 states that the Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Developers are required to demonstrate by methodologies appropriate to the site that their proposals:

- a) Maintain the structural stability of the building and neighbouring properties;
- b) Avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- c) Avoid cumulative impacts upon structural stability or the water environment in the local area;

It should be noted however, that the above mentioned emerging policy has not yet formally been adopted for development control purposes. In addition, the Local Planning Authority cannot approve a specific engineering solution as part of the planning application, as this falls within the requirements of the Building Regulations. Nevertheless, a statement is required to demonstrate that the issues have been adequately considered at an early stage and a basement level is suitable for the site and can be provided with out undue risk.

Thames Water, a statutory consultee has requested the imposition of a condition requiring a piling method statement, in the event that piling is utilised, to prevent and minimise the potential for damage to sub-surface sewerage infrastructure, and the programme for the works.

In addition, Thames Water advise that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. This advice can be provided to the applicant by way of an informative, in the event of an approval.

It is considered that any outstanding issues, including the requirement for a groundwater site investigation and structural statement can be addressed by the imposition of a suitably worded condition in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

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

The Government's National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of development proposals. In terms of local policy, saved UDP Policy OE5 requires noise sensitive developments to demonstrate that the building can be sited and designed to be protected from external noise or vibrations sources to appropriate standards.

The application site is on a busy high road. It is therefore reasonable to expect that traffic is likely to be high enough to affect the residential amenities of future occupiers.

A noise assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures outlined within the report. The report identified that traffic noise from Falling Lane and High Street were the dominant sources of noise across the site. It advised that mitigation measures such as specialist glazing and alternative forms of ventilation will be required for habitable rooms to comply with relevant noise requirements.

In terms of the amenity space, the report confirms that the proposed layout along with recommendations for acoustic fences ensure that noise levels are minimised and the majority of areas will meet the relevant noise requirements. Overall the Noise Assessment concluded that based on the mitigation measures suggested that an appropriate acoustic environment can be provided to the proposed residential properties.

The Council's Noise Supplementary Planning Document (SPD) notes that details of mitigation measures will be required and that the criteria should be met with windows open. Where this is not possible, it will be necessary to demonstrate that all reasonable steps have been taken to control and mitigate noise.

The Council's Environmental Protection Unit (EPU) notes that the plans show the facades facing the High Street and Falling Lane have balconies proposed, which are unlikely to meet the external amenity space criteria. It therefore recommends mitigation measures to meet the recommended levels in the appropriate guidelines.

However it should be noted that the application is only an outline and the proposed mitigation measures can be included as part of the detailed design phase at the reserved matter stage.

It is considered that the issue of sound insulation can be addressed by the imposition of a suitable condition. Subject to compliance with this condition, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan Part 2.



## AIR QUALITY

In order to secure improvements to air quality, Policy 5.2 of the London Plan seeks a reduction in CO2 emissions. Policy 7.14 of the London Plan and Policy EM8 of the Local Plan require development to be at least 'air quality neutral' and where appropriate, contribute towards the promotion of sustainable transport modes such as vehicle charging points.

As evidenced in the Transport Statement submitted in support of the planning application, the proposed redevelopment of the site to a purely residential use will lead to less vehicle trips when compared with the extant use as a used car sales garage. This reduction in vehicle trips represents a net benefit in air quality for the site, helping address Policy 7.14 of the London Plan and EM8 of the Local Plan. Furthermore, the use of electric vehicles will be encouraged as part of the scheme, with the inclusion of 20% (6) active and 20% (6) passive electric vehicle charging points within the basement car park. Sustainable modes of transport will be encouraged, with safe and secure cycle parking provision and the availability of local bus services and a railway station in close proximity to the site.

Notwithstanding the above, the proposed development is within the declared Air Quality Management Area (AQMA). The development is introducing sensitive receptors into a poor air quality area. The Council's Environmental Protection Unit requested a Section 106 obligation of up to £16,500 for contributions to the air quality monitoring network in the area. It is recommended that this planning obligation be secured, in the event of an approval. Subject to the above mentioned planning obligation, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

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

The issue of social infrastructure is now covered under CIL regulations. The development will be liable for the Mayoral CIL and Hillingdon's own CIL. This addresses the additional consultee comments received.

### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

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

- (i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access, (which shall be constructed as a Heavy Duty Crossover),
- (ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution
- (iii) Air Quality: The applicant provides a financial contribution in the sum of £16,819.
- (iv) Affordable Housing: A contribution of £298,770 in lieu of affordable housing on-site provision and an affordable housing review mechanism
- (v) Carbon offset contribution of £19,404

(vi) The residents of this development not to be eligible for parking permits, season tickets or car park permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

(vii) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

Not applicable.

#### **7.22 Other Issues**

None.

### **8. Observations of the Borough Solicitor**

#### General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

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

Not applicable.

## **10. CONCLUSION**

The redevelopment of the used car sales garage to create 30 no studio, 1, 2 and 3 bedroom apartments will effectively and efficiently re-use brownfield land to create dwellings which will help contribute to the housing requirements within the Borough .

The scale of the proposed development responds to neighbouring residential uses and the adjacent Green Belt and will positively contribute to the character of the area.

The proposed density is appropriate given the site's accessible location on the edge of Yiewsley Town Centre.

The development will not give rise to detrimental impacts in terms of the amenity of existing neighbours and future occupiers.

The detailed design of the scheme will incorporate measures to ensure it represents a sustainable development and achieves the required reduction in carbon dioxide emissions.

The level of affordable housing has been agreed. The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement.

In addition, access, parking, drainage, ecology and highway safety issues have been satisfactorily addressed.

It is recommended that the application should be supported, subject to a Section 106 Legal Agreement and conditions.

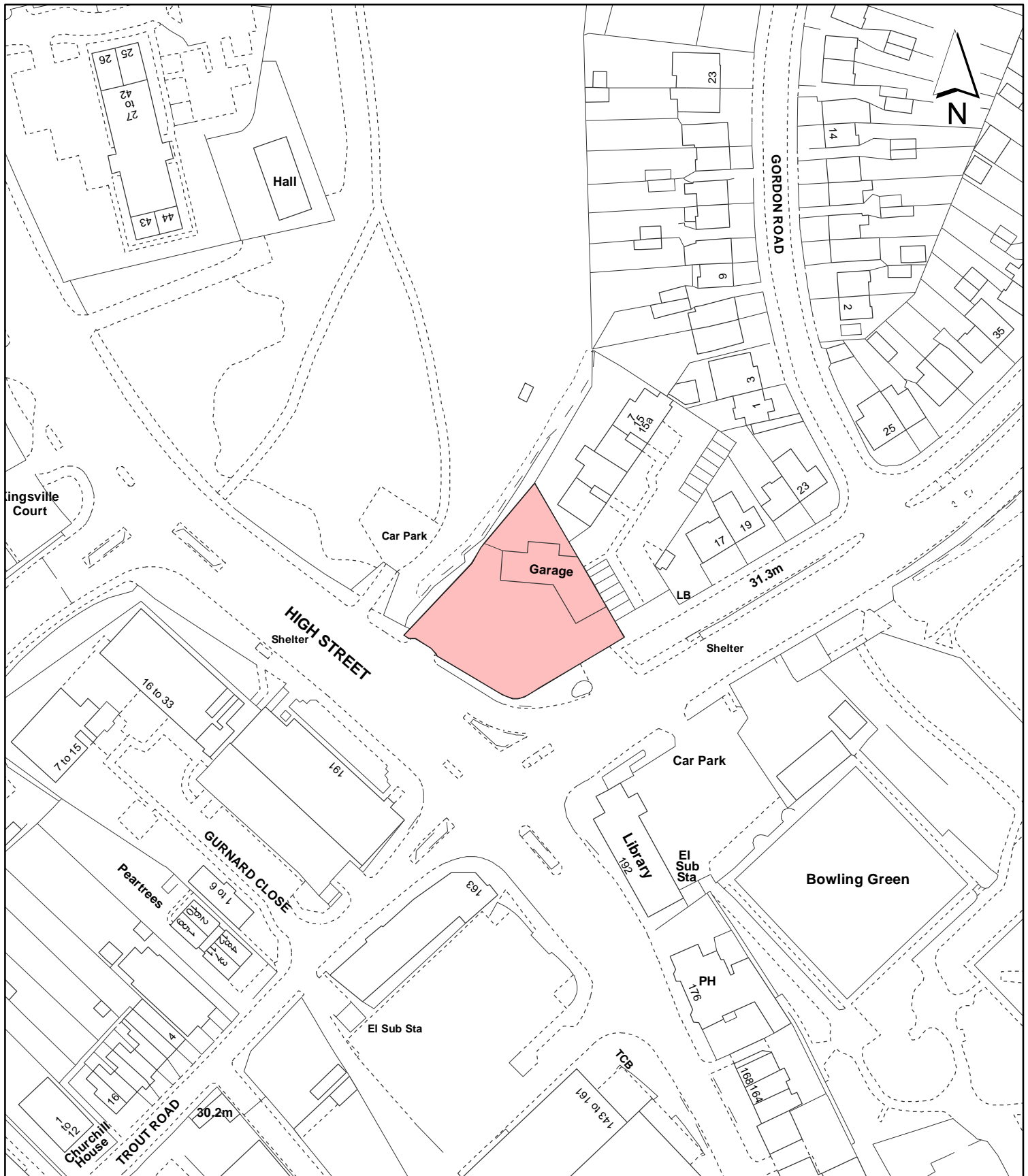
## **11. Reference Documents**

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan 2016  
National Planning Policy Framework (NPPF)  
The Greater London Authority Sustainable Design and Construction (2006)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**FLC  
 Car Sales**

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

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

Planning Application Ref:  
**692/APP/2017/749**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 111**

Date:  
**May 2018**



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## Report of the Head of Planning, Transportation and Regeneration

**Address** ONSLOW MILLS TROUT ROAD YIEWSLEY

**Development:** Modification of S106 Planning Obligation relating to Planning Application 1724/APP/2016/3513 (Demolition of existing building and erection of new building comprising 24 apartments, amenity space and car parking) to amend schedule 1 to provide 100% Affordable Housing.

**LBH Ref Nos:** 1724/APP/2018/1695

**Drawing Nos:** Application Form

**Date Plans Received:** 04/05/2018

**Date(s) of Amendment(s):**

**Date Application Valid:** 23/05/2018

### 1. SUMMARY

Planning permission (reference 1724/APP/2016/3513) was granted on 28-03-18 for 'Demolition of existing building and erection of new building comprising 24 apartments, amenity space and car parking'.

Planning permission was granted subject to a S106 Legal Agreement which secured on site 7 affordable housing units. This application seeks a Deed of Variation (DoV) to that legal agreement to secure all 24 units as affordable housing units as defined in the 'Definitions and Interpretations'.

No objections have been raised to the requested variations by either the Council's S106/CIL Officer or the Council's Housing Officer. 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) Amendment of Schedule 1 to increase the number of affordable units from 7 to 24 units/100%.

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 site lies within the designated Trout Road Industrial and Business Area which is identified in paragraph 5.12 of the Local Plan Part 1 as part of the Trout Road IBA which is suitable for the managed release of industrial and warehousing land. Extant planning permissions for residential development surround the site.

The site is located on the south side of Trout Road just off West Drayton High Street. It is within walking distance of West Drayton Station and the town centre. The site is 0.14 hectares in size.

### **3.2 Proposed Scheme**

Planning permission (reference 1724/APP/2016/3513) was granted on 28-03-18 for 'Demolition of existing building and erection of new building comprising 24 apartments, amenity space and car parking'.

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 1 of the agreement as set out by the applicant:

'RHP (Richmond Housing Partnership) wishes to extend the affordable housing obligation which is currently 7 units within the existing S106 to all 24 units affordable housing units as defined in the 'Definitions and Interpretations'.'

The following explanation for the amendment has been provided:

'We are modifying the affordable housing requirement within the S106 to deliver a 100% Affordable Housing (Shared Ownership) scheme in order to qualify for the CIL relief.'

### **3.3 Relevant Planning History**

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

In January 2014 a scheme with reference 38058/APP/2013/1756 seeking the re-development of the wider Rainbow and Kirby Industrial Estate was granted planning permission for a mixed use scheme providing housing, community facilities and affordable business units. This site directly adjoins the Onslow Mills application site.

As part of the recent application to which this request relates the applicant submitted evidence demonstrating that the amended proposed building relates sympathetically to the approved wider Rainbow and Kirby Industrial Estate re-development scheme.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Planning Obligations

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

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

Part 1 Policies:

Part 2 Policies:



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 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

## **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**

HOUSING OFFICER

Thanks for the opportunity to comment on the above planning application to vary the affordable housing on the Onslow Mills site.

The site already has a valid consent for 24 residential units with just 7 shared ownership flats as the S106 affordable housing as determined by a Financial Viability Assessment.

This site is exceptional in that it could be developed in line with the existing consent and so there is limited scope to vary the either the size of the units or the tenure but Richmond Housing Partnership a Registered Housing Provider have secured GLA funding to acquire the site and increase the affordable housing to 100% shared ownership.

This will help to meet the proven demand for intermediate housing in Hillingdon and this increase in affordable housing is supported as it will help local working households on the property ladder. The site is immediately adjacent to Caxton House a 100% affordable housing development of 44 rented flats so a higher ratio of shared ownership units in this location is acceptable.

## **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**

Not applicable. No changes are proposed which would impact on traffic, parking or pedestrian safety.

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

Not applicable. No changes are proposed which would impact on urban design, access and security.

#### **7.12 Disabled access**

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

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

Planning Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states:

'Housing provision is expected to include a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. For sites with a capacity of 10 or more units the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.'

The supporting text to Policy H2 states:

Subject to viability and if appropriate in all the circumstances, the Economic Viability Assessment indicates that 35% of all new units in the borough should be delivered as affordable housing, with an indicative tenure mix of 70% housing for social rent and 30% intermediate housing. Housing market conditions in Hillingdon are complex and a one size fits all approach to tenure provision will not be suitable for all areas in the borough. Subject to the provision of robust evidence, the Council will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough.

London Plan (March 2016) policies 3.10, 3.11, 3.12 and 3.13 relate to affordable housing provision. In particular Policy 3.12 states that the maximum reasonable amount of affordable housing should be sought, having regard to (amongst others) current and future requirements for affordable housing at local and regional levels, the size and type of affordable housing needed in particular locations and the specific circumstances of individual sites.

The proposed Deed of Variation to the s106 proposes to increase the level of affordable

housing from 7 units to all 24 units with all units being shared ownership rather than complying with the indicative tenure mix of 70% housing for social rent and 30% intermediate housing as detailed within Policy H2 supporting text set out above.

However it is considered that this site is exceptional in that it could be developed in line with the existing consent and so there is limited scope to vary the either the size of the units or the tenure. However Richmond Housing Partnership (a Registered Housing Provider) have secured GLA funding to acquire the site and increase the affordable housing to 100% shared ownership.

The Council's Housing Officer has reviewed the proposal and raised no objections. They note that the proposal would help to meet the proven demand for intermediate housing in Hillingdon and this increase in affordable housing is supported as it will help local working households on the property ladder. The site is immediately adjacent to Caxton House a 100% affordable housing development of 44 rented flats so a higher ratio of shared ownership units in this location is acceptable.

Given the above the proposed provision of 100% affordable housing as shared ownership, rather than complying with the indicative tenure mix of 70% housing for social rent and 30% intermediate housing, is considered to accord with Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and London Plan (March 2016) policies 3.10, 3.11, 3.12 and 3.13.

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

Not applicable. No changes are proposed which would impact on trees, landscaping and ecology.

#### **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 which would impact on renewable energy / sustainability.

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

Not applicable. No changes are proposed which would impact on flooding or drainage issues.

#### **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 Probity in Planning, 2009.

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

None

## **10. CONCLUSION**

It is considered that the requested Deed of Variation to the S106 agreement would not have any significant detrimental impact on the approved scheme. Notably, no objections have been raised by either the Council's S106/CIL Officer or the Council's Housing Officer.

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)

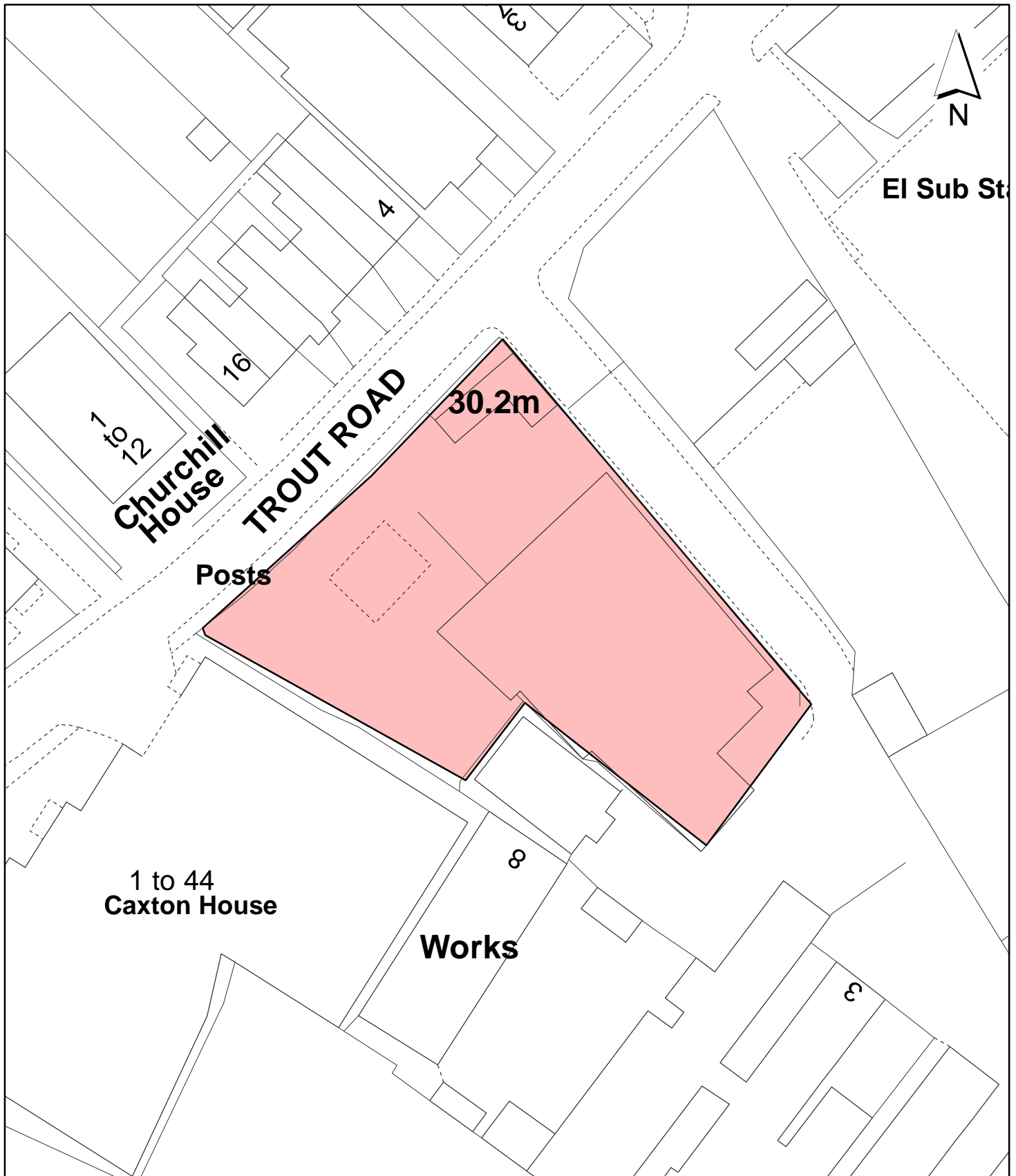
London Plan (2016)

National Planning Policy Framework


Hillingdon Supplementary Planning Document - Planning Obligations

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Onslow Mills</b>	
Planning Application Ref: <b>1724/APP/2018/1695</b>	Scale <b>1:500</b>
Planning Committee <b>Major Application</b>	Date <b>June 2018</b>

**LONDON BOROUGH OF HILLINGDON**

**Residents Services**

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



**HILLINGDON**  
LONDON

## Report of the Head of Planning, Transportation and Regeneration

**Address** PROLOGIS PARK WEST LONDON HORTON ROAD YIEWSLEY

**Development:** Section 73 application for Removal of Condition 27 (Data Centre Use) and variation of Condition 6 (Approved documents) of planning permission 37977/APP/2017/1634 dated 14.08.17 (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.)

**LBH Ref Nos:** 37977/APP/2018/1117

**Drawing Nos:** Site Location Plan  
Covering Letter.

**Date Plans Received:** 03/04/2018

**Date(s) of Amendment(s):**

**Date Application Valid:** 04/04/2018

### 1. SUMMARY

The proposal seeks permission to remove the restriction prohibiting the use of buildings within Phase 2 of the development as a data centre. The variation does not include any changes to the design, scale, or layout of the approved development. No objections have been raised with regards to the removal of this restriction and in view of the units having a prospective occupant, this application is recommended for approval.

### 2. RECOMMENDATION

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

**a) That the Council enter into a deed of variation to the legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the legal obligations secured under the original consent (reference 37977/APP/2017/1634).**

**b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278**

**Agreements and any abortive work as a result of the agreement not being completed.**

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

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

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

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

**1 COM3 Reserved matters - submission (Phase 2)**

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

Reason

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

**2 COM4 Time Limit- (Phase 2)**

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of the original planning approval notice, this being the 14th of December 2015.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

**3 COM5 Time Limit- (Phase 2)**

Plans and particulars of the reserved matters referred to in condition 1 above, relating to the layout, scale and appearance of any buildings to be erected, including the means of access to the phase 2 site and the landscaping of the Phase 2 site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved. All reserved matters shall be begun before the expiry of 2 years from the date of the decision to which the reserved matters development relates.

Reason

The land referred to in condition 1 within the application site is in part an outline permission



and the reserved matters shall be made to the Local Planning Authority.

#### **4 NONSC Time Limit - (Phase 1)**

The development shown in detail (hereinafter called "Phase 1") on drawing no. 27122/PL/056B and all other related drawings and details hereby permitted (hereinafter called "Phase 1") shall be begun before the expiration of three years from the date of original planning approval notice, this being the 14th of December 2015.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

#### **5 RES18 Approved Plans (Phase 1)**

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

- TTSP: 05001, 05002, 05003, 05004, 05005, 05006, 05011, 05012, 05013, 05014, 05015, 05016, 05701, 05702, 05703, 05704, 05705, 05706, 05801, 05802, 05900 and 05901;
- Barry Chins: 02A, 03C, 11B, 12B, 13A, 14A and 22A;
- WSP: 6377-ATR-003 and 6377-SK-003B
- Ireland Albrecht: IA-407-LD-P01, IA-407-LD-P02, IA-407-LD-P03, IA-407-LP-P01

REASON

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

#### **6 COM7 Approved Documents (Phases 1 & 2)**

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

- Covering Letter - Savills 29 March 2018
- Geo-Environmental Assessment - WSP 10/03/2015
- Preliminary Risk Assessment (Phase 1 Report) - WSP 10/03/2015
- Air Quality Assessment - AECOM Limited March 2015
- Ecological Assessment - Ecology Solutions March 2015
- Design and Access Statement - Michael Sparks ref. 27122 March 2015
- Sustainability and Energy Statement - Turley Sustainability March 2015
- Sustainability and Energy Statement Addendum - Turley Sustainability June 2015
- Noise Assessment - AECOM Limited March 2015
- Flood Risk Assessment - WSP 10/03/2015
- Landscape Design Statement 1469/14/Rp02 - Barry Chinn Associates June 2015
- Landscape & Visual Assessment Addendums - Barry Chinn Associates March 2015
- Canal Frontage Landscape Statement - Barry Chinn Associates June 2015
- Pre-Development - Tree Survey Midland Tree Surgeons Limited (Feb 2015)
- Transport Assessment - WSP 11 March 2018
- Prologis Park West: Data Centres DC3A/B & DC4 Transport Statement - WSP March 2018
- PERS Audit - WSP 15 May 2015
- Design and Access Statement including Site Photographs and Air Quality Statement

TTSP Architects May 2017

- Planting Design Statement prepared by Ireland Albrecht
- Transport Statement - WSP May 2017
- Travel Plan Summary - WSP May 2017
- Energy Strategy - Norman Disney & Young May 2018
- Energy Strategy - Virtus London 7 & 8 - Data Centre Development - Norman Disney & Young March 2018
- Acoustic Consultancy Report - Lee Cunningham Partnership May 2017
- Economic Statement - Maddox Associates May 2017
- Consultant Advice Note (G-006[1.0]) - Norman, Disney & Young July 2017

Thereafter the development shall be retained/ maintained in accordance with these details for as long as the development remains in existence, unless alternative details are approved in respect to another condition on this consent.

#### REASON

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

#### **7 TL6 Parameters - Floor Space, Height and Car Parking (Phase 2)**

Notwithstanding any illustrative information contained in supporting documentation, within Phase 2 of the development, the siting, maximum and minimum width and length of any buildings shall accord with Drawing Number 27122/PL/056B 'Parameters Plan', unless otherwise agreed in writing by the Local Planning Authority.

The proposed floor area/size and heights of any buildings or structures parts of buildings or structures within Phase 2 of the development, as identified on Parameters Plan 27122/PL/056B, including any plant and equipment, shall not exceed 26,100sqm of floorspace (GIA) and 18.7 metres in height (to ridge).

Car parking arrangements for Phase 2 shall demonstrate that parking provision is commensurate with the scale of development and shall ensure that following the completion of the building(s) approved on Phase 2, no more than 250 additional car parking spaces are provided within the Phase 2 site. Following completion of all buildings within Phases 1 and 2, no more than 430 car parking spaces are to be provided on the site at any time. In addition cycle and motorcycle parking shall be provided for each building within each phase.

#### REASON

- i) To prevent over development of the site, to ensure that the scale and massing of the buildings are appropriate to their setting, to comply with the terms of the application and to accord with Policy BE13 of the Hillingdon Local Plan (November 2012),
- ii) To safeguard the visual amenities of the Green Belt and to accord with Policies OL1, OL2 and OL5 of the Hillingdon Local Plan (November 2012) and to accord with London Plan (March 2016) Policy 7.16.
- iii) To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2016).

#### **8 RES9 Levels (Phases 1 & 2)**

For each phase of the development detailed plans of the site showing the existing and

proposed ground levels and the proposed finished floor levels of all proposed buildings within each phase of the site have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point and no building within the site shall exceed the maximum height of 67.93m AOD. Thereafter the development shall not be carried out other than in accordance with the approved details.

#### REASON

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

#### **9 RES11 Landscape Plan (Phases 1 & 2)**

For each phase of the development a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Means of enclosure/boundary treatments, including details of the positions, heights and materials proposed
  - 2.c Car Parking for;
    - i. Phase 1: 141 parking spaces, including demonstration of 18 parking spaces for disabled users and 54 parking spaces are served by electrical charging points (of which 36 active and 18 passive; and,
    - ii. Phase 2: a maximum of 250 parking spaces (including demonstration that 20% active and 10% passive provision for electric vehicles) and 10% parking spaces are allocated for disabled users.
  - 2.d Cycle and Motorcycle parking for each building within each phase of the development
  - 2.d Hard Surfacing Materials
  - 2.e External Lighting
  - 2.f CCTV or any other structures (such as play equipment and furniture)
  
3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs, or  
Justification as to why no part of the development can include living walls and roofs
  
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
5. Schedule for Implementation
  
6. Other
  - 6.a Existing and proposed functional services above and below ground

## 6.b Proposed finishing levels or contours

Thereafter the approved details shall be implemented prior to first occupation of the buildings within each phase in full accordance with the approved details and shall be retained thereafter.

### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with condition 3(v) and policies BE13 and BE38 of the Hillingdon Local Plan (November 2012) and Policies 5.11, 5.8, 6.13 and 5.17 of the London Plan (March 2016).

### **10 NONSC Landscaping Scheme - Implementation (Phases 1 & 2)**

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

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

### REASON

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

### **11 NONSC Landscaped Adjacent to Development Areas (Phase 1)**

Notwithstanding any illustrative information contained in supporting documentation, the landscape areas shown on Drawings 03C, 09A, 11B, 12B, 13A and 22A shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Phase 1, whichever is the earlier period.

### REASON

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

### **12 NONSC Bird Hazard Management Plan (Phases 1 & 2)**

Prior to commencement of each phase of the development, or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation in relation to the relevant phase or component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, in respect of the following:

- i) A Bird Hazard Management Plan which shall include the following details:

- Details of any water features,
- Monitoring of any standing water within the site,
- Drainage details including Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)
- Management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design ([www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)),
- Any earthworks,
- The species, number and spacing of trees and shrubs,
- reinstatement of grass areas,
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds.

Thereafter and prior to occupation of each relevant phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

#### REASON

To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **13 NONSC Ecological Enhancements (Phases 1 & 2)**

Prior to the commencement of each phase of the development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings within each phase of the development including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. Each phase of the development must proceed in accordance with the approved scheme.

#### REASON

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

### **14 NONSC Trees to be Retained (Phases 1 & 2)**

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

shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

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

#### **15 NONSC Floodlighting (Phases 1 & 2)**

For each phase of the development no floodlighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

#### REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.1 of the London Plan (March 2016)

#### **16 NONSC Facilities for People with Disabilities (Phases 1 & 2)**

For each phase of the development the plans and details relating to disabled access, circulation and facilities shall ensure that:

- (i) External areas, including landscaped areas are designed to be inclusive with any gravel surface to be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.
- (ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:18 with handrails and a level landing provided at every 8 metres of ramp flight,
- (iii) Level access is provided to all buildings
- (iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,
- (v) All buildings, including their approach, are designed in accordance with BS 8300:2009,

The facilities approved shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

#### REASON

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

#### **17 NONSC Existing Access Closure (Phase 1)**

No building within the development shall be occupied until the existing access from the site to Iron Bridge Road has been permanently closed and any kerbs, verge, footway, fully

reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented.

**REASON**

To restrict access onto the public highway where it is necessary in the interest of highway safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**18 COM15 Canalside Risk Assessment and Method Statement**

Prior to the commencement of any works adjacent to the water in the Grand Union Canal, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water Grand Union Canal must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

**REASON**

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

**19 COM31 Canalside Water Run-off and Ground Water Drain**

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

**REASON:**

To determine the potential for pollution of the waterway and likely volume of water

**20 RES16 Submission Energy Assessment (Phases 1 & 2)**

Prior to the commencement of each phase of the development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. In the event that the development is unable to achieve a 35% carbon reduction above Part L evidence shall be provided to the Local Planning Authority to demonstrate why the target carbon reduction cannot be met; including cost analysis as appropriate to substantiate the reasons why the reduction is not achieved on-site and the alternative proposals or sum of any off-site contribution.

**REASON** To ensure appropriate carbon savings are delivered in accordance with Policy 5.2; London Plan 2016.

**21 NONSC Secure by Design (Phases 1 & 2)**

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

**REASON**

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

## **22 NONSC Contaminated Land (Phases 1 & 2)**

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

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

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

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

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

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

### **REASON:**

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

## **23 NONSC Sustainable Water Management (Phases 1 & 2)**

For each phase of the development, a scheme for the provision of sustainable water management for that phase shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

a) Manages Surface Water. The scheme shall demonstrate ways of controlling the surface water on site.

i. (following the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by WSP

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

iii. provide information on all Suds features including the method employed to delay



and control the water discharged from the site to Greenfield run off rates and:

- a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
- b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
- iv. Demonstrates capacity and structural soundness in the receptors of Thames Water network and receiving watercourse as appropriate.
- v. During Construction
  - a. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - b. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- b) Foul water
  - i. The Scheme shall demonstrate capacity in the receiving foul sewer network or provides suitable upgrades agreed by Thames Water.
- d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
  - i. incorporate water saving measures and equipment.
  - ii. provide details of water collection facilities to capture excess rainwater;
  - iii. provide details of how rain and grey water will be recycled and reused in the development.
- e) Long Term Management and Maintenance of the drainage system.
  - i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
  - ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

The development shall not be occupied until the approved details have been implemented and thereafter retained/maintained in accordance with the approved details for as long as the development remains in existence.

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) Policy 5.12 Policy 5.13 and Policy 5.15 of the London Plan (March 2016)and National Planning Policy Framework and the Planning Practice Guidance.

#### **24 NONSC Restrictions - Enlargement of Industrial/Warehouse Buildings**

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

#### REASON

To enable the Local Planning Authority to assess all the implications of the development

and in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**25 COM30 No additional internal floorspace (Phases 1 & 2)**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional structural internal mezzanine floorspace that can be used for storage, excluding that intended to be used for a data centre, shall be created in excess of that area expressly authorised by this permission.

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**26 NONSC No External Storage Above 3 Metres (Phases 1 & 2)**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), and unless otherwise agreed in writing by the Local Planning Authority, external storage associated with the use of any part of the site shall not exceed 3 metres in height within any part of the development hereby approved.

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure the development does not detrimentally impact upon the Green Belt and streetscene.

**27 NONSC Reporting Energy Usage**

Prior to the occupation of any building by data centre, a scheme for the reporting of energy usage and CO2 emissions should be submitted to and approved in writing by the Local Planning Authority. The report shall be submitted on a yearly basis for 5 years on commencement of operation of the development. The report shall detail the amount of energy consumed (kWhrs) and the related CO2 emissions. The report shall also provide a commentary of the actual performance of the data centre in relation to the anticipated performance set out in the Energy Assessment (and addendum). Measures to ensure compliance with the agreed reductions of the Energy Assessment will also be detailed where there is a difference (+/- 3%) from the predicted performance. These measures must be agreed in writing with the Local Planning Authority. The development must be modified and/or operated in accordance with the measures where appropriate, unless agreed in writing with the Local Planning Authority.

**REASON**

To ensure compliance with the Energy Assessment and Policy 5.2 of the London Plan 2016.

**28 COM7 Substation Details**

Construction of the electricity substation buildings and security hut building shall not commence until details of the design and associated landscaping/screening, dimensions and all external finishes and materials have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in

accordance with the approved details and be retained as such.

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

#### REASON

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

#### **29 NONSC Green Walls**

Prior to the occupation of each data centre building, the Green Walls for that building shall be constructed and planted in accordance with details to be submitted to and approved in writing by the Council.

The details submitted shall include

- i) Method of construction,
- ii) Schedule of framework materials;
- iii) Schedule of the species to be planted, method of planting, height and spread at planting and growth projections;
- iv) An ongoing management and maintenance regime for the green wall to include irrigation methods and an inspection programme to allow dead or dying plants to be identified and replaced.

The green walls shall thereafter be retained in accordance with the submitted details in perpetuity and shall not be removed or altered without the prior written consent of the Local Planning Authority.

#### REASON

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

#### **30 NONSC Reinstatement and Restoration**

Prior to the occupation of any of the buildings within Phase 1 of the planning permission reference 37977/APP/2015/1004 for a any use other than as a data centre, details of the reinstatement of the hard and soft landscaping, removal of mezzanine floors, removal of the external gantries and removal of all external plant and machinery shall be submitted to and approved in writing by the Council and all works carried out in accordance with these details.

#### REASON

In the interests of amenity and the future functionality and flexibility of the buildings and their uses in accordance with Policies BE 13, LE 1 and LE 2 of the Hillingdon Local Plan (November 2012).

#### **31 NONSC Air Quality Assessment**

Prior to occupation of the data centres (Phase 1), a detailed air quality assessment shall be submitted to and approved by the Local Planning Authority. This should assess levels of both nitrogen dioxide and PM10 against both long-term and short-term limit values. The IAQM/EPUK2017 guidelines should be used to describe and assess predicted impacts.

The air quality modelling will use an advanced dispersion model to evaluate the overall impact of project-related emissions on nearby receptors. The model shall take into account the 3D data of the surrounding buildings, the exhaust stack heights/locations, and conservative meteorological data. The assessment should also include a study of flue height/location optimisation.

The assessment must include the consideration of several scenarios, including scenarios where it is assumed that the generators will join STOR and undertake triad management (i.e. the assessment must capture the range of plausible running hour outcomes). Likely 'worst case' scenarios could include the following:

- a) All units operating for 50 hours per year;
- b) All units operating for 200 hours per year.

Additional bespoke scenarios shall be developed based on proposed equipment configuration and operating philosophies for the project - this will also be included within the assessment. All scenarios considered should be environmentally conservative.

The study should optimise both location and height of flues and use worst case meteorological conditions. The assessment shall serve to demonstrate whether the current proposals succeed in causing no significant impacts on existing receptors in relation to baseline conditions.

Should the assessment conclude that it will be necessary to implement mitigation/management measures to achieve this outcome, these will be clearly defined and demonstration of the mitigation level achieved explicitly quantified.

REASON:

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan (November 2012) and Policy 7.15 of the London Plan (2016).

### **32 HO4 Materials**

Details of the design and appearance of the materials to be used in the construction of the external surfaces of the data centres (phase 1) hereby permitted shall be submitted to, and approved, by the Local Planning Authority prior to the commencement of development.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policies BE 13 and BE 15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### **33 M3 Boundary treatment - details**

Notwithstanding the details on the approved plans, no boundary treatment will be erected on or around the data centre (phase 1) sites until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.

## REASON

To safeguard the visual amenities of the area, with particular reference to the visual quality of the Grand Union Canal, in accordance with Policies BE 13 and BE 32 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### **34 N8 Limit for site noise level**

The level of noise emitted from the data centres shall not exceed 5dB below background level, as measured at the boundary of the nearest noise sensitive premises, other than during emergency operation of the generators or testing periods when the existing background level will not be exceeded by more than 5dB.

A post completion test to demonstrate the plant noise level will be at least 5dB below the background sound level at the nearest sensitive receptor shall be submitted within 6 months of the commencement of operations on each site.

Test periods shall be restricted to one period of not more than 1 hour per month between the hours of 09.00 and 17.00 on Mondays to Fridays, excluding bank holidays.

## REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE 1 of the Hillingdon Local Plan (November 2012) and Policy 7.15 of the London Plan (2016)

### **35 NONSC Backup Power Details**

Prior to the commencement of development details of the backup power supplies shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include:

[a] a programme for the timing and duration of testing of backup supplies, and the methods to reduce cumulative impacts with other facilities in the area where possible. and

[b] The specifications for the standby supplies which will demonstrate technology that restricts emissions to a NO<sub>x</sub> emission rate of 0.7 g/kWh or less.

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

## REASON

To ensure the proposed development does not contribute excessive air quality pollution in an air quality management area in accordance with Policy EM8 of the Local Plan (Part 1).

## INFORMATIVES

### **1 I52 Compulsory Informative (1)**

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

## 2 I53 Compulsory Informative (2)

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

AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact 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
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas

LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment

NPPF4	NPPF - Promoting sustainable transport
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

### **3            I59                    Councils Local Plan : Part 1 - Strategic Policies**

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

#### **4**

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be resubmitted as part of this new planning permission where those details would remain the same.

The following conditions relating to Phase 1 of the development have been discharged, insofar as receipt of satisfactory details is concerned.

Condition 8 (ground levels) - ref. 37977/APP/2016/240

Condition 9 (landscaping) - ref. 37977/APP/2016/247

Condition 12 (bird hazard management plan) - ref. 37977/APP/2016/242

Condition 13 (ecological enhancements) - ref. 37977/APP/2016/243

Condition 15 (floodlighting) - ref. 37977/APP/2017/244

Condition 18 (canalside risk assessment) - ref. 37977/APP/2017/343

Condition 19 (canalside water runoff) - ref. 37977/APP/2017/345

Condition 20 (energy assessment) - ref. 37977/APP/2016/246

Condition 21 (secure by design) - ref. 37977/APP/2017/344

Condition 22 (contamination) - ref. 37977/APP/2016/244 (Part i) and ref. 37977/APP/2017/1551 (Part iii)

Condition 23 (sustainable water management) - ref. 37977/APP/2016/245

In order to be fully complied with, all details approved by condition must be maintained throughout the lifetime of the development.

### **5            I58                    Opportunities for Work Experience**



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

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

**6            I1                    Building to Approved Drawing**

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

**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](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**8            I2                    Encroachment**

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

**9            I21                    Street Naming and Numbering**

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

1UW (Tel. 01895 250557).

**10            I3                    Building Regulations - Demolition and Building Works**

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

**11            I45                    Discharge of Conditions**

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

**12            I48                    Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. It is worth drawing the applicants' attention to the Waste Manager's advice, as follows:-

a) The proposal is for industrial units. The occupiers would have to make an arrangement with a licensed waste carrier for the collection of the waste produced from the premises.

b) The area of the first unit is 18900 sqm. Based on BS 5906 guidance the estimated waste generated would be 5 litre per 1 sqm equating to a total of 94,500 litres per week. This would require 86 x 1,100 litre eurobins. It would be logical therefore to use a larger container either a large front end loader type bin could be used - of the 12 cubic yard capacity or a 40 cubic yard roll on roll off bin. The latter could be loaded through a compactor to maximise use of the bin and reduced transport movements.

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

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

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

e) Vehicular access to the waste storage area should be suitable for a 32 tonne rigid goods vehicle if 40 cubic yard bins are used for waste storage.

The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

**13**            I49                    **Secured by Design**

The Council has identified the specific security needs of the application site to be protection and security of bicycles within the parking area of the site.

You are advised to submit details to overcome the specified security needs in order to comply with condition 17 this planning permission.

**14**

The applicant/developer should contact the Canal & River Trust's Third Party Works Engineer with reference to the current Canal & River Trust Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)

**15**

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young ([jonathan.young@canalrivertrust.org.uk](mailto:jonathan.young@canalrivertrust.org.uk)) regarding the required access agreement

**16**            I60                    **Cranes**

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

**17**

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

**18**

You are encouraged to ensure that facilities are provided to enable the easy watering of the planting and soft landscaped areas in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

**19**

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

## 20

The air quality assessment refers to no mitigation being required except for the construction phase of the development. It should be noted the development site is surrounded by residential properties on three sides, including residential premises above shops. It is recommended any condition with regard to the management of onsite emissions during the construction phase refers to the GLA SPG on The Control of Dust and Emissions During Construction and Demolition.

## 21

The Air Quality conditions relate to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: [http://www.iaqm.co.uk/text/guidance/epuk/chp\\_guidance.pdf](http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf). An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral and CHP emission standards are available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

## 22

The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Natural England has published Standing Advice on protected species. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If the applicant has any specific questions on aspects that are not covered by the Standing Advice for European Protected Species or have difficulty in applying it to this application please contact Natural England with details at [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

## 23

The applicants attention is drawn to the fact that the Environment Agency should be informed if contamination is identified that poses a significant risk to controlled waters. The applicant should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination.
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with:

- BS 10175:2011+A1:2013 Code of practice for the investigation of potentially contaminated sites.

- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- BS ISO 5667-18:2001, BS 6068-6.18:2001 Water quality. Sampling. Guidance on sampling of groundwater at contaminated sites

The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

The Environmental Permitting Regulations 2010 make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit. This development may require an environmental permit from us. The applicant is advised to telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

## 24

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

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The part of the site that forms Phase 2 of the permission is currently enclosed by heras fencing as early stage construction works have commenced, largely in the form of infrastructure and utility works and ground clearance / levelling.

The east of the site is bordered by a spine road that serves Phase 1 of the overall development. This phase, which involved the construction of two large industrial units along with associated service yard space and car parking has been completed recently. A comprehensive landscaping scheme has been implemented and includes a regular arrangement of street trees creating an avenue like appearance. Permission has recently been granted to vary conditions attached to the original application to allow these buildings to be used as a data centre under application and subsequent variations 37977/APP/2015/1004 (14-12-15) and 37977/APP/2017/1634 (14-08-17).

The site lies within the green belt, in a narrow section that opens up to the north, where there is a golf course. Directly to the east and west of the site are commercial buildings of various sizes, including large structures. These included the recently completed Phase 1 buildings to the west. All of these buildings are located within a designated Industrial and Business Area (IBA) although the site itself is not.

To the south is the Grand Union Canal, to which access has been opened up and improved as part of the development, allowing for new pathways and landscaping. On the opposite side of the canal are further commercial buildings as well as a main railway line.

### 3.2 Proposed Scheme

The proposal involves the removal of the condition restricting the use of the buildings forming Phase 2 of the development as data centres. No other changes to the approved plans are proposed.

### 3.3 Relevant Planning History

37977/APP/2015/1004 Phase 3 Stockley Park Stockley Road West Drayton Middlesex

Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

**Decision:** 09-09-2015 Approved

37977/APP/2017/1634 Prologis Park West London Horton Road Yiewsley

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

**Decision:** 02-08-2017 Approved

37977/APP/2017/3046 Prologis Park West London Horton Road Yiewsley

Reserved matters pursuant to condition 1 of planning permission ref. 37977/APP/2017/1634 dated 14-08-2017 for layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park West London (formerly Stockley Park Phase 3) (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space.

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

#### Comment on Relevant Planning History

An application to relax the condition in regards to Phase One of the development was recently approved under 37977/APP/2017/1634.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

#### Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM4 (2012) Open Space and Informal Recreation

#### Part 2 Policies:

- AM10 Incorporation in new developments of additions to the proposed cycle network
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
  - (i) Dial-a-ride and mobility bus services
  - (ii) Shopmobility schemes
  - (iii) Convenient parking spaces
  - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green space
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling



LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

## 5. Advertisement and Site Notice

**5.1** Advertisement Expiry Date:- **23rd May 2018**

**5.2** Site Notice Expiry Date:- **23rd May 2018**

## **6. Consultations**

### **External Consultees**

The application was advertised by a site notice displayed on a lamppost adjacent to the site on Horton Road. In addition, notification letters were sent to the owners/occupants of surrounding buildings, notifying them of the application and inviting comments.

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

TRANSPORT FOR LONDON (TfL):

No objections.

GREATER LONDON AUTHORITY (GLA):

The application was considered by the GLA not to give rise to any new strategic planning issues. This application is not required to go back to the GLA.

### **Internal Consultees**

ENERGY & SUSTAINABILITY OFFICER:

The proposed development must proceed in accordance with the submitted energy strategy. Due to the high levels of CO2 associated with a data centre, the following condition is also required:

CONDITION:

Within 6 months of occupation of the development, a scheme for the reporting of CO2 emissions must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the methodology for measuring CO2 output from the development, the reporting format and timing of submissions.

The report shall be submitted annually to the Local Authority and will detail the performance of the development relative to the approved energy strategy. The report shall identify the measures required to rectify any shortfall in meeting the reductions set out in the approved energy strategy.

The development must be operated in accordance with the latest annual report unless otherwise approved in writing by the Local Planning Authority.

REASON

To ensure a reduction in CO2 in accordance with Policy 5.2 of the London Plan.

OFFICER COMMENT: A similar condition, formerly condition 28 but condition 27 within this report, was imposed on the data centre usage allowed under 37977/APP/2017/1634 and this has been modified to incorporate the Phase 2 buildings.

AIR QUALITY OFFICER:

The site is in an air quality management area. A data centre will most likely have a backup power supply that runs on an engine with a high NOx emission rate.

A report undertaken for the GLA identified the following:

'Back-up generators have tended to sit idle, primed to fire-up only as a last resort. However variable grid charges and ancillary service markets are creating new opportunities to generate revenue from these diesel engines. With on-going efforts to increase the flexibility of the electricity system together with London's increasing electricity demand, it is likely that back-up generators will be operating more often in future, particularly through the Short Term Operating Reserve (STOR) market and to reduce distribution charges through what is known as 'triad management'.

The proposal to remove the Data Centre condition will introduce the likelihood of another significant back up supply.

There are already cumulative impacts from the various standby generators in the area, some associated with data centres. Given the energy load of data centres, there is a potential for

- a) incentivised use of standby generators in line with the findings of the GLA study and
- b) large scale technology with a greater degree of emissions.

It is therefore extremely important to manage the emissions from standby power supplies. The following condition is therefore essential:

#### CONDITION:

Prior to the commencement of development details of the backup power supplies shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include:

[a] a programme for the timing and duration of testing of backup supplies, and the methods to reduce cumulative impacts with other facilities in the area where possible. and

[b] The specifications for the standby supplies which will demonstrate technology that restricts emissions to a NOx emission rate of 0.7 g/kWh or less.

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

#### REASON

To ensure the proposed development does not contribute excessive air quality pollution in an air quality management area in accordance with Policy EM8 of the Local Plan (Part 1).

OFFICER COMMENT - This condition will be attached to any approval granted. It would relate only to Phase Two of the development as data centre usage has already been approved for Phase One and works have already commenced.

## **7. MAIN PLANNING ISSUES**

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

The site is located within the Stockley Park Industrial and Business Area (IBA) which is itself part of the wider Heathrow Opportunity Area. Policy LE 2 of the Local Plan seeks to

preserve the vitality of IBA's by maintaining a presumption against development that does not fall within a B1 - B8 use or a sui generis use that is compatible with industrial development.

The proposed variation to allow for the buildings to be used as a data centre will not lead to a conflict with Policy LE 2 as a data centre operation is a form of business use. Furthermore, the relaxation of the condition would not preclude any other B1 - B8 uses occupying the site now or in the future.

It is also noted that Strategic Policy E 2 recognises Stockley Park as a cluster site for IT industries and it is considered that the proposed use as a data centre is compatible with this trend and will strengthen the existing cluster and support growth within the Heathrow Opportunity Area, in accordance with the aims and objectives of Strategic Policy E 3.

Para. 21 of the National Planning Policy Framework (NPPF) also states that planning authorities should plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.

The original application (37977/APP/2015/1004) included a condition (No. 27) precluding the use of any buildings as data centres. This has already been relaxed in regards to Phase One of the development following approval of 37977/APP/2017/1634.

The single reason stated for the restriction of use as data centres was due to the energy demands associated with them.

Since the time of the original approval there have been advances in energy efficiency in the data centre field that could justify, if sufficient energy savings can be made, the relaxation of this condition, as was the case with the Phase One buildings.

As such, it is considered that there are reasonable grounds to allow for data centre usage for part of the overall development. Energy matters are discussed in depth in section 7.16 of this report.

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

Not applicable to the proposed development.

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

Not applicable to the proposed development.

#### **7.04 Airport safeguarding**

Not applicable.

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

The principle of the development of the site has already been established through the approval of 37977/APP/2015/1004. The proposed variation does not involve any changes to the design, scale, layout or appearance of the buildings, for which reserved matters have been approved under 37977/APP/2017/3046. As such, should this application be approved, the data centre uses would need to be accommodated within the approved buildings.

Should any alterations to building design, scale, layout or appearance be required, these would need to be submitted as a fresh application for Approval of Reserved matters and assessed at that stage.

It is therefore considered that the proposed development is in accordance with Local Plan

Policy OL 5.

#### **7.06 Environmental Impact**

Not applicable.

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

As described in section 7.05 of this report, the proposed development would not have an impact upon the appearance of the surrounding area. The character of a data centre use would be similar to other commercial uses that could occupy the site and, therefore, is considered appropriate for the wider area, where commercial development is common along the northern side of the Grand Union Canal.

It is therefore considered that the proposed development would be in accordance with Policies BE 13, BE 15, BE 25, BE 31 and BE 32 of the Local Plan and Policies 7.4, 7.6, 7.24, 7.28 and 7.30 of the London Plan.

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

There are no residential uses immediately adjacent to the site, with the closest dwelling being approximately 130 metres to the west, with other commercial development located within the intervening area.

The proposed use of the buildings as a data centre would involve levels of activity similar to that produced by other commercial uses that could currently occupy the site and, as such, it is not considered that a data centre use would be disruptive to neighbouring residents

It is therefore considered that the proposed development would be in accordance with Policies BE 20, BE 21, BE 24 and OE 1 of the Local Plan and London Plan Policies 7.4 and 7.6.

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

Not applicable.

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

A suitable amount of car parking spaces have been secured for the site following the approval of the Reserved Matters application Transport for London (TfL) have been consulted and have raised no objections.

The overall development is the subject of a signed Section 106 agreement which includes the requirement for any new occupier of a unit within the development to submit an acceptable Occupier Travel Plan within three months of the occupation of the unit.

It is therefore considered that the proposal is in accordance with Policies AM 7 and AM 14 of the Local Plan.

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

Data centres generally require relatively high security measures in the form of gates and fencing. The current application seeks only to establish the principle of the buildings accommodating a data centre, any additional security fencing would require a separate application as would adaptations that may be required for any of the other potential uses that may occupy the site.

It is therefore considered that the proposed development accords with Local Plan Policy BE 18 and London Plan Policy 7.13.

#### **7.12 Disabled access**

This has been assessed within the Reserved Matters application.

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

Not applicable.

### **7.14 Trees, Landscaping and Ecology**

The proposed variation does not involve any physical works and, as such, would not impact upon the established landscaping scheme, which plays a key role in softening the impact of the overall development and providing context with the nearby Grand Union Canal and adjacent green belt environment.

It is therefore considered that the proposed development complies with Local Plan Policies BE 38 and BE 39 and London Plan Policies 5.10 and 5.11.

### **7.15 Sustainable waste management**

Not applicable.

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

The application is accompanied by an Energy Strategy which demonstrates that acceptable energy usage levels can be achieved through the use of suitable plant and machinery and the creation of efficient operating environments.

The potential use of the buildings as data centres is therefore considered to be acceptable subject to a suitable condition securing an annual reporting scheme to ensure that the CO2 emission reductions set out in the energy strategy are achieved and that any shortfall is rectified.

It is therefore considered that the proposal complies with Policy 5.2 of the London Plan (2016), providing the recommended condition is adhered to.

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

Not applicable.

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

The site is within an air quality management area. A data centre will most likely have a backup power supply that runs on an engine with a high NOx emission rate as power needs to be maintained at all times.

The proposal to remove the Data Centre condition will introduce the likelihood of another back up supply. There are already cumulative impacts from the various standby generators in the area, some associated with data centres. Given the energy load of data centres, there is a potential for a) incentivised use of standby generators in line with the findings of the GLA study and b) large scale technology with a greater degree of emissions.

It is therefore extremely important to manage the emissions from standby power supplies. This can be achieved through the use of appropriately worded planning conditions.

It is therefore considered that the proposed development would comply with Local Plan Policy OE 1 and London Plan Policies 7.14 and 7.15.

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

No representations received from members of the public.

### **7.20 Planning Obligations**

The original development was the subject of Section 106 agreement relating to a broad range of matters, many of which have already been fulfilled following the completion of Phase One of the development.

A Deed of Variation will be required in order for the Section 106 to relate to the current application.

CIL payment is based on building size and has been secured for the approved Reserved Matters application 37977/APP/2017/3046.

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

Not applicable.

#### **7.22 Other Issues**

No further issues.

### **8. Observations of the Borough Solicitor**

#### General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a

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

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

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

Not applicable.

#### **10. CONCLUSION**

It is recommended that condition 27 be removed, for the reasons set out in this report, subject to necessary amendments to other conditions and the implication of a new condition relating to backup power generators accordingly this application is recommended for approval.

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

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

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

The London Plan (2016)

Mayor of London's adopted Supplementary Planning Guidance - Sustainable Design & Construction

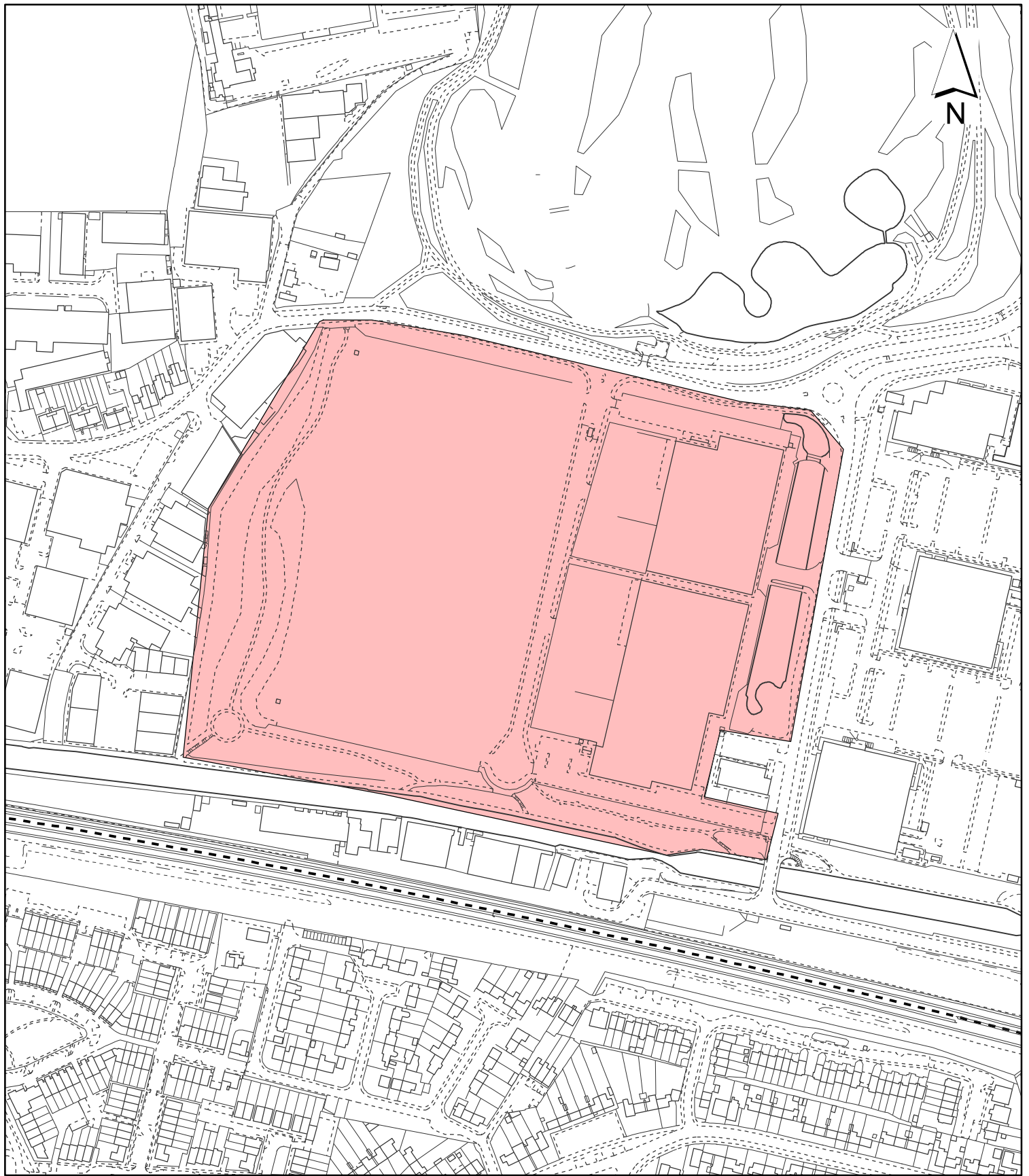
Hillingdon Planning Obligations SPD

National Planning Policy Framework (NPPF)

**Contact Officer:** Zenab Haji-Ismail

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Prologis  
 Park West**

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

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

Planning Application Ref:  
**37977/APP/2018/1117**

Scale:  
**1:3,500**

Planning Committee:  
**Major Page 155**

Date:  
**May 2018**



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# Plans for Major Applications Planning Committee

Tuesday 19th June  
2018



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

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Page 157

**Report of the Head of Planning, Transportation and Regeneration**

**Address** 579-583 UXBRIDGE ROAD HAYES

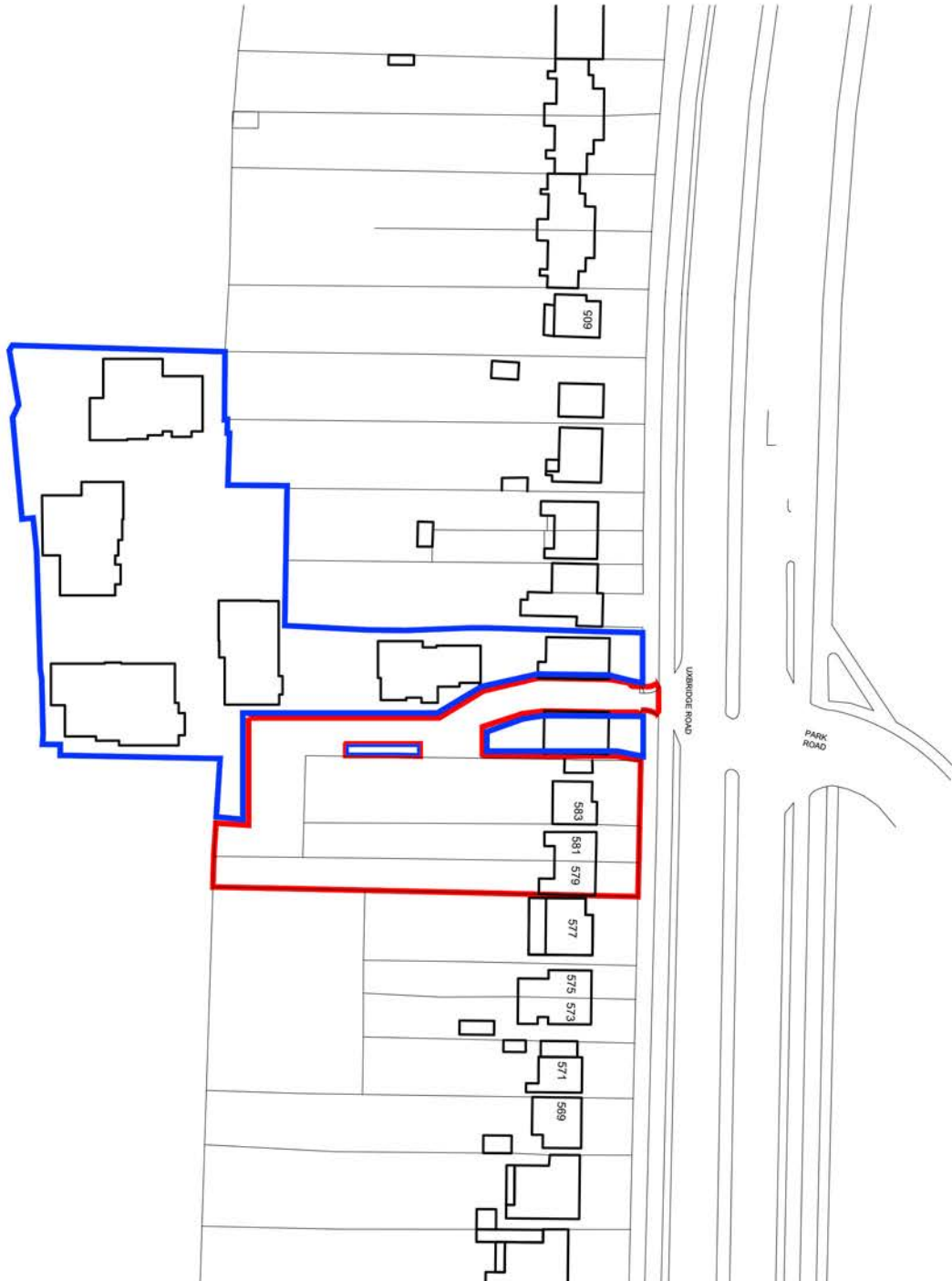
**Development:** Demolition of 3 dwellinghouses and redevelopment of site to provide 21 (4 x studio, 2 x 1 bed, 11 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space (revised plans)

**LBH Ref Nos:** 72470/APP/2016/4648

**Date Plans Received:** 23/12/2016

**Date(s) of Amendment(s):**

**Date Application Valid:** 04/09/2017



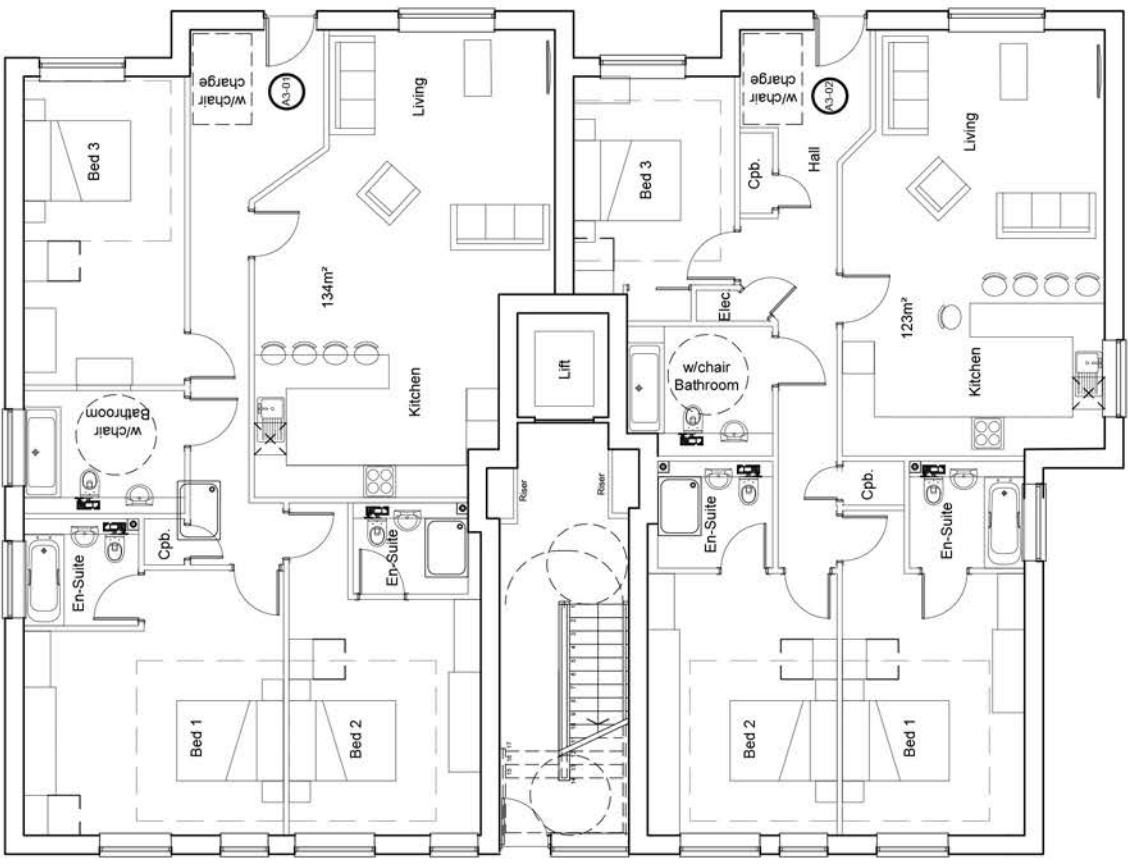






- Project TPH5
- Dwg No/rev. PL-210
- Scale 1:100@A3
- Date JUL 2017
- Checked by AC

**Thorney Farm Development**  
**579-583 Uxbridge Road, Hayes**  
 Proposed Ground Floor Plan  
 Block A3

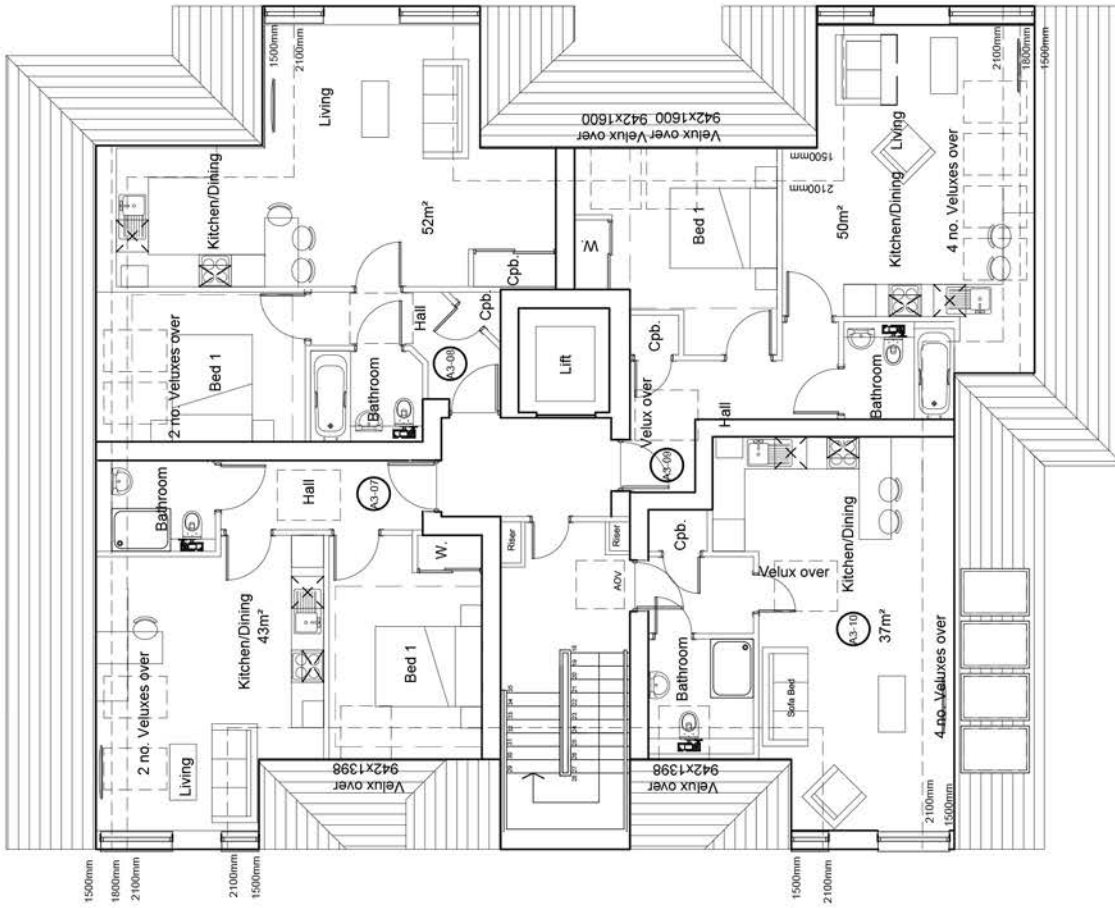


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 8/2/2017 11:46:00 AM

**Subject to:**  
 Planning and Highways  
 Any assessments, covenants and contractual agreements relating, limiting, or preventing potential development of the site to be brought to the immediate attention of jsa architects.

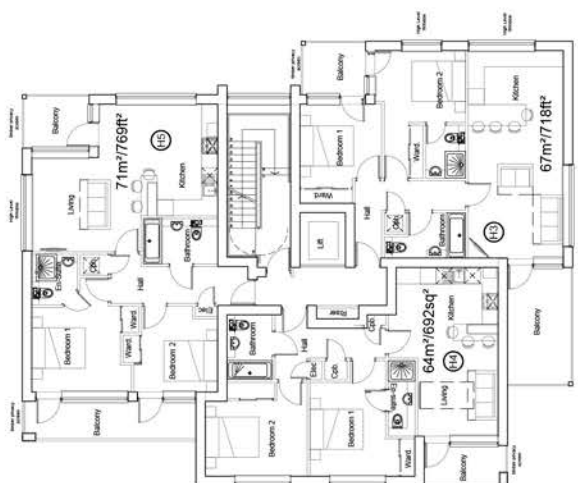




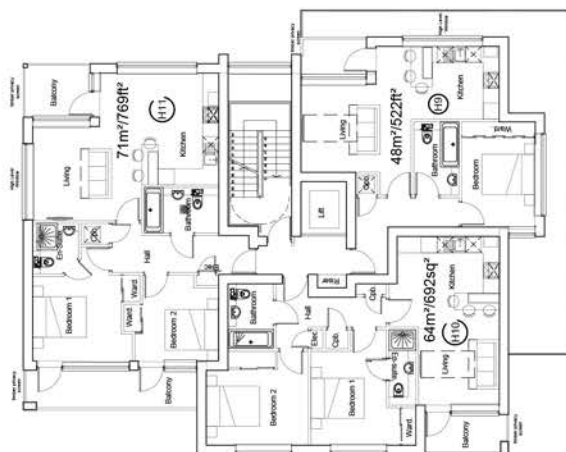


Thorney Farm Development  
 579-583 Uxbridge Road, Hayes  
 Proposed Second Floor Plan  
 Block A3

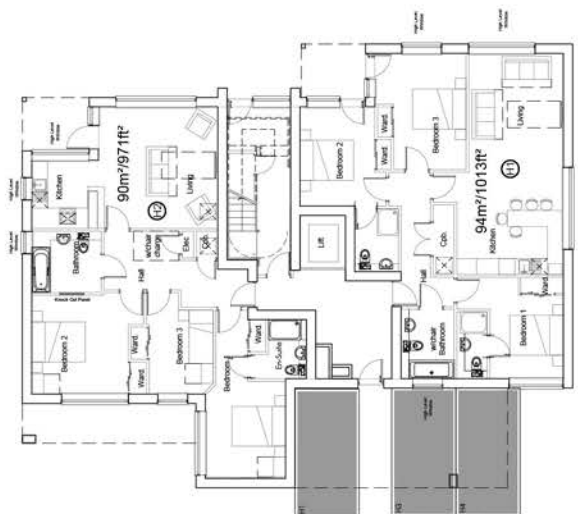
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- Date: JUL 2017
- Checked by: AC



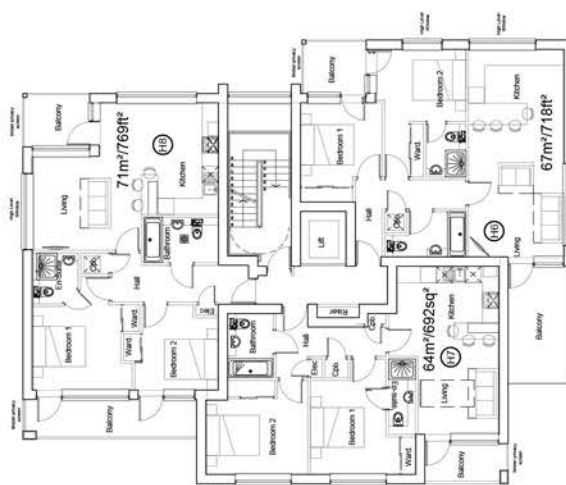
First Floor



Third Floor



Ground Floor



Second Floor



Roof Plan

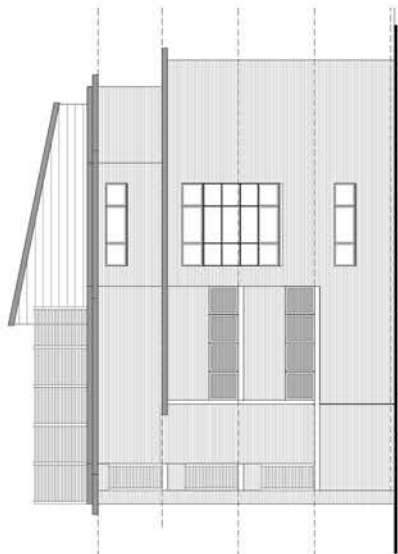


Project: Thorney Farm Development  
 Plot: 579-983 Oxbridge Road, Hayes  
 Date: 10/06/2017  
 Checked by: AC

THIS  
 PLAN  
 IS  
 VALID  
 FOR  
 JUNE 2017  
 ONLY



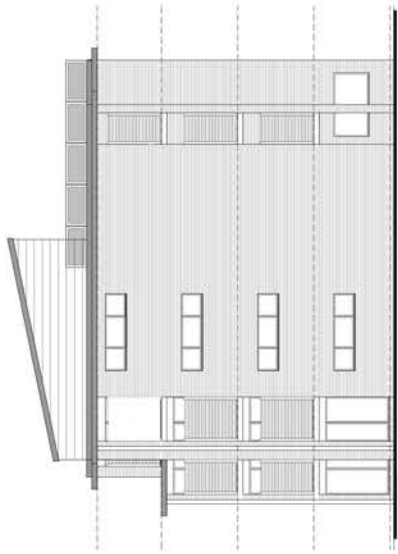
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

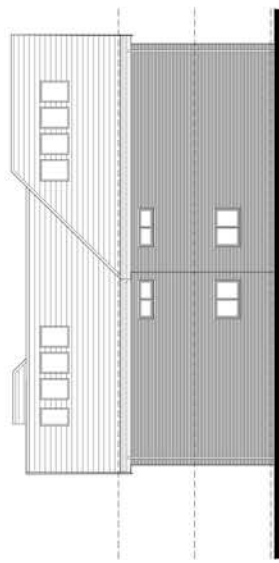


TP15  
 Project TP15  
 Design 1:1000 A1  
 Date JUNE 2017  
 Checked by AC

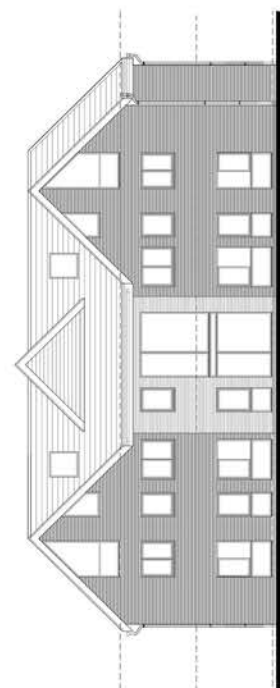
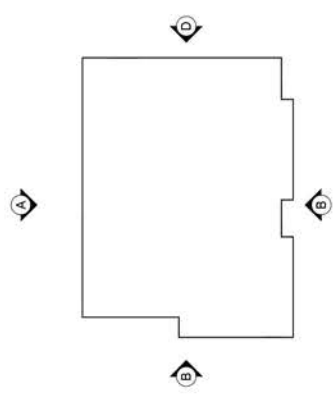
Thorney Farm Development  
 579-583 Oxbridge Road, Hayes  
 Block H  
 Ground Floor & Roof Plans



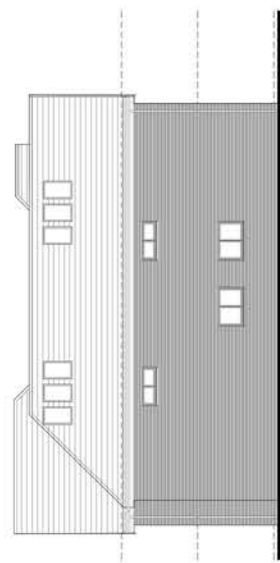
Elevation A (Front)



Elevation B (Side)

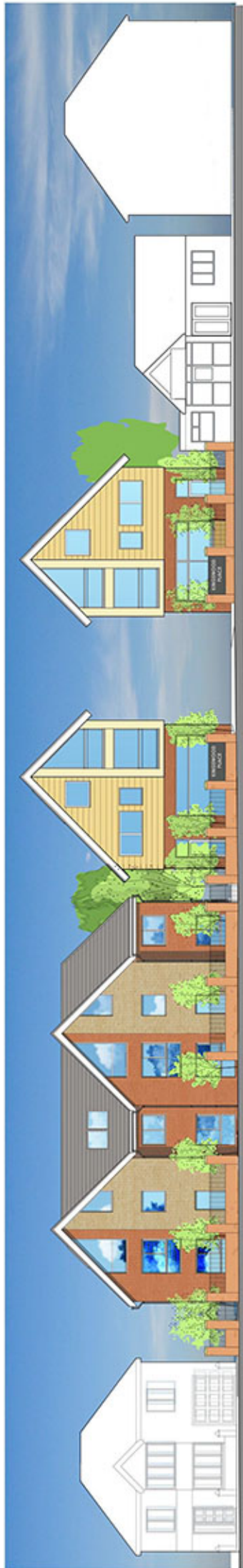


Elevation C (Rear)



Elevation D (Side)





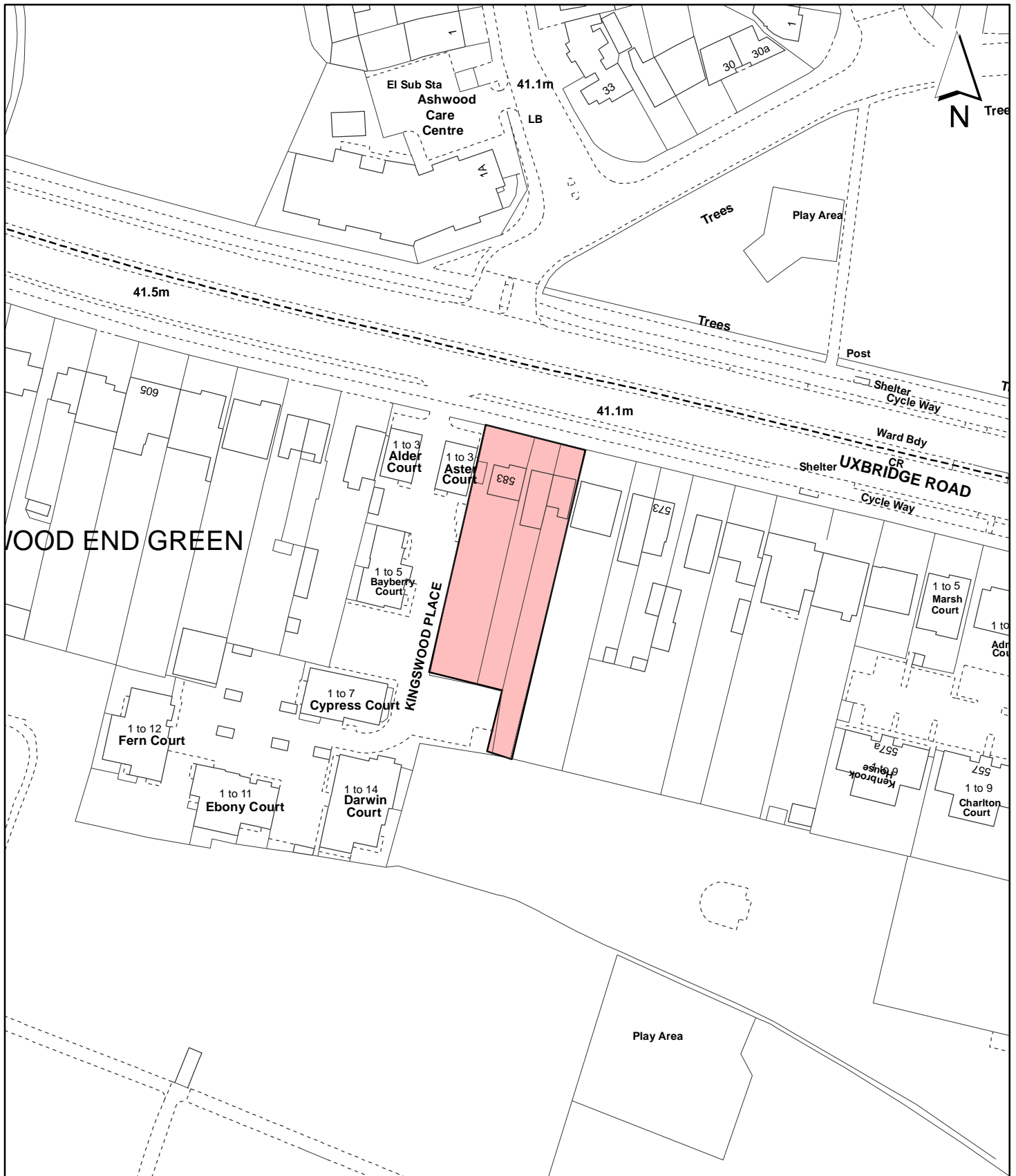
577 579- 583 597 599 Solicitors

Proposed Street Elevation




577 579 581 583 597 599 Solicitors

Existing Elevation



**Notes**

 Site boundary

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Site Address

**579-583 Uxbridge Road**

Planning Application Ref:

**72470/APP/2016/4648**

Planning Committee

**Major Application**

Scale

**1:1,250**

Date

**June 2018**

**LONDON BOROUGH OF HILLINGDON Residents Services**

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



**HILLINGDON LONDON**

**Report of the Head of Planning, Transportation and Regeneration**

**Address** LAND OPPOSITE DS SMITH RECYCLING DEPOT WALLINGFORD ROAD  
UXBRIDGE

**Development:** Use of land as a bus park for upto 20 buses and erection of 3 containers to  
provide staff facilities (Use Class Sui Generis).

**LBH Ref Nos:** 50677/APP/2017/4537

**Date Plans Received:** 15/12/2017

**Date(s) of Amendment(s):**

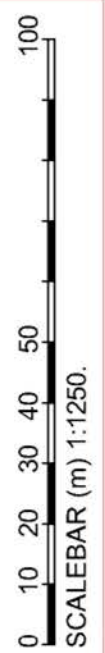
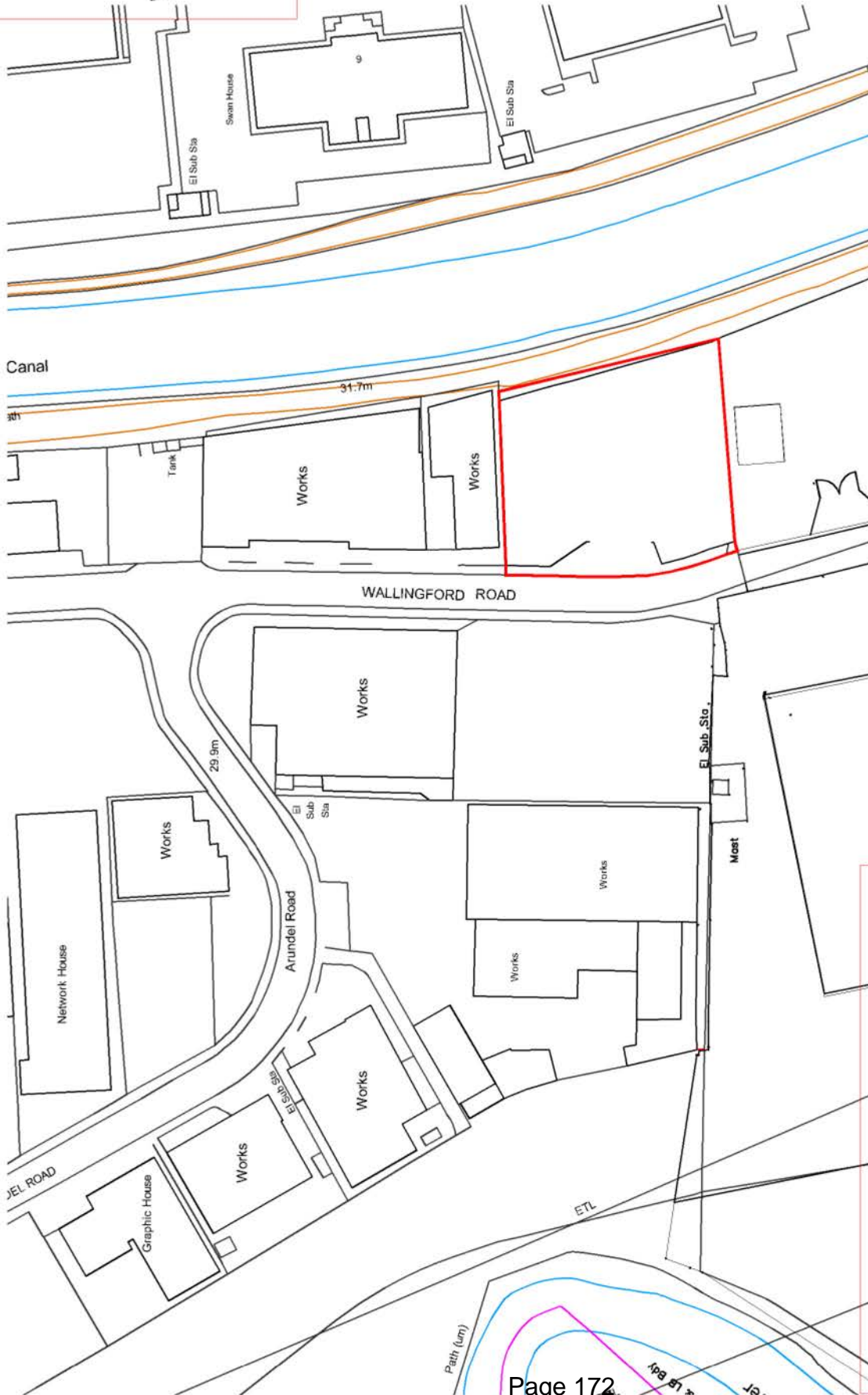
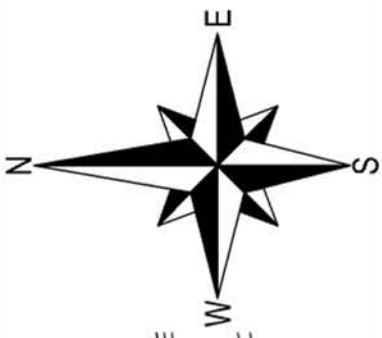
**Date Application Valid:** 15/12/2017



Metroline, Uxbridge  
Site Plan  
(1:500)



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Licence number 100022432. Plotted Scale - 1:500



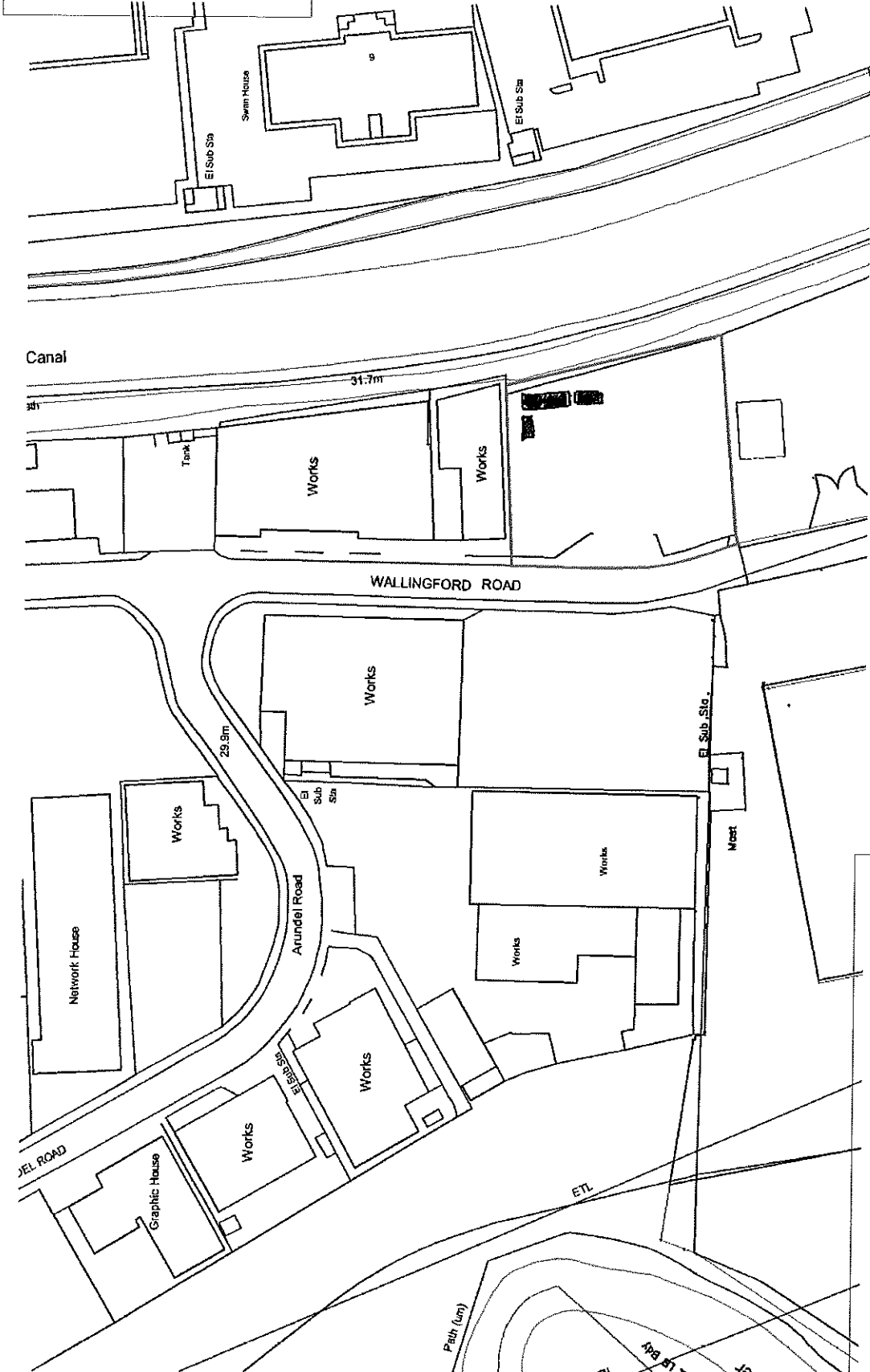
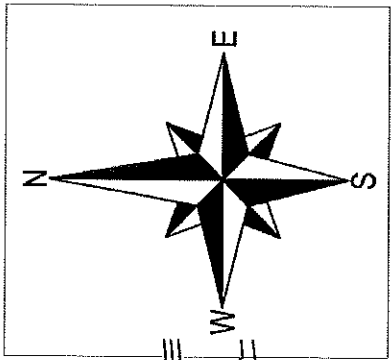
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DRWG No.	DATE	SCALE	1:500 at A4
09/2017	09/2017	CHECKED	CHECKED
Do not scale from this drawing, use dimensions only. All dimensions must be reported to T.C.L.			

**Site,  
Wallingford Road,  
Uxbridge,  
Middlesex, UB8 2RW.**

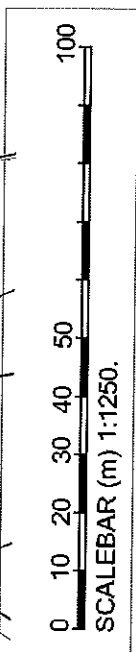
**HAWKINS EADES ASSOCIATES**  
ARCHITECTURAL  
PLANNING & DESIGN CONSULTANTS



100 High Street  
Great Missenden  
Bucks HP16 0BE  
Tel: (01494) 891555/891866  
Fax: (01494) 891222  
e-mail: mal@hawkinseades.co.uk



\*  
 1 x 20FT container  
 1 x 10FT TOILET container  
 1 x 10FT storage container  
 \*



REVISIONS				
DRWG No.				
DATE	09/2017	SCALE	1:500	of A4
DRAWN BY	CS	CHECKED		

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**Site,**  
**Wallingford Road,**  
**Uxbridge,**  
**Middlesex, UB8 2RW.**

**HAWKINS EADES ASSOCIATES**  
 ARCHITECTURAL  
 PLANNING & DESIGN CONSULTANTS

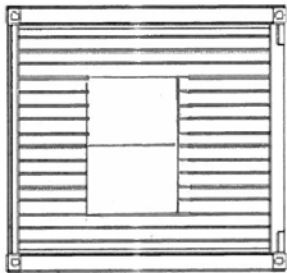
100 High Street  
 Great Missenden  
 Bucks HP16 0BE  
 Tel: (01494) 891555/891656  
 Fax: (01494) 891222  
 e-mail: [mail@hawkinseades.co.uk](mailto:mail@hawkinseades.co.uk)

Proposed Bus Park  
Wallingford Road  
Uxbridge  
UB8 2RP

Drawing 17OKE2000  
Scale: 1:50 @ A3

# Proposed Changing Room and Staff Office

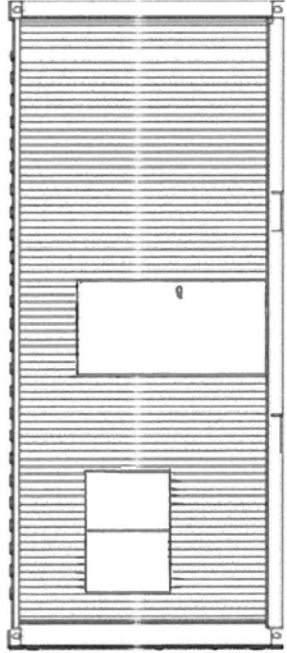
East Elevation



North Elevation



South Elevation



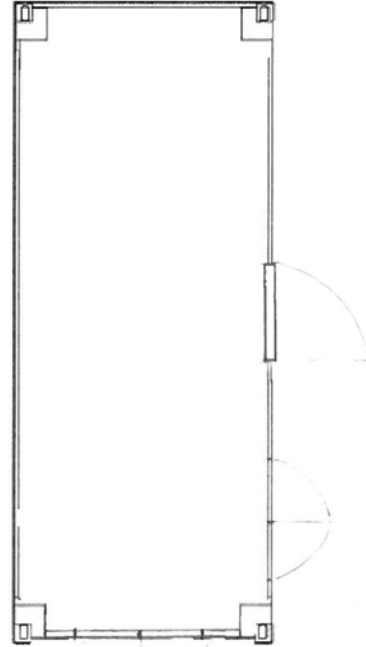
West Elevation



Roof Plan



Floor Plan



Bus Park  
Wallingford Road  
Uxbridge  
UB8 2RP

Drawing 170KE2002  
Scale: 1:50 @ A3

### Proposed Store Block

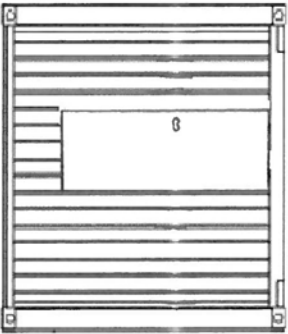
West Elevation



East Elevation



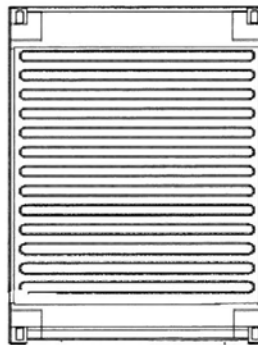
South Elevation



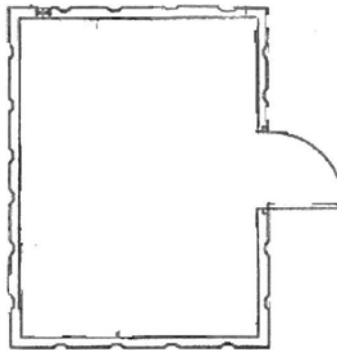
North Elevation



Roof Plan

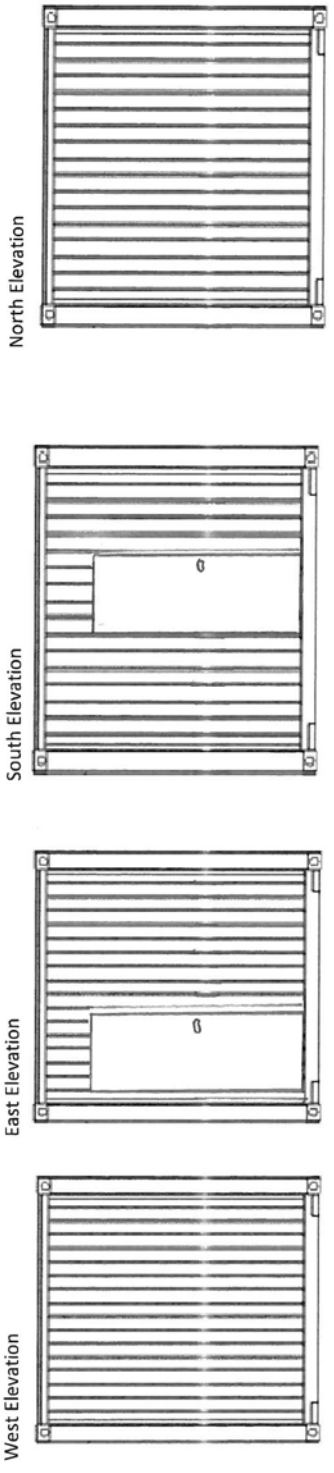


Floor Plan

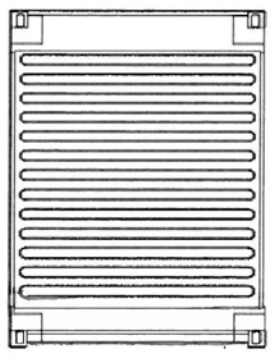


Proposed Toilet Block

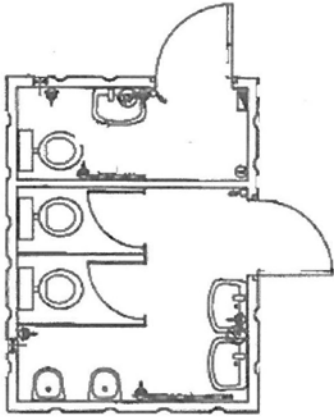
Bus Park  
Wallingford Road  
Uxbridge  
UB8 2RP  
Drawing 17OKE2001  
Scale: 1:50 @ A3

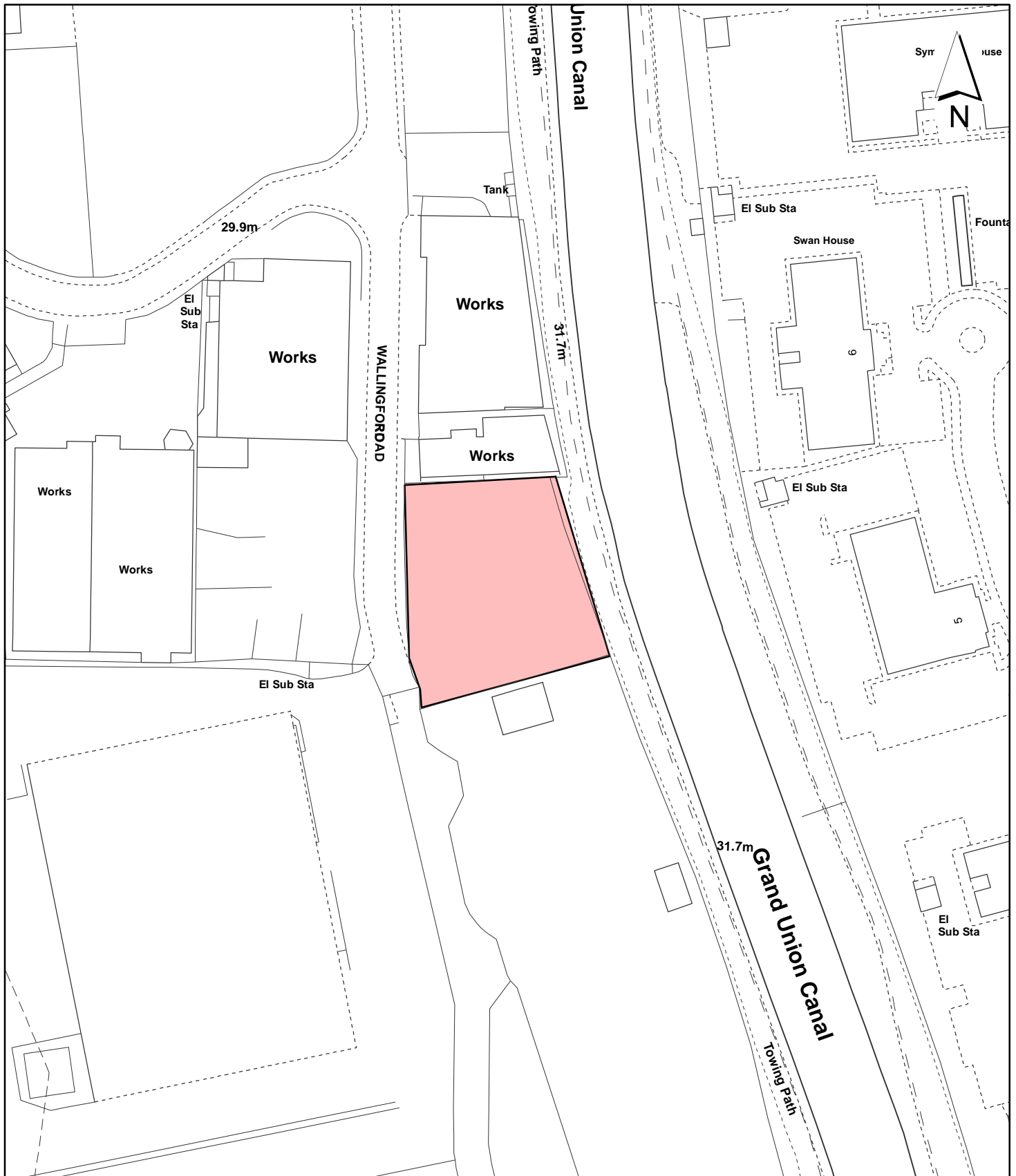


Roof Plan




Floor Plan





**Notes**

 Site boundary

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Site Address

**Wallingford Road  
Bus Depot**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:

**50677/AP/2017/4537**

Scale

**1:1,250**

Planning Committee

**Major Application**

Date

**June  
2018**



**HILLINGDON**  
LONDON

**Report of the Head of Planning, Transportation and Regeneration**

**Address** WESTCOMBE HOUSE, 36-38 WINDSOR STREET UXBRIDGE

**Development:** Variation of Condition 1 (Parking) of planning application reference 13544/APP/2017/3388 (Prior Approval application for the change of use from office accommodation (Use Class B1(a)) to 33 residential units (Use Class C3)).

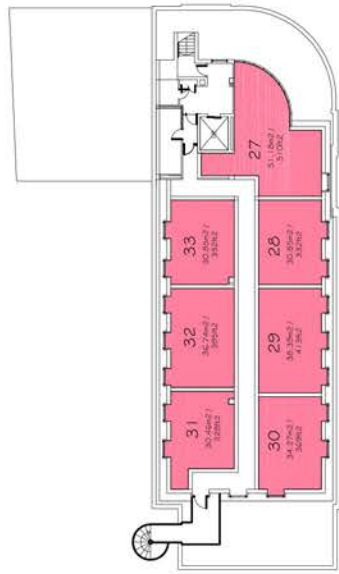
**LBH Ref Nos:** 13544/APP/2018/1122

**Date Plans Received:** 23/03/2018

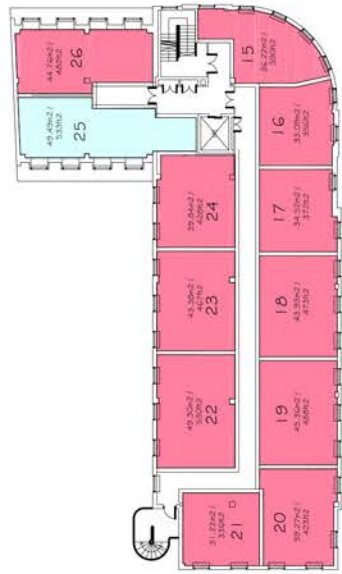
**Date(s) of Amendment(s):**

**Date Application Valid:** 04/04/2018





THIRD



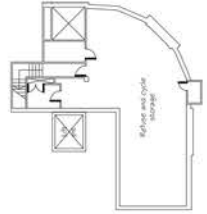
SECOND



FIRST



GROUND



BASEMENT

- ONE BEDROOM APARTMENT
- TWO BEDROOM APARTMENT
- OFFICE / COMMERCIAL



NO.		DESCRIPTION	DATE
1	1	ISSUED TO PERMIT LOCAL AUTHORITY	12/18/18
2	2	ISSUED TO PERMIT LOCAL AUTHORITY	12/18/18
3	3	ISSUED TO PERMIT LOCAL AUTHORITY	12/18/18
4	4	ISSUED TO PERMIT LOCAL AUTHORITY	12/18/18

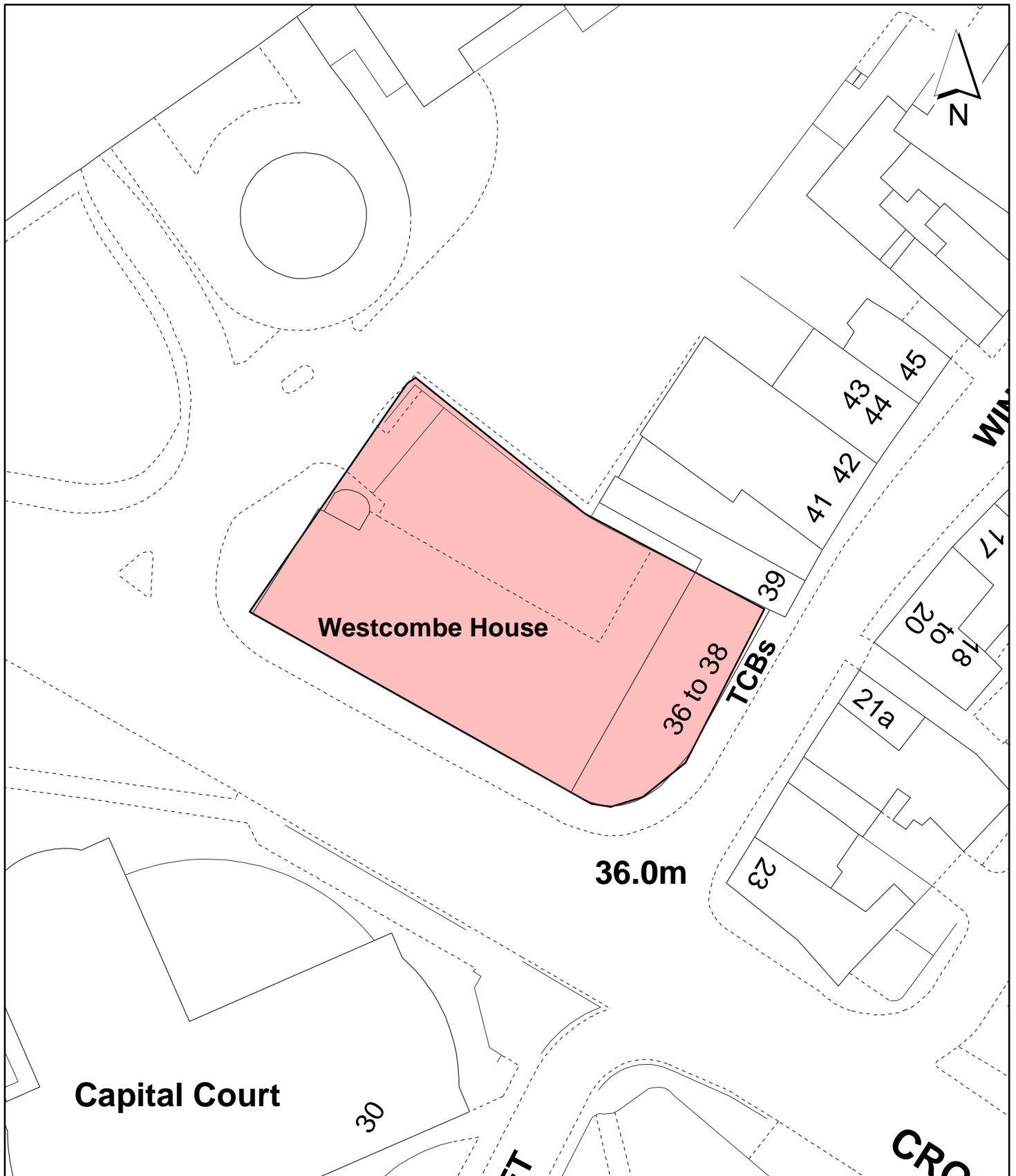
  



REVISIONS	
NO.	DESCRIPTION
1	ISSUED TO PERMIT LOCAL AUTHORITY
2	ISSUED TO PERMIT LOCAL AUTHORITY
3	ISSUED TO PERMIT LOCAL AUTHORITY
4	ISSUED TO PERMIT LOCAL AUTHORITY

<b>PROPOSALS</b>	
36 WINDSOR STREET LXBRIDGE	
CLIENT	
SCALE	DATE
1:200	03-08-17
PROJECT NO.	PROJECT
1-200	AJ
DESIGNER	DATE
PROPOSED	03-08-17
FLOOR PLANS	
PROJECT NO.	REVISION
AAAL-07-210-P01	A





<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;"><b>Westcombe House</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>13544/APP/2018/1122</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:500</b></p>	 <b>HILLINGDON</b> <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;"><b>Major Application</b></p>	<p>Date</p> <p style="text-align: center;"><b>June 2018</b></p>	

**Report of the Head of Planning, Transportation and Regeneration**

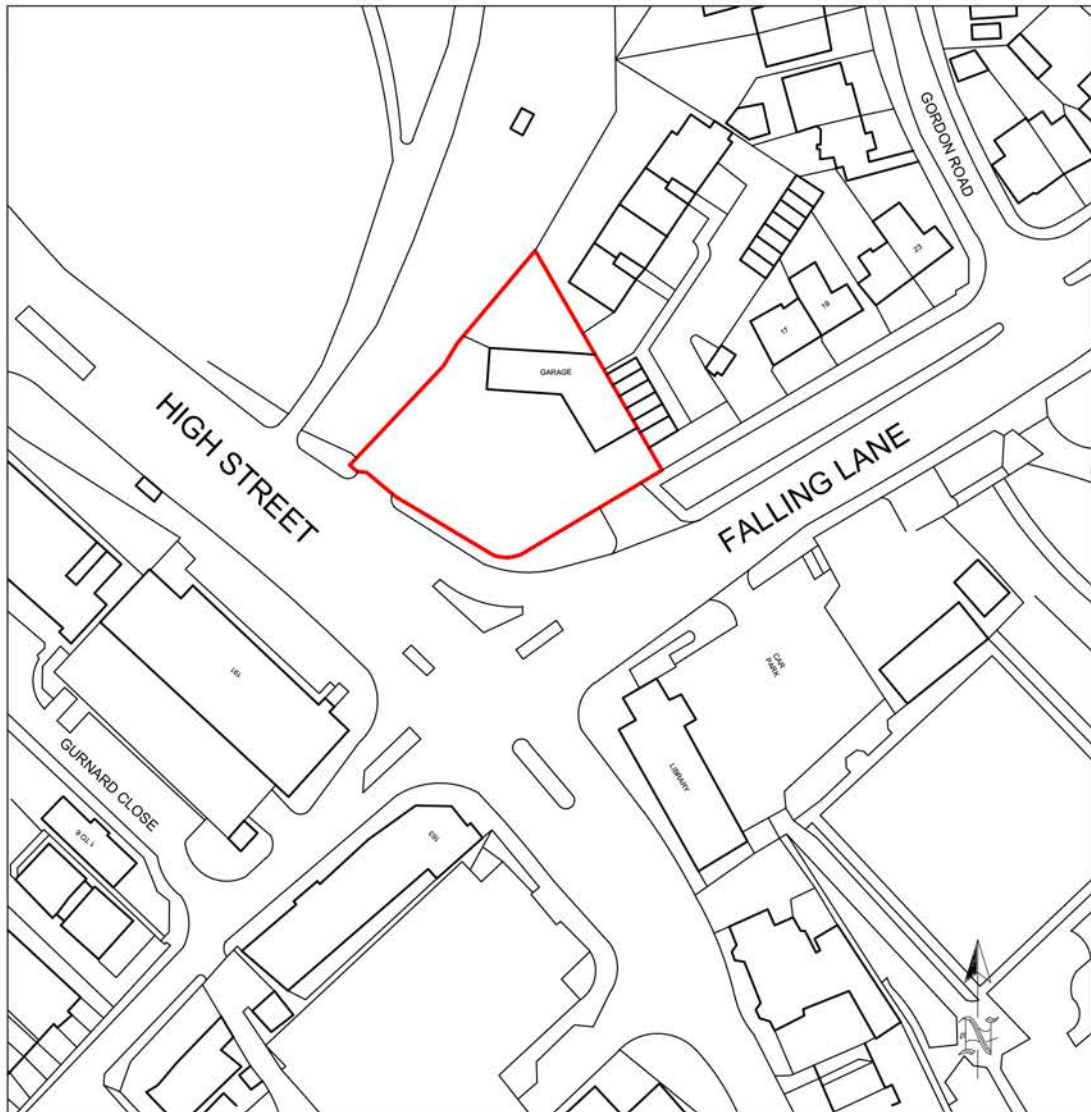
**Address** FLC CAR SALES FALLING LANE YIEWSLEY

**Development:** Erection of a 2-4 storey building comprising 30 no. studio, 1, 2 and 3-bedroom apartments (Use Class C3) with associated access, car parking and refuse/recycling store, involving demolition of the used car sales garage (Outline application with some matters reserved).

**LBH Ref Nos:** 692/APP/2017/749

**Date Plans Received:** 01/03/2017  
**Date Application Valid:** 06/03/2017

**Date(s) of Amendment(s):**



LOCATION PLAN

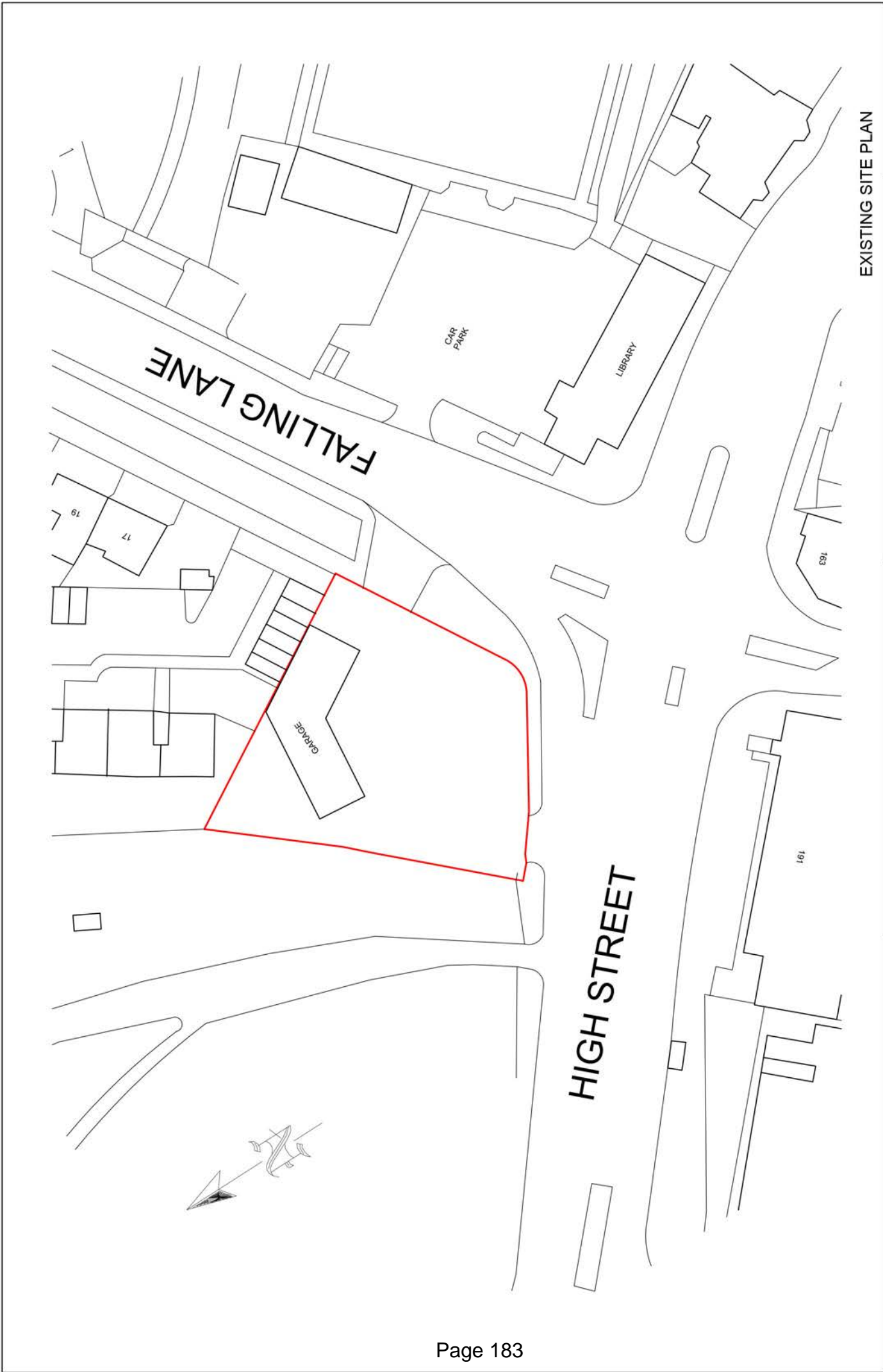
SCALE 1:1250

***FLC MOTORS ,HIGH ST, YIEWSLEY,  
MIDDLESEX, UB7 8AA***



THE GILLETT MACLEOD PARTNERSHIP  
Chartered Architects & Town Planning Consultants

1 High Road Old Eastcote Pinner Middlesex HA5 2EW tel. 0208 868 1333



EXISTING SITE PLAN

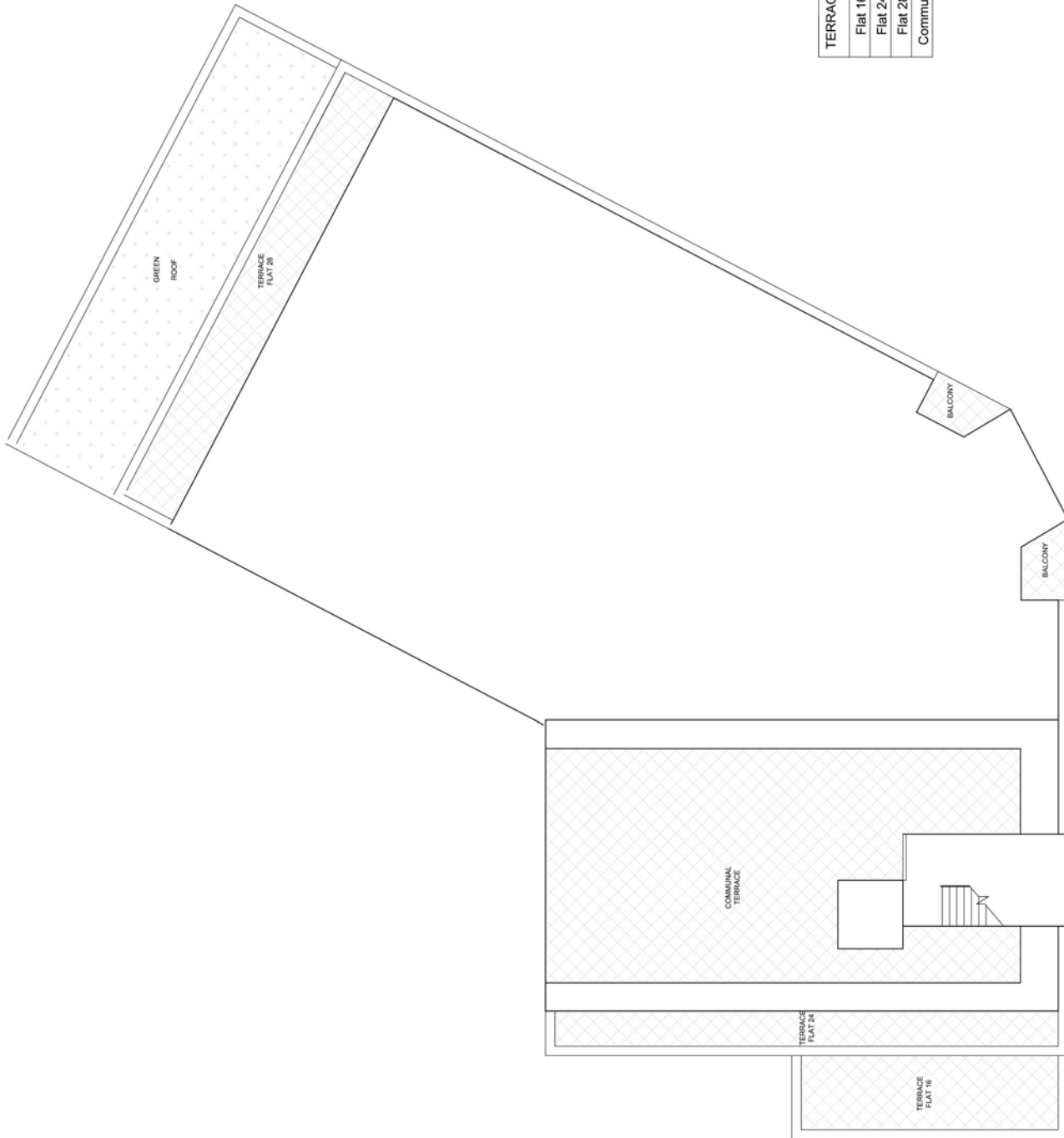
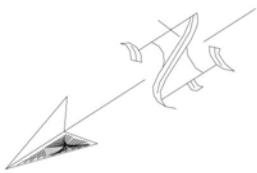
Drg. No. 15/2936/1  
 Scale 1:500  
 Date 17/10/16  
 Drawn by D. Suarez

**THE GILLET MACLEOD PARTNERSHIP**  
 Chartered Architects & Town Planning Consultants  
 1 High Road Old Etonate Pinner Middlesex HA5 2EW Tel. 0208 868 1333



Scale Bar 1:500 @ A3  
 0 1 2 3 4 5 Metres

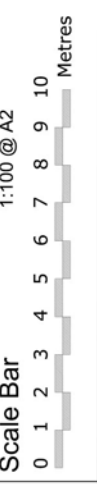
**FLC MOTORS, HIGH ST, YIEWSLEY**  
**MIDDLESEX UB7 8AA**



TERRACE	AREA (m <sup>2</sup> )
Flat 16	18.8
Flat 24	18.7
Flat 28	26.6
Communal	96.5

# ROOF PLAN

**FLC MOTORS ,HIGH ST, YIEWSLEY  
MIDDLESEX UB7 8AA**

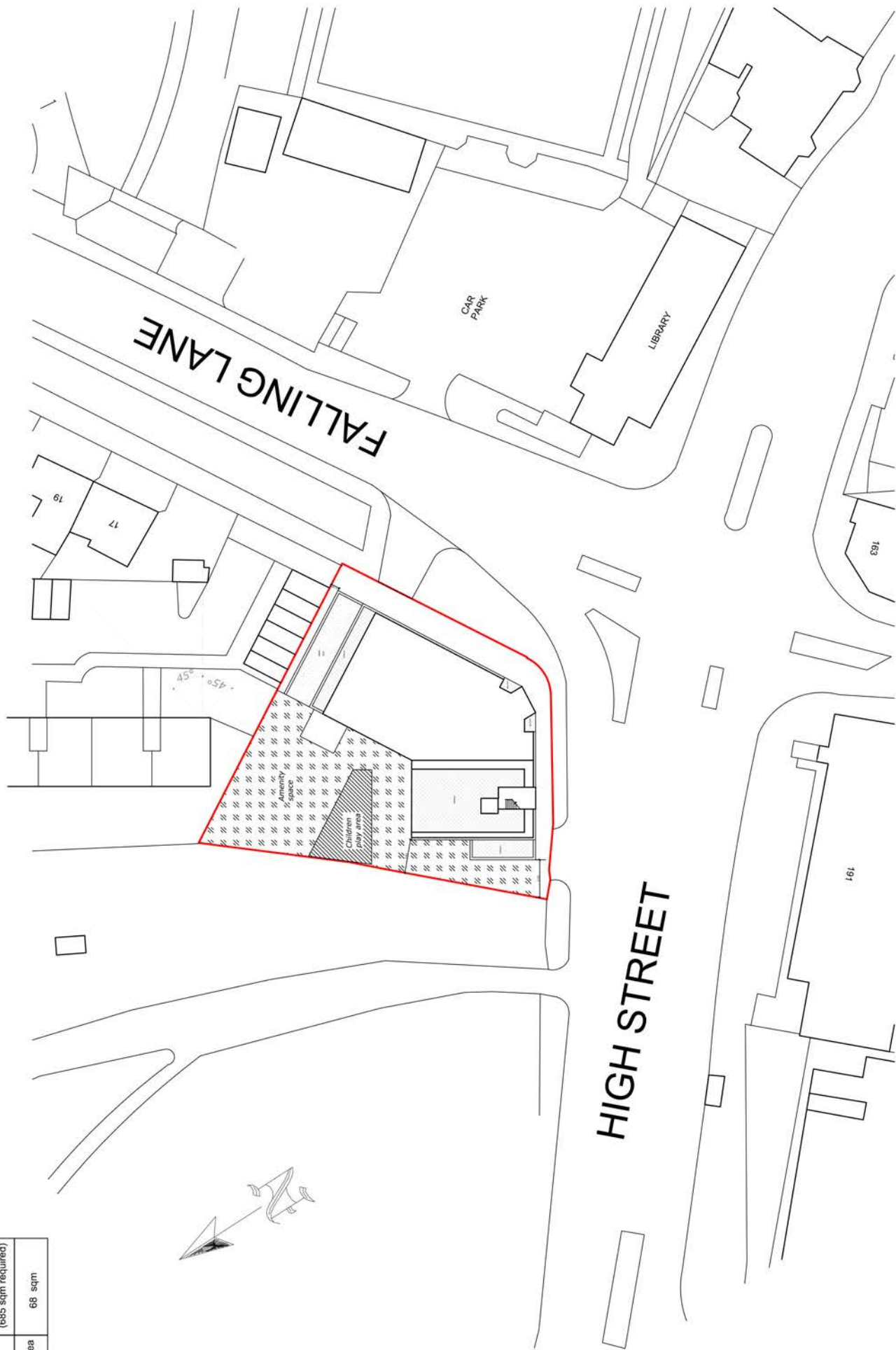


**THE GILLETT MACLEOD PARTNERSHIP**  
Chartered Architects & Town Planning Consultants  
1 High Road Old Eastcote Pinner Middlesex HA5 2EW Tel. 0208 868 1333

Drw. No. 15/2936/4  
Scale 1:100  
Date 17/10/16  
Drawn by D. Suarez

REVISION
C

Amenity Space Area	686 sqm (685 sqm required)
Children's play area	68 sqm



**FLC MOTORS, HIGH ST, YIEWSLEY  
MIDDLESEX UB7 8AA**

Scale Bar 0 1 2 3 4 5 Metres

1:500 @ A3

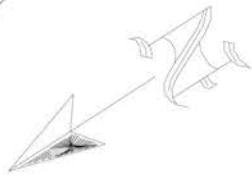


**THE GILLET MACLEOD PARTNERSHIP**  
Chartered Architects & Town Planning Consultants  
1 High Road Old Entrance Pinner Middlesex HA5 2EW Tel. 0208 848 1333

**PROPOSED SITE PLAN**

Org. No. 15/2936/2  
Scale 1:500  
Date 17/10/16  
Drawn by D. Suarez

Amenity Space Area	686 sqm (665 sqm required)
Children's play area	68 sqm



**FALLING LANE**

CAR PARK

LIBRARY

45° 54'

Amenity space

Children play area

**HIGH STREET**

191

**PROPOSED SITE PLAN**

**FLC MOTORS ,HIGH ST, YIEWSLEY  
MIDDLESEX UB7 8AA**



Scale Bar  
0 1 2 3 4 5 6 7 8 9 10 Meters

1:200 @ A1

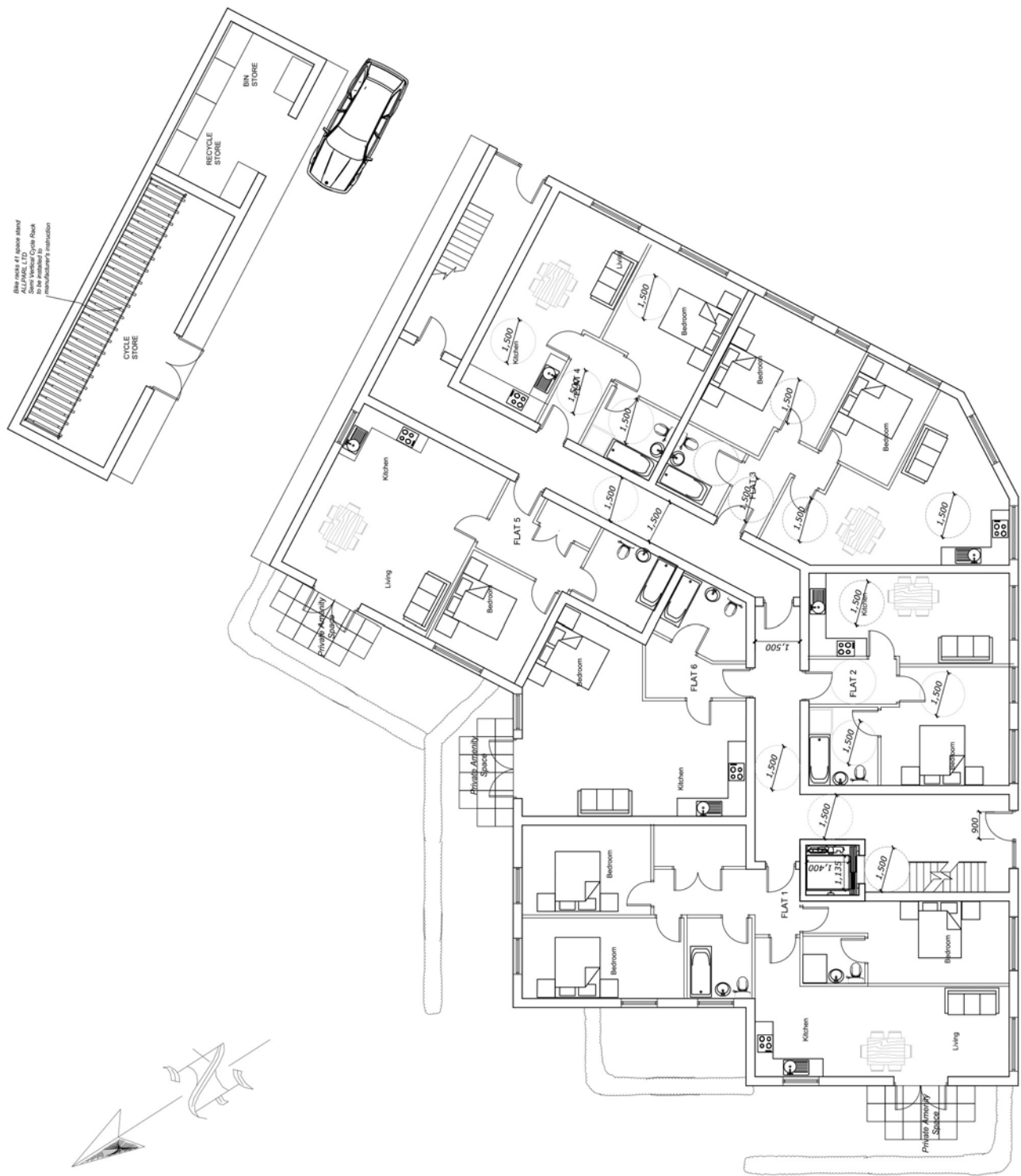
THE GILLETT MACLEOD PARTNERSHIP  
Chartered Architects & Town Planning Consultants  
1 High Road Old Eastcote Pinner Middlesex HA5 2EW Tel. 0208 868 1333

Drg. No. 15/2936/2 A  
Scale 1:200  
Date 17/10/16  
Drawn by D. Suarez

REVISION  
A  
C







Area of defensible space	
FLAT 1	43 sqm
FLAT 5	22 sqm
FLAT 6	32 sqm

FLAT No.	AREA (m <sup>2</sup> )	No. Bedroom
1	96	3
2	50	1
3	68	2
4	51	1
5	62	1
6	51	Studio

Communal Area	
Ground Floor	76 sqm

### GROUND FLOOR PLAN

**FLC MOTORS, HIGH ST, YIEWSLEY MIDDLESEX UB7 8AA**

Scale Bar 1:100 @ A2 0 1 2 3 4 5 6 7 8 9 10 Metres

THE GILLET MACLEOD PARTNERSHIP  
Chartered Architects & Town Planning Consultants  
1 High Road Old Eastcote Pinner, Middlesex HA5 2EW Tel. 0208 868 1333

Drawn by D. Suarez

REVISION  

1	15/2936/4
2	1:100
3	17/10/16
4	Drawn by D. Suarez



FLAT No.	AREA (m <sup>2</sup> )	No. Bedroom
7	51	1
8	50	1
9	64	2
10	51	1
11	69	2
12	65	2
13	62	1
14	40	Studio
15	54	1

Communal Area	
First Floor	85 sqm

**FIRST FLOOR PLAN**

**FLC MOTORS ,HIGH ST, YIEWSLEY  
MIDDLESEX UB7 8AA**

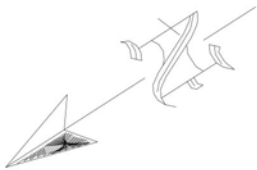
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**THE GILLETT MACLEOD PARTNERSHIP**  
Chartered Architects & Town Planning Consultants  
1 High Road Old Eastcote Pinner, Middlesex HA5 2EW Tel. 0208 868 1333

Drg. No. 15/2936/4  
Scale 1:100  
Date 17/10/16  
Drawn by D. Suarez

REVISION
C

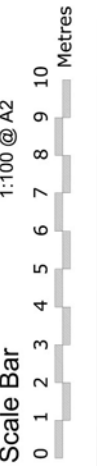


FLAT No.	AREA (m <sup>2</sup> )	No. Bedroom
16	88	3
17	50	1
18	64	2
19	51	1
20	69	2
21	65	2
22	62	1
23	40	Studio

Communal Area	
First Floor	82 sqm

## SECOND FLOOR PLAN

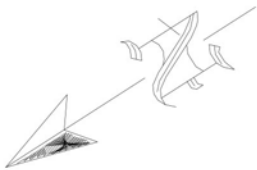
**FLC MOTORS ,HIGH ST, YIEWSLEY  
MIDDLESEX UB7 8AA**



**THE GILLET MACLEOD PARTNERSHIP**  
Chartered Architects & Town Planning Consultants  
1 High Road Old Eastcote Pinner, Middlesex HA5 2EW Tel. 0208 868 1333

Drng. No. 15/2936/4  
Scale 1:100  
Date 17/10/16  
Drawn by D. Suarez

REVISION	Drawn
	C



FLAT No.	AREA (m <sup>2</sup> )	No. Bedroom
24	69	2
25	50	1
26	64	2
27	51	1
28	58	1
29	62	1
30	40	Studio

Communal Area	
First Floor	77 sqm

### THIRD FLOOR PLAN

**FLC MOTORS ,HIGH ST, YIEWSLEY  
MIDDLESEX UB7 8AA**

Scale Bar 1:100 @ A2  
0 1 2 3 4 5 6 7 8 9 10 Metres



**THE GILLET MACLEOD PARTNERSHIP**  
Chartered Architects & Town Planning Consultants  
1 High Road Old Eastcote Pinner, Middlesex HA5 2EW Tel. 0208 868 1333

Drawn by **D. Suarez**  
Date **17/10/16**  
Scale **1:100**  
Dwg. No. **15/2936/4**

REVISION  
C



Line of the First Pre-Application

FALLING LANE

HIGH STREET ELEVATION (SOUTH WEST)  
FOR ILLUSTRATIVE PROPOSES ONLY



HIGH STREET

FALLING LANE ELEVATION (SOUTH EAST)  
FOR ILLUSTRATIVE PROPOSES ONLY

ELEVATIONS

FOR ILLUSTRATIVE PROPOSES ONLY

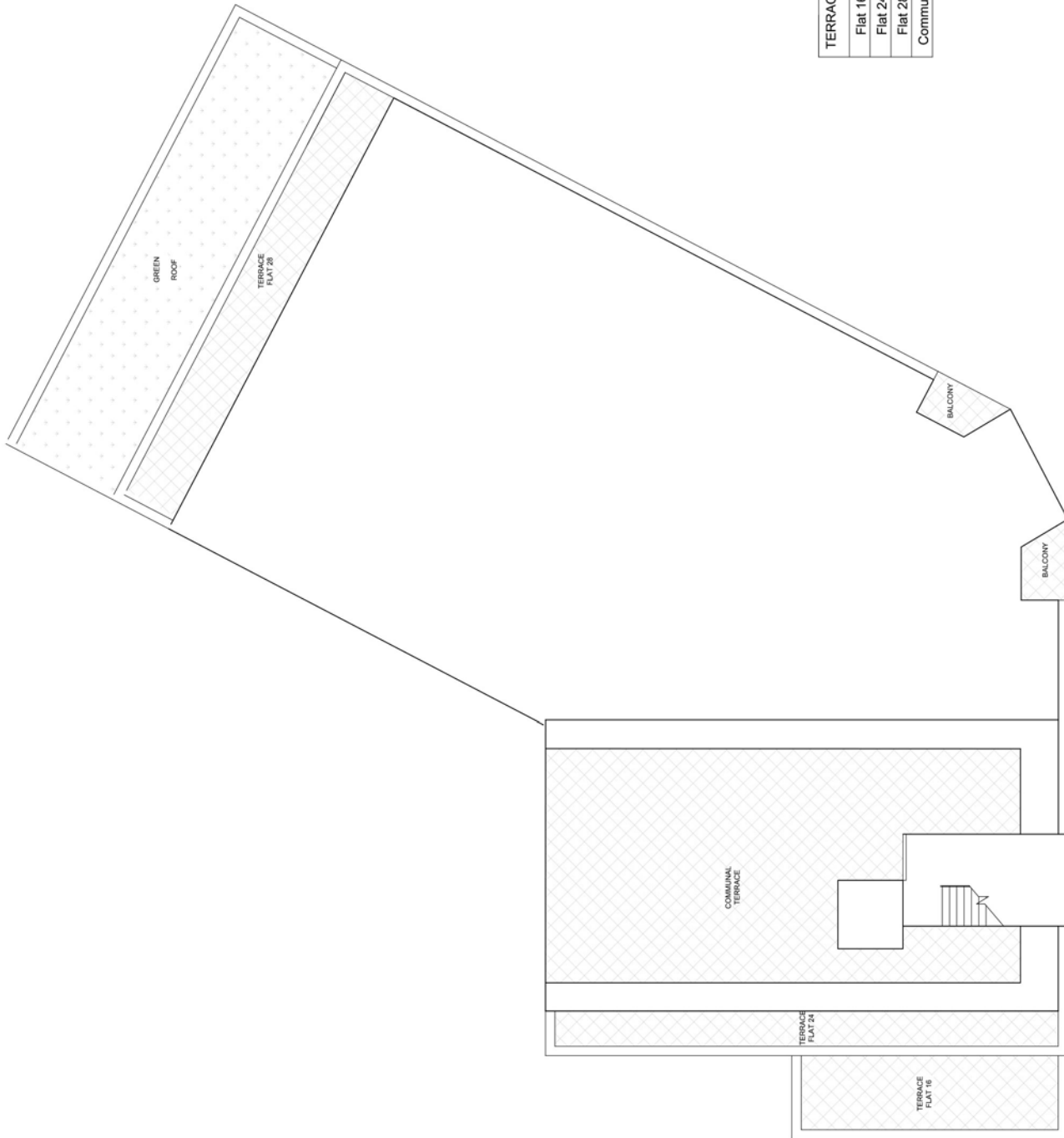
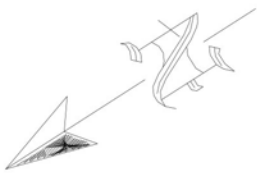
**FLC MOTORS ,HIGH ST, YIEWSLEY  
MIDDLESEX UB7 8AA**

Scale Bar  
0 1 2 3 4 5 6 7 8 9 10 Metres  
1:100 @ A1



**THE GILLETT MACLEOD PARTNERSHIP**  
Chartered Architects & Town Planning Consultants  
1 High Road Old Eastcote Plinner Middlesex HA5 2EW Tel. 0208 868 1333

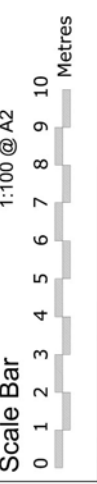
Drwg. No.	15/2936/9
Scale	1:100
Date	17/10/16
Drawn by	D. Suarez
REVISION	
	C



TERRACE	AREA (m <sup>2</sup> )
Flat 16	18.8
Flat 24	18.7
Flat 28	26.6
Communal	96.5

# ROOF PLAN

**FLC MOTORS ,HIGH ST, YIEWSLEY  
MIDDLESEX UB7 8AA**



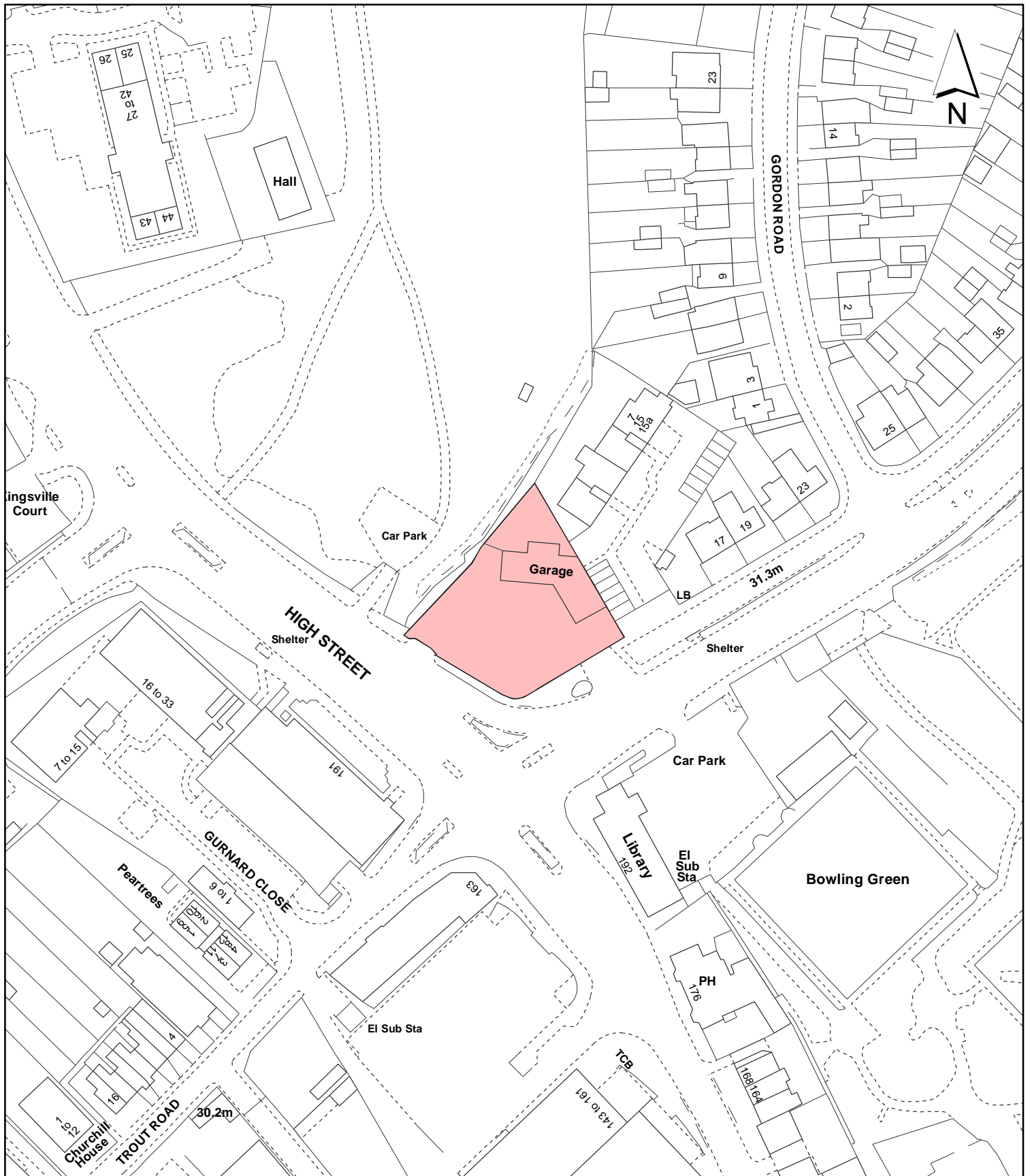
**THE GILLETT MACLEOD PARTNERSHIP**  
Chartered Architects & Town Planning Consultants  
1 High Road Old Eastcote Pinner Middlesex HA5 2EW Tel. 0208 868 1333

Drw. No. 15/2936/4  
Scale 1:100  
Date 17/10/16  
Drawn by D. Suarez

REVISION
C







**Notes:**

 Site boundary

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Site Address:

**FLC  
 Car Sales**

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

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

Planning Application Ref:  
**692/APP/2017/749**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 195**

Date:  
**May 2018**



## **Report of the Head of Planning, Transportation and Regeneration**

**Address**                    ONSLOW MILLS TROUT ROAD YIEWSLEY

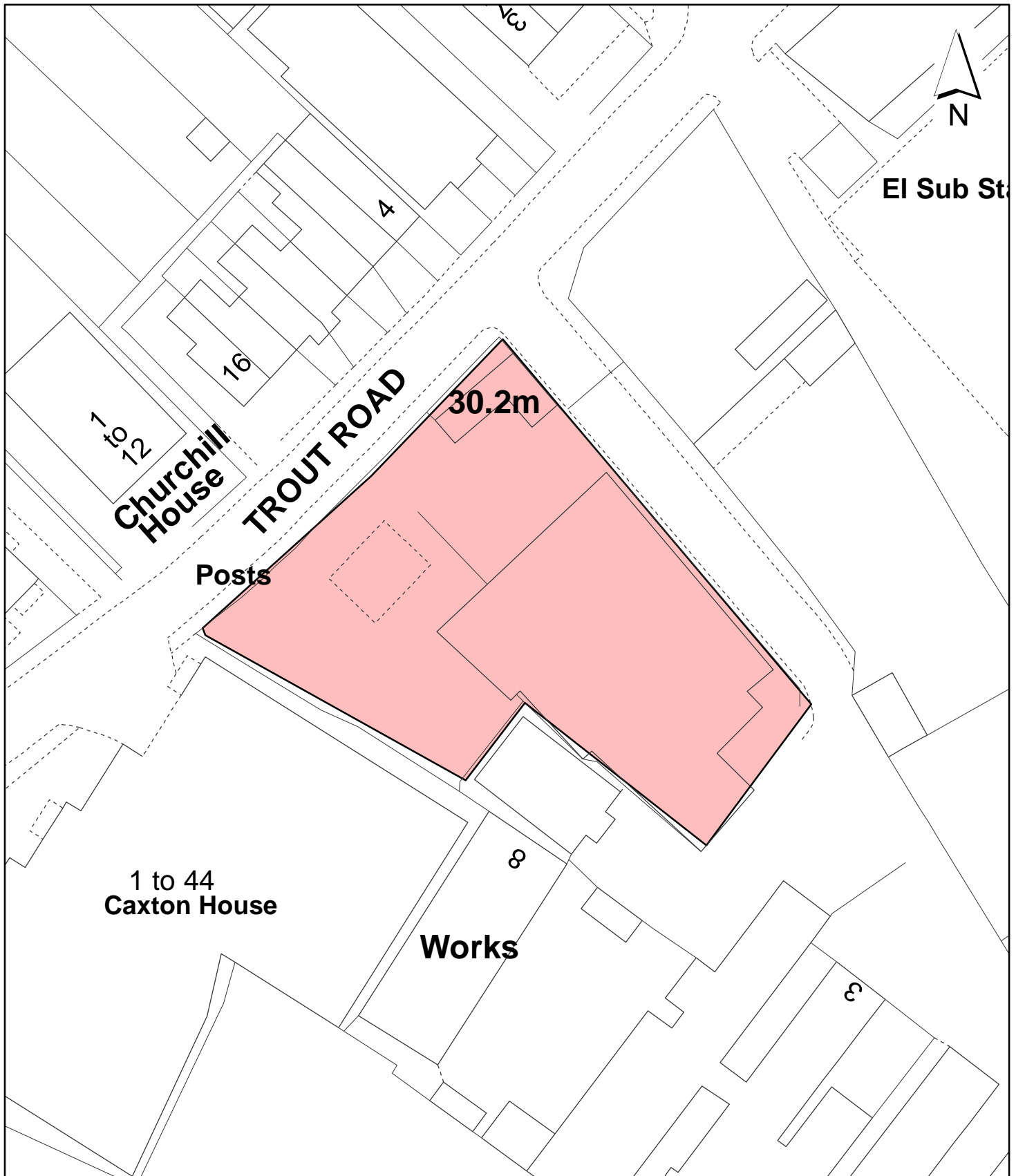
**Development:**        Modification of S106 Planning Obligation relating to Planning Application 1724/APP/2016/3513 (Demolition of existing building and erection of new building comprising 24 apartments, amenity space and car parking) to amend schedule 1 to provide 100% Affordable Housing.

**LBH Ref Nos:**        1724/APP/2018/1695


**Date Plans Received:**    04/05/2018

**Date(s) of Amendment(s):**

**Date Application Valid:** 23/05/2018



**Notes**

 Site boundary

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Site Address	
<b>Onslow Mills</b>	
Planning Application Ref: <b>1724/APP/2018/1695</b>	Scale <b>1:500</b>
Planning Committee <b>Major Application</b>	Date <b>June 2018</b>

**LONDON BOROUGH OF HILLINGDON**

**Residents Services**

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



**HILLINGDON**  
LONDON

**Report of the Head of Planning, Transportation and Regeneration**

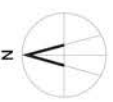
**Address** PROLOGIS PARK WEST LONDON HORTON ROAD YIEWSLEY

**Development:** Section 73 application for removal of Condition 27 (No data centre use within phase 2 of development) as attached to planning permission ref. 37977/APP/2017/1634 dated the 14th of August 2017 (Amendment to originally approved scheme for industrial development approved under 37977/APP/2015/1004 dated 14-12-2015).

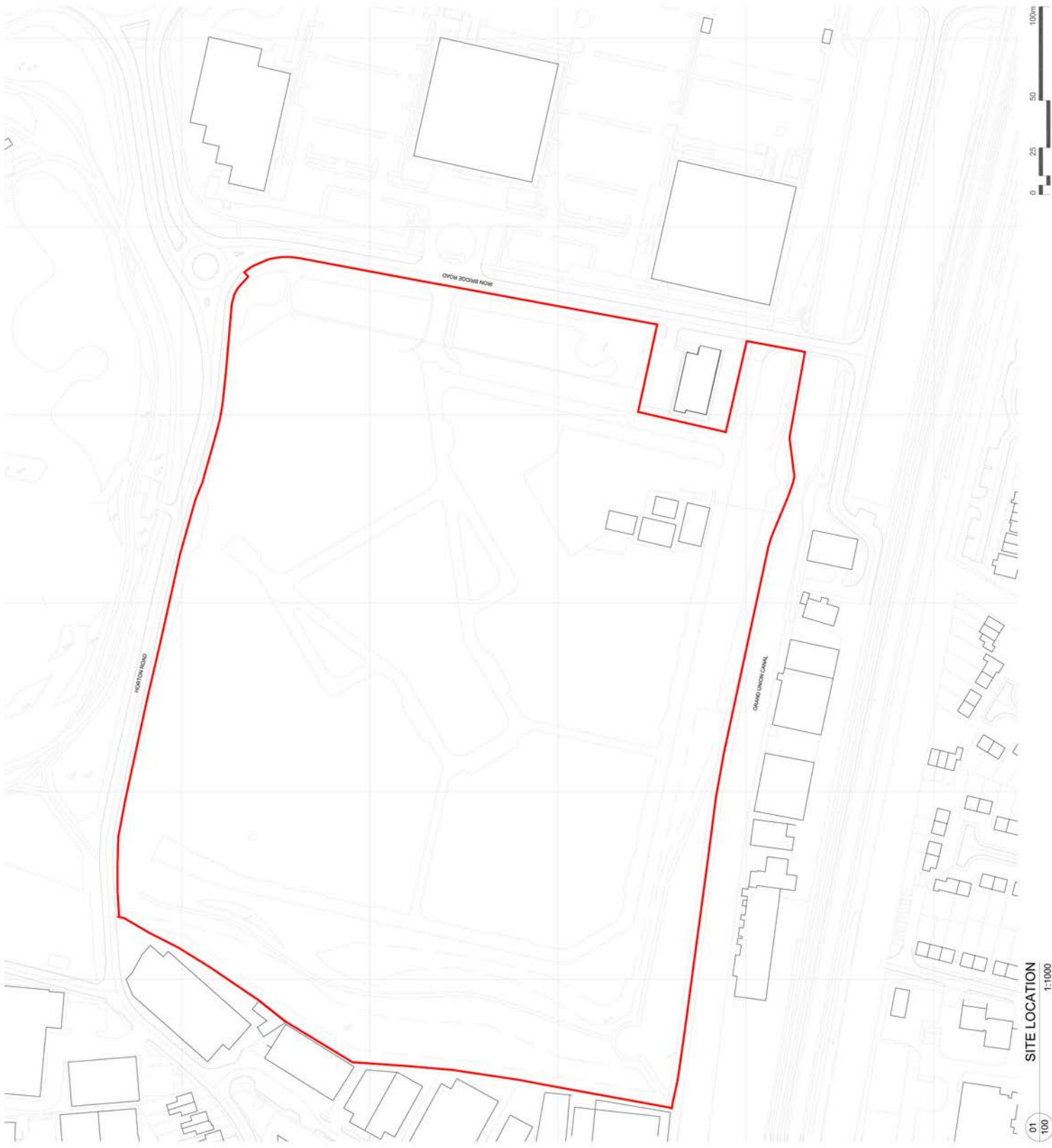
**LBH Ref Nos:** 37977/APP/2018/1117

**Date Plans Received:** 03/04/2018                      **Date(s) of Amendment(s):**

**Date Application Valid:** 04/04/2018



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01 SITE LOCATION 1:1000 100

REV	DATE	NOTE	DRAWN	CHECK

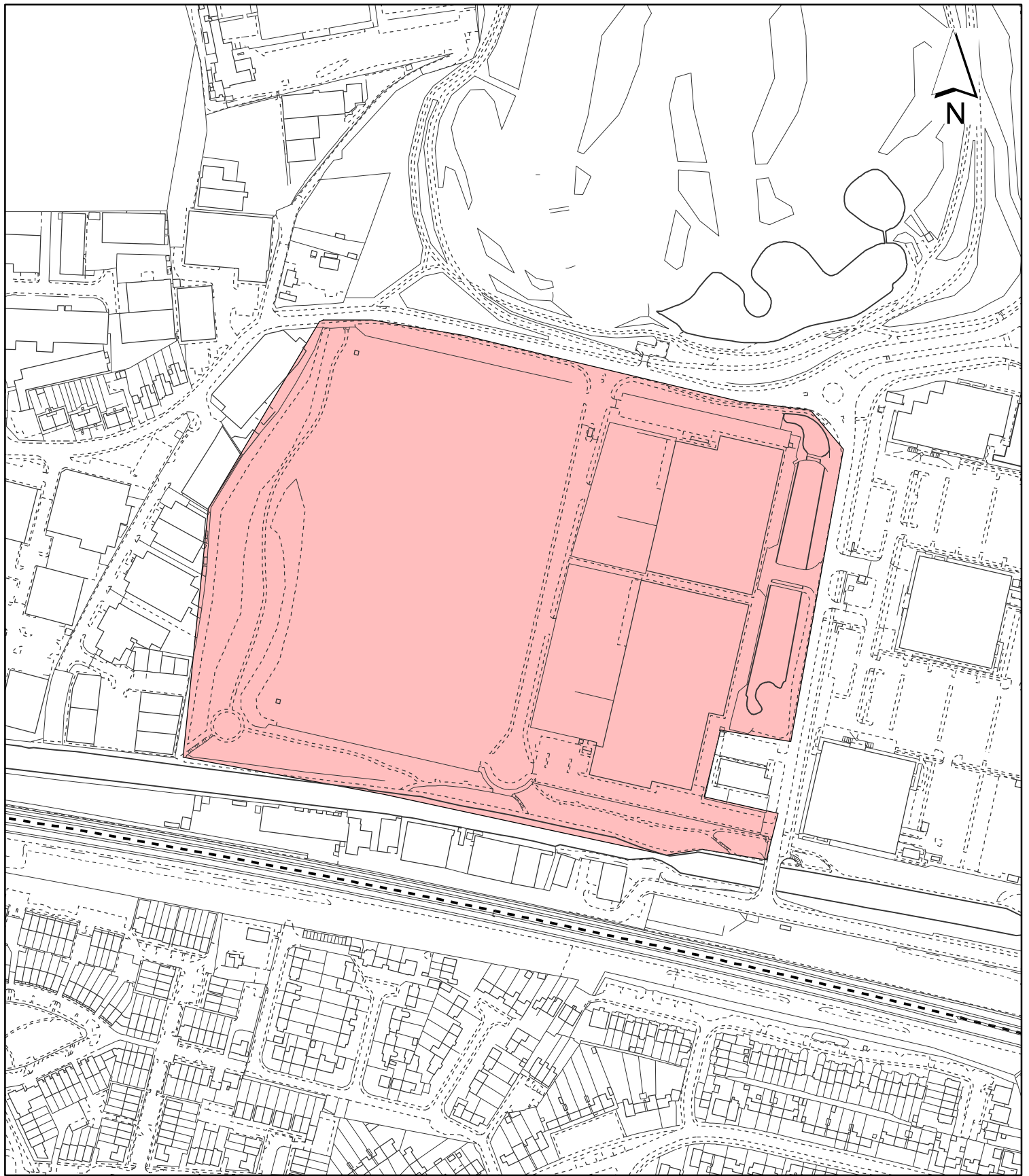



**TITLE**  
 PROLOGIS PARK, WEST LONDON  
**DRAWING**  
 LOCATION PLAN

**CLIENT**  
 PROLOGIS UK LTD

DATE	SCALE	DRAWN	CHECKED
MARCH 2015	1:1000	PF	NSC
<b>STATUS</b>		<b>PLANNING</b>	
PLANNING		NSC	

**DRAWING NUMBER**  
 27122 / PL / 100



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 Site boundary

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Site Address:

**Prologis  
 Park West**

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

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

Planning Application Ref:  
**37977/APP/2018/1117**

Scale:  
**1:3,500**

Planning Committee:  
**Major Page 200**

Date:  
**May 2018**

