



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

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

Date: WEDNESDAY, 14
NOVEMBER 2018

Time: 6.00 PM

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

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
This meeting may also be
broadcast live.

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camera and scan the code below:



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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for residents and visitors

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A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

Petitions – Those who have organised a petition of 20 or more people who live 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. The Chairman may vary speaking rights if there are multiple petitions

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 meeting works

The Planning Committees consider the more complex or controversial proposals for development and also 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 discuss 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.

How the Committee makes decisions

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. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 6
- 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	Tesco Stores Ltd, Glencoe Road, Hayes – 36999/APP/2018/3016	Yeading	Variation of Condition 2 (Security Barriers) and Condition 3 (Service Deliveries) of allowed appeal decision ref. 94/236865 (dated 10.01.95) relating to refused application ref 36999/T/93/0878 (dated 08-03-94) for the Variation of Condition 12 (Trading Hours) of planning permission ref. 36999E/89/1214 (dated 01.05.90). This current application seeks to enable service deliveries between the hours of 1000 and 2100 on Sundays and bank holidays. Recommendation: Refusal	7 - 20 159 - 162

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	30-32 Blyth Road, Hayes, Middlesex – 68974/APP/2018/2146	Botwell	Application for demolition of all buildings on site to enable redevelopment to provide 118 new residential units (Use Class C3) and commercial floor space (Use Class A1-A5 and B1) with a new vehicle access, associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant. Recommendation: Approval	21 – 70 163 - 198
8	Unit 1, Elystan Business Centre, Springfield Road, Hayes – 36985/APP/2018/2970	Townfield	Change of use from a retail (Carpetright) (Use Class A1) to a 24-hour gym (Use Class D2) with associated alterations to the facade Recommendation: Approval	71 – 84 199 - 207
9	Land Opposite DS Smith, Recycling Depot, Wallingford Road, Uxbridge – 50677/APP/2017/4537	Uxbridge South	Use of land as a bus park upto 30 buses and erection of 3 containers to provide staff facilities (Use Class Sui Generis) (retrospective) Recommendation: Approval	85 – 106 208 - 215

10	Land Rear of 2-24 Horton Road, Yiewsley – 71582/APP/2018/2871	Yiewsley	Variation of Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017 (Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station) for improved fire safety, circulation and ventilation, alterations to sub-station and cycle store, revised feature brick work and increase in building height. Recommendation: Approval	107 - 128 216 - 228
11	501 & 504 Stone Close, Yiewsley – 73585/APP/2018/2484	Yiewsley	Demolition of existing buildings and erection of building for the purposes of Use Class B1c/B2/B8 with associated access and parking Recommendation: Approval	129 - 158 229 - 252

Minutes



MAJOR Applications Planning Committee

24 October 2018

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Janet Duncan, John Morse, John Oswell, Devi Radia, Steve Tuckwell, David Yarrow and Nicola Brightman</p> <p>LBH Officers Present: Nicole Cameron (Legal Advisor), Richard Michalski, Mandip Malhotra (Strategic and Major Applications Manager) and James Rodger (Head of Planning and Enforcement)</p>
67.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Councillor Alan Chapman sent his apologies with Councillor Brightman substituting.</p>
68.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
69.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED That: the minutes of the meeting held on 2 October 2018 be approved as an accurate record.</p>
70.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
71.	<p>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 (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part 1 and would be considered in public.</p>
72.	<p>276 BATH ROAD, HEATHROW - 35293/APP/2018/538 (<i>Agenda Item 6</i>)</p> <p>Minor material amendment to revise Conditions 2 (Approved Plans), and 3 (Approved Documents), alter timescales for the submission and approval of details relating to conditions 4 (Landscape works in accordance with Approved landscape scheme), 9 (Ecological Enhancement Scheme) and 18 (Details of taxi and coach drop-off area) and omit 13 (Electric charging points) and 15 (Car parking management strategy) of planning permission ref: 35293/APP/2015/3693,</p>

dated 31/10/16: Minor material amendment to planning permission ref. 35293/APP/2009/1938 dated 28/05/2010: Erection of 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor, internal and external alterations to the building, involving extension of the building within the internal courtyards and on the new fifth floor and alterations to the parking/landscaping layout.

Officers introduced the report and highlighted the addendum. The application sought to amend conditions 2, 3, 4, 9 and 18 and omit conditions 13 and 15 which would be dealt with within a revised S106/Deed of Variation. Additional proposed amendments and alterations to the Heads of Terms were detailed in the addendum and would be incorporated into the legal agreement. Members were informed that the application site did not fall within the green belt itself but was surrounded by a green belt area. The application related to a 623 bed hotel building being constructed towards the front of the site. Said building would be divided into two hotels, run by two operators, who would share back of house facilities, including car parking. Members were advised that the revisions were required to make the consented scheme compatible with the proposed construction of a 250 bed hotel and multi-storey car park at the rear of the site on what would previously have formed a large part of the surface car park which would have served the 623 bed hotel building.

Councillors sought clarification regarding car parking arrangements at the site and were advised that the three hotels would share the use of the proposed multi-storey car park; this would be secured in the legal agreement.

Members drew attention to the comments provided by Heathrow Aerodrome Safeguarding regarding landscaping on page 23 of the agenda and suggested that re-working of condition 4 may be deemed unnecessary. It was agreed that condition 4 be deleted and incorporated into the Heads of Terms. Moreover, the Committee agreed that informative 8 on page 17 relating to English Oak trees should also be imposed on item 7 of the agenda.

Councillors sought clarification regarding the provision of facilities for motorcycles in the proposed development. It was agreed that authority be delegated to the Head of Planning to draft an additional requirement to ensure this.

The Committee also sought further clarification regarding the provision of Electric Vehicle Charging Points at the site. It was confirmed that 88 such points would be provided as detailed in the addendum.

Further to the discussion, the officer's recommendation was moved, seconded and, when put to a vote, unanimously approved subject to the addendum and the suggested amendment.

RESOLVED That:

- 1. the application be approved subject to the addendum;**
- 2. authority be delegated to the Head of Planning to amend the Section 106 to ensure provision for motorcycles.**

73. **276 BATH ROAD, SIPSON - 35293/APP/2018/317** (*Agenda Item 7*)

Redevelopment of the site for a 250-bed hotel (Use Class C1) and multi-storey car park, including landscaping, plant and associated works.

Officers introduced the report and highlighted the addendum. The application sought planning permission for a new 250 bedroom, 4 storey hotel and multi-storey car park behind a 623 bed hotel building currently under construction on the northern side of the A4 Bath Road opposite London Heathrow Airport, within the Heathrow/A4 Industrial Business Area (IBA). The hotel building being constructed would be divided to provide two separate hotels with different operators, although sharing back of house facilities. The proposed new hotel would be the third one on the site and the multi-storey car park behind it would serve all three facilities. The new hotel would be sited on a large part of the proposed surface car park that would have served the 623 bed hotel. Members were informed that, overall, 438 spaces would serve the three hotels, which represented an up-lift of 84 spaces on site, with the overall parking ratio reducing from 0.57 to 0.5 spaces per bedroom. The Committee was advised that the items in the addendum would appear within the legal agreement not as conditions.

The Committee enquired as to the height of the business units adjacent to the site and commented that the proximity of the site to the green belt and to other nearby developments should be taken into consideration. It was confirmed that the proposed hotel development would be five storeys high at the front of the development reducing to four storeys at the rear; this would not significantly exceed the height of the other existing units in the area. However, Members expressed concern that the proposed development could appear incongruous and not be comparable in size to the surrounding units. It was agreed that powers be delegated to the Head of Planning to draft a bespoke levels condition to avoid any anomaly; this would include a requirement for the heights of adjacent units to be established.

Members sought clarification regarding the Car Park Management Plan as detailed on page 36 of the agenda and commented that the original parking plan had provided more screening. Councillors were advised that, although the revised plan currently incorporated less screening, it was anticipated that there would be improvements in planting in the future.

At the request of the Committee, it was agreed that informative 8 on page 17 relating to English Oak trees should be imposed on both item 6 and item 7 of the agenda. A new building materials condition was also recommended. Authority was delegated to the Head of Planning to ensure this.

It was suggested that Condition 7 on page 36 of the agenda be split into two separate conditions - one relating to the management strategy and one relating to the future review mechanism. This amendment would be delegated to the Head of Planning.

Following the discussion, the officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the addendum and the agreed amendments.

RESOLVED That:

- 1. the application be approved subject to the addendum;**
- 2. authority be delegated to the Head of Planning to amend the conditions relating to building levels and materials;**
- 3. authority be delegated to the Head of Planning to split Condition 7 into two separate conditions as discussed;**
- 4. authority be delegated to the Head of Planning to include informative 8 (as detailed in agenda item 6) within the terms of agenda item 7.**

74. **SOUTH BUCKS - 39702/APP/2018/3292** (*Agenda Item 8*)

Part retrospective application for use of site as B8 use and construction of four ancillary buildings, an electric substation, nine lighting columns and replacement boundary fence and gate at Link Park Heathrow, Thorney Mill Road, Iver

Officers introduced the report which sought part retrospective approval for use of the site referred to as 'Link Park Heathrow' as storage and distribution falling within Use Class B8. Members were informed that the proposal did not conform to the types of development allowed by the National Planning Policy Framework and therefore constituted inappropriate development in the Green Belt. It was recommended that Members object to this Out of Borough application.

Members commented that the Out of Borough application was unacceptable for the reasons cited in the report. The officer's recommended objection to the scheme was moved, seconded and, when put to a vote, unanimously approved.

RESOLVED: That Hillingdon Council formally object to the proposal for the reasons outlined in the officer's report.

75. **UNIT 1, ELYSTAN BUSINESS CENTRE - 36985/APP/2018/2970** (*Agenda Item 9*)

Change of use from a retail (Carpetright) (Use Class A1) to a 24-hour gym (Use Class D2) with associated alterations to the facade.

Officers introduced the report and highlighted the addendum. The application sought to change the use of a commercial unit over 1,000 sqm within a retail parade to a 24-hour gym. Members were informed that, as detailed in the addendum, 18 secure cycle parking spaces would be provided; the development would not be occupied until the cycle spaces had been installed. The proposed elevations were similar to those currently in existence and sufficient car parking would be provided. A revised site location plan had been submitted to the local planning authority prior to publication of the Committee report. It had therefore been deemed necessary to re-consult on this planning application; the consultation period was underway and was due to expire on 5 November 2018. Subject to no new substantive issues being raised as part of the re-consultation, it was recommended that planning permission be granted subject to conditions.

Members commented that the car park was not currently in use 24 hours a day due to issues relating to antisocial behaviour in the area. At present the car park was secured at night. Concern was expressed regarding a potential increase in antisocial behaviour, particularly 'donutting' should these security measures be withdrawn. It was suggested that a condition could be added to address these concerns. Thereafter a decision was taken to allow the Committee to adjourn for five minutes to enable officers to discuss the matter further with the agent.

The Committee reconvened following the adjournment. It was suggested that one possible solution would be to enhance Condition 4 to allay Members' concerns regarding antisocial behaviour; however, a deferral was deemed to be a more appropriate course of action to enable officers to investigate further the incidences of antisocial behaviour in the area.

The option to defer was moved, seconded and, when put to a vote, unanimously

agreed.

RESOLVED: That the decision be deferred pending further investigation.

76. **FANUC HOUSE - 26134/APP/2018/2743** (*Agenda Item 10*)

Section 73 application seeking Minor Material Amendment to revise Condition 2 (Approved Plans): Demolition of existing office building and re-development of the site to provide a 4-storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping, to allow replacement of car lift with access ramp, increase size of terrace over the ramp, relocate children's play area, relocate four disabled spaces from surface level to basement, provision of 13 M4(2) compliant spaces with net cycle spaces, increasing the size of the M4(3) units, additional service provision, including riser areas and plant room and car park ventilation and roof amendments to include additional PV panel provision and increase in gable eaves height by 75mm.

Officers presented the report and highlighted the addendum. Members were informed that permission had already been granted for the demolition of the existing office building and re-development of the site to provide a 4-storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. The application sought minor material amendments to the consented scheme namely:

- to create a ramp access into the lower ground floor car park instead of a car lift;
- to provide 29 car parking spaces instead of 31;
- minor alterations to the mix of units and
- alterations to the landscaping.

Members commented that, although not ideal, the proposed amendments to the scheme were an improvement. Under the previous arrangements, disabled users of the car park would have needed to exit their vehicles, leave the site and walk along a footpath to access the residential units. The current proposal ensured that disabled users of the car park could easily access the lifts which were positioned in close proximity to the disabled car parking spaces. Councillors requested clarification as to the arrangements in place should the lifts be inoperative. It was confirmed that, in case of breakdown, users could access the site via a ramp. Members requested clarification as to the gradient of the proposed ramp. It was confirmed that the gradient would be 1:7; this was deemed to be acceptable by law and was unavoidable due to the constraints of the site.

The officer's recommendation was moved, seconded and, when put to a vote, approved by eight Councillors with one abstention.

RESOLVED That: the application be approved subject to the addendum and a Deed of Variation as detailed in the officer's report.

77. **PROLOGIS PARK WEST LONDON - 37977/APP/2018/2417** (*Agenda Item 11*)

Reserved matters pursuant to conditions of planning permission for layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park, West London.

Officers presented the report and highlighted the addendum. The application sought to discharge the reserved matters relating to layout, scale, appearance and landscaping for Phase 2 of Prologis Park West (formerly Stockley Park Phase 3). Members were informed that planning permission had been granted in December 2015 for four industrial units. The current application sought approval of the updated details relating to layout, scale, appearance and landscaping for Unit 3 and re-approval of the previously approved details for Unit 4. It was confirmed that the proposed development had been designed in accordance with the parameters approved at outline stage. The design and layout were sympathetic towards the surrounding area and consistent with the approach taken in Phase 1 of the development, ensuring design continuity throughout the overall development.

Members commented that a current footpath to the side of the site did not have a wheelchair-friendly surface. It was requested that this fact be brought to the attention of developers.

It was agreed that the overall development was in accordance with the outline consent. The officer's recommendation was therefore moved, seconded and, when put to a vote, unanimously approved.

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

78. **RAINBOW & KIRBY INDUSTRIAL ESTATE, TROUT RD - 38058/APP/2017/1340**
(Agenda Item 12)

This item was withdrawn from the agenda prior to commencement of the meeting.

The meeting, which commenced at 6.00 pm, closed at 7.02 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on 01895 250 185. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

Report of the Head of Planning, Transportation and Regeneration

Address TESCO STORES LTD GLENCOE ROAD HAYES

Development: Variation of Condition 2 (Security Barriers) and Condition 3 (Service Deliveries) of allowed appeal decision ref. 94/236865 (dated 10.01.95) relating to refused application ref 36999/T/93/0878 (dated 08-03-94) for the Variation of Condition 12 (Trading Hours) of planning permission ref. 36999E/89/1214 (dated 01.05.90). This current application seeks to enable service deliveries between the hours of 1000 and 2100 on Sundays and bank holidays.

LBH Ref Nos: 36999/APP/2018/3016

Drawing Nos: 1817940 Environmental Noise Assessment (29th June 2018)
GV9324/RML/SML Covering Letter (Submitted 4 October 2018)
Tesco Yeading Site Location Plan
Email Dated 28 September 2018 -Existing and Proposed Delivery Numbers

Date Plans Received: 14/08/2018 **Date(s) of Amendment(s):** 14/08/2018

Date Application Valid: 14/08/2018 28/09/2018
23/08/2018

1. SUMMARY

This Section 73 application seeks to vary Condition 2 (Security Barriers) and Condition 3 (Service Deliveries) of allowed appeal decision ref. 94/236865 (dated 10.01.95) relating to refused application ref 36999/T/93/0878 (dated 08-03-94) for the Variation of Condition 12 (Trading Hours) of planning permission ref. 36999E/89/1214 (dated 01.05.90). The proposed change of service delivery hours would enable deliveries between the hours of 1000 and 2100 on Sundays and bank holidays.

It is considered that the applicant has failed to demonstrate that the proposal would not adversely impact on the amenities of surrounding properties and area, by way of noise arising from traffic movements, loading and unloading activities, customer and staff activities and other general disturbance. The noise mitigation proposed as part of this application is also considered to be insufficient and un-enforceable, adding further weight to the potential noise disturbance and detrimental impacts to surrounding residents. As such, the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The applicant has failed to demonstrate that the proposal would not adversely impact on the amenities of surrounding residents by way of noise arising from traffic movements, loading and unloading activities, customer and staff activities and other general disturbance. As such, the application is considered contrary to Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two (November 2012), Policy DMT 1 of the emerging Local Plan Part 2: Development Management Policies (May 2018), the Noise Supplementary Planning Document (April 2006) and the Noise policy statement for England (March 2010)

2 NONSC Non Standard Condition

The noise mitigation proposed as part of this application is considered to be insufficient

and un-enforceable, adding further weight to the potential noise disturbance and detrimental impacts to surrounding residents. As such, the application is considered contrary to Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two (November 2012), Policy DMT 1 of the emerging Local Plan Part 2: Development Management Policies (May 2018), the Noise Supplementary Planning Document (April 2006) and the Noise policy statement for England (March 2010).

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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

3 I71 LBH worked applicant in a positive & proactive (Refusing)

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. We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the northern side of Glencoe Road, Yeading, and falls within the Willow Tree Lane Local Centre as designated by the Hillingdon Local Plan - Saved UDP Policies (November 2012). The site is occupied by a part one, part two storey Tesco superstore located in the North-East portion of the site, and a petrol filling station, which is located in the Southern corner of the site. An internal service road runs along the

Eastern and Southern boundaries of the site. The remainder of the site is occupied by a 543-space car park for customer use.

The surrounding area is predominantly residential, characterised by terraced houses. There are 8 retail units with flats above (4-34 Jollys Lane) located immediately to the North of the application site. A number of gardens directly abut the site boundaries.

3.2 Proposed Scheme

This application seeks to vary Condition 2 (Security Barriers) and Condition 3 (Service Deliveries) of allowed appeal decision ref. 94/236865 (dated 10.01.95) relating to refused application ref 36999/T/93/0878 (dated 08-03-94) for the Variation of Condition 12 (Trading Hours) of planning permission ref. 36999E/89/1214 (dated 01.05.90). This current application seeks to enable service deliveries between the hours of 1000 and 2100 on Sundays and bank holidays. The applicants statements advise that the proposal would not involve the provision of additional deliveries to the Tesco Store but would entail that 6 more deliveries are made on Sunday and 6 fewer deliveries are made on Monday. However, this application only seeks a change to the hours for service deliveries, not the number of service deliveries. As a result, the proposed change to delivery hours could increase the number of deliveries.

It is noted that informal emails from the applicants agent indicate that service deliveries would only take place between 1000 and 1500 on Sundays and bank holidays. Despite this, the application form and cover letter submitted apply for a variation of hours to allow for service deliveries between 1000 and 2100 on Sundays and bank holidays. The consideration of this application is based on the change of hours stated within the application form and cover letter.

3.3 Relevant Planning History

36999/APP/2006/659 Tesco Superstore Glencoe Road Hayes

VARIATION OF CONDITION 1 (TO ALLOW THE FOODSTORE AND ASSOCIATED FILLING STATION TO TRADE 24 HOURS, 7 DAYS A WEEK SUBJECT TO SUNDAY TRADING RESTRICTIONS ON THE FOODSTORE) OF PLANNING APPEAL REF.T/APP/R5510/A/94/236865/P2 DATED 10/01/1995 (PLANNING APPLICATION REF.36999/T/93/878).

Decision: 12-07-2006 Refused

36999/APP/2007/803 Tesco Store Glencoe Road Hayes

VARIATION OF CONDITION 1 (TO EXTEND TRADING HOURS OF THE TESCO STORE AND PETROL FILLING STATION FROM 0800 - 21:00 HOURS BY 1:45 HOURS TO 0800 - 22:45 HOURS MONDAY TO SATURDAY EXCEPTING BANK HOLIDAYS) OF APPEAL DECISION REFERENCE: T/APP/R5510/A/94/230865/P2 DATED 10 JANUARY 1995. (PLANNING APPLICATION REF: 36999T/93/878 DATED MARCH 1994)

Decision: 11-01-2008 Refused **Appeal:** 12-09-2008 Dismissed

36999/APP/2010/1361 Tesco Store Glencoe Road Hayes

Variation of condition 1 (hours of opening) of the Secretary of State's Appeal Decision ref: T/APP/R5510/A/94/236865/P2 (LBH ref: 36999/T/93/0878) dated 10/01/1995, to extend the opening hours of the food superstore from 07.00 hours to 22.30 hours on Mondays to Saturdays

Decision: 15-09-2010 Refused

36999/E/89/1214 Willow Tree Ln/ Glencoe Rd Jollys Lane Hayes
Erection of retail store, 12 shop units, with residential accommodation over, surgery, public house/restaurant, public conveniences, petrol filling station, community facilities, car parking and landscaping

Decision: 01-05-1990 Approved

36999/P/92/0596 Willow Tree Ln/ Glencoe Rd Jollys Lane Hayes
Variation of condition 12 of planning permission ref:36999E/89/1214 to allow opening of the store on Sundays between 10.00am and 6.00pm

Decision: 12-06-1992 Refused

36999/T/93/0878 Tesco Superstore & Petrol Station Glencoe Road Hayes
Variation of condition 12 of planning permission ref. 36999E/89/1214 dated 1.5.90 to allow trading on Sundays between 1000 and 1800 hours

Decision: 08-03-1994 Refused **Appeal:** 10-01-1995 Allowed

Comment on Relevant Planning History

The original planning permission (reference 36999E/89/1214) was subject to a variation of condition application to change the trading hours under application reference 36999/T/93/0878. This was refused but was allowed at appeal under reference 94/236865. Relevant to this application is Condition 3 (Service Deliveries) of allowed appeal decision ref. 94/236865 which states:

"On Sundays and bank holidays there shall be no service deliveries to the superstore save for newspaper deliveries."

Further, Condition 1 (Hours of Opening) of allowed appeal decision ref. 94/236865 states:

"The food superstore shall not open for the sale of goods on Christmas Day, before 0800 hours and after 2100 hours on Mondays to Saturdays, and before 1000 hours and after 1600 hours on Sundays and bank holidays".

Planning application ref: 36999/APP/2006/659 to vary Condition 1 (to allow the foodstore and associated filling station to trade 24 hours, 7 days a week subject to Sunday trading restrictions on the foodstore) of planning appeal ref: T/APP/R5510/A/94/236865/P2 dated 10.1.1995 (planning ref: 36999/T/93/878) was refused on 12/07/06 for the following reason:

-

"The applicant has failed to demonstrate that the proposal would not adversely impact on the amenities of surrounding residents by way of noise arising from traffic movements (including deliveries), loading and unloading activities, customer and staff activities and other general disturbance, an increase in crime and anti-social behaviour within the locality

and vibration, and light pollution, particularly during more sensitive night time hours. As such, the applicant has failed to demonstrate compliance with Policies OE1 and OE3 of the adopted Unitary Development Plan."

Planning application ref: 36999/APP/2007/803 to vary Condition 1 (to extend trading hours of the Tesco store and petrol filling station from 0800 - 2100 by 1.45 hours to 0800 to 2245 hours Monday to Saturday excepting Bank Holidays) of appeal decision ref: T/APP/R5510/A/94/236865/P2 dated 10.1.1995 (planning ref: 36999/T/93/878) was refused on 11/01/08 for the following reason: -

"The proposal fails to demonstrate that the extension of hours would not have a detrimental impact on residential amenity by reason of noise and disturbance created by customers, vehicles, parking and other related activities associated with the use and operation of the store. The proposal is therefore contrary to Policies OE1 and OE3 of the Hillingdon Unitary Development Plan Saved Policies September 2007."

This decision was appealed and the appeal upheld at a Hearing in 2008. The inspector concluded that -

'an extension to the trading hours of the store would be likely to be detrimental to the amenities of the residents of nearby properties because of noise, contrary to the requirements of saved Unitary Development Plan Policy OE1(iv). In my opinion, the restriction imposed by the existing condition is necessary and proportionate to protect the interests of these residents, and only by such a condition is the potential for noise annoyance adequately mitigated, as provided for in Saved Local Plan Policy OE3.'

Planning application ref: 36999/APP/2010/1361 to vary Condition 1 (to extend the opening hours of the food superstore from 07.00 hours to 22.30 hours on Mondays to Saturdays) of appeal decision ref: T/APP/R5510/A/94/236865/P2 dated 10.1.1995 (planning ref: 36999/T/93/878) was refused on 15.09.10 for the following reason: -

"The applicant has failed to demonstrate that the proposal would not adversely impact on the amenities of surrounding residents by way of noise arising from traffic movements (including deliveries), loading and unloading activities, customer and staff activities and other general disturbance, particularly during more sensitive night time hours. As such, the application is considered contrary to Policies OE1 and OE3 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and with the advice contained within Planning Policy Guidance Note No.24."

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- | | |
|------|--|
| AM14 | New development and car parking standards. |
| AM7 | Consideration of traffic generated by proposed developments. |
| BE13 | New development must harmonise with the existing street scene. |

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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd October 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Letters were sent to neighbouring properties, a site notice was erected towards the front of the application site and an advert was posted in the local paper. All consultations expired on the 04/10/2018.

103 letters of public consultation were sent, 19 objections have been received from members of the public and a petition with 50 signatories has been received. The objections are summarised as follows:

- There is no need to change the hours.
- Tesco should make better use of the existing 6 days which deliveries can be made on.
- The existing noise levels are already unacceptable and extending the hours for delivery would remove the only remaining residential peace and quiet.
- The noise assessment document does not indicate the frequency of deliveries or vibration assessment.
- The noise assessment does not capture the impact of the noise caused to individuals in their home.
- The opening of the delivery lane will allow lorries to park in the lane awaiting their slot for the delivery yard, generating noise, fumes and vibration to the detriment of adjacent properties.
- The assessment data for Sunday 27 May is irrelevant because there are no deliveries on this day, so noise, fumes and vibration will be greatly reduced.
- Sunday is the only day residents can utilise their gardens.
- Problems on the Tesco site have increased since the improvements made to the B&Q site made it more secure. Local residents, and representatives from the Safer-Neighbourhood Team and Ward Panel, have attempted to engage with Tesco to solve these problems but no action has been taken.
- The site should be secured outside trading hours. Any increase in deliveries would make this more impractical, leading to a further anti-social behaviour.
- The proposed change is a stepping stone for further change of conditions leading to 24hr opening.
- Tesco deliveries are already made outside of permitted hours. This would be the case for any change to delivery hours also.
- Lorries have been left idling despite this not being permitted.
- The existing and proposed situation denies residents their rights under section 8 of the Human Rights Act 1998.
- The lorries which already operate disrupt the use of local roads and the unlawful use of such vehicles is putting other road users at risk.
- The proposed delivery arrangement would result in an area more characteristic of industrial land than residential.
- The proposal would reduce local property value.
- A similar application to vary delivery hours was refused previously and there have been no material changes that would merit a different outcome this time.

- Conditions should be imposed to secure the site from anti social behaviour.
- Potential for conflict with B&Q deliveries.

Officer Comment:

The impact on property value is not a material planning consideration. The submitted noise assessment is considered in further detail in the main body of the report.

Transport for London Comment:

No objection.

John McDonnell MP Comment:

Local residents have been subjected to unacceptable level of noise and air pollution due to the lorries making deliveries to Tesco. My constituents' have to shut their windows and doors and cannot enjoy their gardens due to the noise of engines and refrigerated units as well as the strong smell of fumes. To increase the deliveries only serves to increase the traffic, air and noise pollution for the residents and take away the respite days (Sundays and Bank Holidays). I would urge that this application is refused and that Tesco manage their current delivery schedule more efficiently

Internal Consultees

Environmental Protection Unit Officer Comments:

The ASB & Environment team are currently dealing with ASB issues around the mis-use of the Tesco car park at night which results in undue noise and nuisance to residents. This did not seem to show up in the submitted noise report and results in an unbalanced view of the actual situation.

The acoustic assessment is based on predictions and as the effects of noise and activities within the compound have not actually been assessed the information cannot be relied upon as accurate.

The applicant has not covered fully the management of loading and unloading late at night and the noise levels that will affect nearby properties. Given that there may also be greater access to the car park areas that already have ASB issues these situations would be heightened by later hours access.

I am not convinced that sufficient information has been submitted to justify later delivery hours for the store and believe better use of times during the week need to be explored first before giving extra hours I cannot support the application and suggest the application be refused.

Highways Officer Comments:

Having assessed the submitted information, I do not consider this scheme to have adverse impacts upon the safety and convenience of the network. On this basis, I do not have any objections to the variation of condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The existing retail use of the Tesco Store has long been established and would be maintained in the context of this proposal. It is noted that the proposal for a change to delivery hours would be considered an operational change, as opposed to a development.

7.02 Density of the proposed development

The density of the proposed operational change is not relevant to the determination of this

application.

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

The application site is not designated as or located near an Archaeological Priority Area, Conservation Area, Listed Building or Area of Special Local Character. This consideration is therefore not relevant to the determination of this application.

7.04 Airport safeguarding

Airport safeguarding is not relevant to the determination of this application.

7.05 Impact on the green belt

The impact on the Green Belt is not applicable to the determination of this application.

7.06 Environmental Impact

Environmental impacts are considered within the 'Impact on neighbours' section of the report.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

The proposed operational change would not alter the external appearance of any buildings on site. It is not, therefore, considered that the proposed works would result in an unacceptable impact on the street scene, appearance or character of the area. The proposal accords with policies BE13.

7.08 Impact on neighbours

Policy DMT 1 of the emerging Local Plan Part 2: Development Management Policies (May 2018) requires that development proposals meet the transport needs of the development and must have no significant adverse transport or associated air quality and noise impacts on the local and wider environment.

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning 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, because of:

- "(i) The siting or appearance;
- (ii) The storage or display of vehicles, goods, equipment or other merchandise;
- (iii) Traffic generation and congestion;
- (iv) Noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable."

Policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact is mitigated within the acceptable levels by engineering, lay-out or administrative measures.

As detailed by the Email dated 28 September 2018, currently the following number of deliveries are carried out on each day:

- 16 deliveries on Monday between the hours of 0001 and 2400
- 11 deliveries on Tuesday between the hours of 0300 and 2400
- 11 deliveries on Wednesday between the hours of 0300 and 2400

11 deliveries on Thursday between the hours of 0300 and 2400
11 deliveries on Friday between the hours of 0300 and 2400
11 deliveries on Saturday between the hours of 0300 and 2300
0 deliveries on Sunday

The applicants agent has advised that the following number of deliveries would be carried out on each day:

10 deliveries on Monday between the hours of 0500 and 2400
11 deliveries on Tuesday between the hours of 0300 and 2400
11 deliveries on Wednesday between the hours of 0300 and 2400
11 deliveries on Thursday between the hours of 0300 and 2400
11 deliveries on Friday between the hours of 0300 and 2400
11 deliveries on Saturday between the hours of 0300 and 2300
6 deliveries on Sunday between the hours of 1000 and 1500

Although the email states that deliveries will be carried out between 1000 and 1500 on Sundays, the application form and cover letter detail that the application is for the change of service delivery hours to 1000 and 2100 on Sundays and bank holidays. The application is considered based on the application form and cover letter.

Notably, this application only seeks a change to the hours for service deliveries, not the number of service deliveries. As a result, the proposed change to service delivery hours could increase the number of deliveries and the application has been assessed accordingly.

The proposal would open up the existing access route for service delivery vehicles between the hours of 1000 and 2100 on Sundays and bank holidays. The submitted information indicates that this would entail that more deliveries are made on Sunday in order to better organise stock management and prevent the need for deliveries in the early hours of Monday morning. Theoretically, this could reduce the level of noise disturbance on Mondays but would also increase the level of disturbance on Sundays and bank holidays.

It is noted that the proposal would open the service road for use by delivery vehicles and could also allow access to the road by the public on Sundays and bank holidays. The acting agent for the application has agreed that the barriers would only be opened for delivery vehicles and would remain closed at other times to prevent customer use of the service road. The specific details of how this would work have not been submitted.

The following list of mitigation measures to reduce noise levels from delivery activity are recommended in the Noise Impact Assessment:

- Signage and instruction to ensure all drivers and staff follow noise management procedures.
- The service yard gate will be closed once the delivery vehicle has entered and departed from the service yard, with all engines to be switched off as soon as vehicles are parked at the unloading dock.
- Whilst vehicles remain stationary in the delivery, the Noise Impact Assessment states that no engines are to be left idling for more than 30 seconds, while refrigeration units are not to be operated whilst stationary in the delivery area.
- All delivery vehicles are to be driven in as quiet a manner as possible, avoiding unnecessary engine revving and no radios or stereos are to be left on in vehicles during deliveries or at other times.

- Staff are to be instructed to work quietly when outside the store or in the service yard - only performing essential tasks where noise could be generated whilst ensuring that all components of the delivery system are maintained in good working order.

There are significant concerns regarding the enforceability of the listed mitigation measures. Ensuring that vehicles are not left idling for more than 30 seconds, the restricted use of refrigeration units whilst stationary in the delivery area, the avoidance of unnecessary engine revving, the restricted use of radios and the general operation of staff in a quiet manner are not considered to be adequate or enforceable.

As stated by the Environmental Protection Unit Officer, the Tesco car park is subject to mis-use at night which results in undue noise and nuisance to residents. This has not been accounted for within the submitted noise report and results in an unbalanced view. Given that the acoustic assessment is based on predictions, the impacts of noise and activities within the compound have not actually been assessed. The applicant is not considered to have fully addressed the management of loading and unloading of vehicles and the management of anti-social behaviour which is likely to arise in conjunction with the increased accessibility proposed for the car park. It is considered that insufficient information has been submitted.

Notably, the proposed change to delivery hours would remove the only days of the week which residents have respite from the noise and disturbance caused by delivery vehicles. The resultant noise caused on Sundays and bank holidays would change the acoustic character of the area, could materially change the behaviour of local residents and could diminish quality of life.

Overall, it is considered that the applicant has failed to demonstrate that the proposal would not adversely impact on the amenities of surrounding properties and area, by way of noise arising from traffic movements, loading and unloading activities, customer and staff activities and other general disturbance. The noise mitigation proposed as part of this application is also considered to be insufficient and un-enforceable, adding further weight to the potential noise disturbance and detrimental impacts to surrounding residents. As such, the application is considered contrary to Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two (November 2012), Policy DMT 1 of the emerging Local Plan Part 2: Development Management Policies (May 2018), the Noise Supplementary Planning Document (April 2006) and the Noise policy statement for England (March 2010).

7.09 Living conditions for future occupiers

The living conditions for future occupiers of the proposed development is not relevant to the determination of this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

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

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will be considered and requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards.

As stated by the Highways Officer, the proposed change to service delivery hours would not entail any significant increase in the number of deliveries and would therefore be considered acceptable with regard to its impact on traffic generation and congestion. It is

noted that there would be no impact on the level of parking provision. Hence, the proposal accords with Policy AM7 and AM14.

7.11 Urban design, access and security

The proposed development would not alter the external appearance of any buildings on site. The design of the proposal is not, therefore, relevant to the consideration of this application.

7.12 Disabled access

Not applicable to the consideration of this application.

7.13 Provision of affordable & special needs housing

The provision of affordable and special needs housing for the proposed development is not relevant to the determination of this application.

7.14 Trees, Landscaping and Ecology

The consideration of trees, landscaping and ecology issues is not relevant to the determination of this application.

7.15 Sustainable waste management

The existing facilities and provisions relating to waste management would remain unchanged. This consideration is therefore not relevant to the determination of this application.

7.16 Renewable energy / Sustainability

The existing facilities and provisions relating to energy would remain unchanged. This consideration is therefore not relevant to the determination of this application.

7.17 Flooding or Drainage Issues

The consideration of flooding and drainage issues is not relevant to the determination of this application.

7.18 Noise or Air Quality Issues

The additional impact on air quality is not considered to be significant or unacceptable.

7.19 Comments on Public Consultations

Please see 'external consultees' section of this report.

7.20 Planning Obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

In conclusion, it is considered that the applicant has failed to demonstrate that the proposal would not adversely impact on the amenities of surrounding properties and area, by way of noise arising from traffic movements, loading and unloading activities, customer and staff activities and other general disturbance. The noise mitigation proposed as part of this application is also considered to be insufficient and un-enforceable, adding further weight to the potential noise disturbance and detrimental impacts to surrounding residents. As such,

the application is recommended for refusal.

11. Reference Documents

National Planning Policy Framework

The London Plan (2016)

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007)

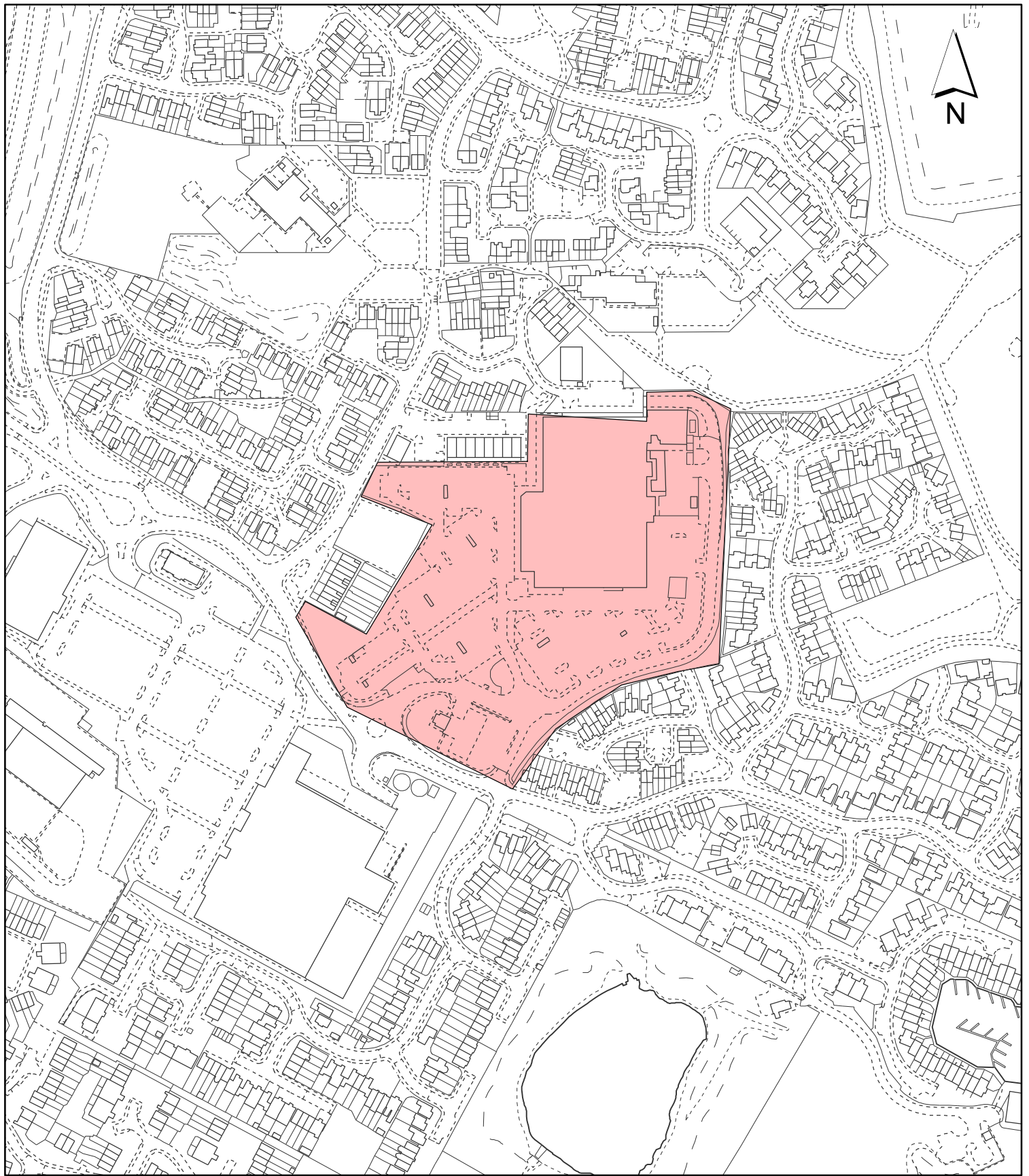
Emerging Local Plan Part 2: Development Management Policies (May 2018)

Noise Supplementary Planning Document (April 2006)

Noise policy statement for England (March 2010)

Contact Officer: Michael Briginshaw

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Tesco Stores Ltd
 Glencoe Road
 Hayes**

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

Planning Application Ref:

36999/APP/2018/3016

Scale:

1:3,250

Planning Committee:

Major Page 20

Date:

November 2018



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 30/32 BLYTH ROAD HAYES MIDDLESEX

Development: Application for demolition of all buildings on site to enable redevelopment to provide 118 new residential units (Use Class C3) and commercial floor space (Use Class A1-A5 and B1) with a new vehicle access, associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

LBH Ref Nos: 68974/APP/2018/2146

Drawing Nos: 1021-P-1001 Rev A
1021-P-1002 Rev A
1021-P-1003 Rev A
1021-P-1004 Rev A
1021-P-0010
1021-P-0030
1021-P-0090
1021-P-0109 Rev A
Landscape Management Plan June 2018 2786-MP-01 Rev P1
Landscape and Open Space Strategy Rev P1 June 2018
2786-DT-01 Rev P1
2786-LA-01 Rev P1
2786-LA-02 Rev P1
2786-LA-03 Rev P1
2786-PP-01 Rev P1
1021-P-0100 Rev E
1021-P-1000 Rev F
1021-P-1008 Rev A
BlythRd-ArchaeologyDBA-June18
1021-P-0001 Site Location Plan
1021-P-1006 Rev A
1021-P-1009
1021-P-2102 Rev A
1021-P-2010
1021-P-2100 Rev A
1021-P-2101 Rev A
1021-P-2104
1021-P-2105
1021-P-3001 Rev A
1021-P-3002 Rev A
1021-P-3003 Rev A
1021-P-3004 Rev A
1021-P-3005 Rev A
1021-P-4001
1021-P-4002
1021-P-4003
1021-P-4004

Date Plans Received: 08/06/2018

Date(s) of Amendment(s):

16/10/2018
08/06/2018

1. SUMMARY

The application proposes the mixed use redevelopment of a site on Blyth Road in Hayes, including the demolition of the existing buildings and the site's redevelopment to provide 118 new residential units (Use Class C3) with 330m² of additional commercial floor space (Use Class A1-A5 and B1), a new vehicle access, associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

The proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). The application is therefore recommended for approval.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration 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:

The obligations sought are as follows:

- 1. On-site Affordable Housing (Including review mechanism)**
- 2. Accessibility - provision of a through floor lift if required.**
- 3. Public Open Space contribution of £175,000 (£160,000 + £15,000)**
- 4. Local Bus Services contribution**
- 5. Carbon off set contribution of £174,497.49**
- 6. Air Quality contribution of £45,917**
- 7. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided.**
- 8. Highway Works: S278/S38 for required Highways Works**
- 9. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**
- 10. Travel Plan plus £20,000 bond.**

B) That in respect of the application for planning permission, the applicant meets

the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 24th January 2019 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, public open space improvements, local bus services, carbon offset, air quality, construction training, highway works and travel plan). The proposal therefore conflicts with Policies contained with the adopted Hillingdon Local Plan Saved Policies (November 2012).'

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

- 1021 P 0001 Location Plan
- 1021 P 0010 Existing Site Plan
- 1021 P 0030 Existing context elevations North and South
- 1021 P 0100 Rev F Proposed Ground and Landscape Plan
- 1021 P 0109 Rev A Proposed Masterplan
- 1021 P 1000 Rev F Proposed Ground Floor
- 1021 P 1001 Rev A Proposed First Floor
- 1021 P 1002 Rev A Proposed Second Floor
- 1021 P 1003 Rev A Proposed Third Floor
- 1021 P 1004 Rev A Proposed Fourth to Fifth Floor
- 1021 P 1006 Rev A Proposed Sixth to Seventh Floor
- 1021 P 1008 Rev A Proposed Eighth Floor
- 1021 P 1009 Proposed Roof Plan
- 1021 P 2010 Proposed Context Elevations North and South
- 1021 P 2100 Rev A Proposed North Elevation
- 1021 P 2101 Rev A Proposed West Elevation
- 1021 P 2102 Rev A Proposed South Elevation
- 1021 P 2104 Proposed Detailed Elevation Block A
- 1021 P 2105 Proposed Strip Elevation Block C
- 1021 P 3001 Rev A Proposed Section 01

1021 P 3002 Rev A Proposed Section 02
1021 P 3003 Rev A Proposed Section 03
1021 P 3004 Rev A Proposed Section 04
1021 P 3005 Rev A Proposed Section 05
1021 P 4001 Wheelchair Accessible Unit 2B4P Type 1
1021 P 4002 Wheelchair Accessible Unit 2B4P Type 2
1021 P 4003 Wheelchair Accessible Unit 2B4P Type 3
1021 P 4004 Wheelchair Accessible Unit 3B5P
2786 DT 01 Rev P1 Indicative Sections - Landscaping
2786 LA 01 Rev P1 General Arrangements Ground Floor (Landscaping)
2786 LA 02 Rev P1 General Arrangement Plan Podium (Landscaping)
2786 LA 03 Rev P1 Illustrative Landscape Masterplan
2786 PP 01 Rev P1 Planting Plan Ground Floor (Landscaping)
1021 P 0090 Key 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

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

Planning Statement June 2018

Design and Access Statement June 2018

Landscape Management Plan Ref: 2786-MP-01

Archaeological Desk Based Assessment

Geotechnical Investigation Report Reference: LP1624/WM/SI

Interim Phase 2 Ground Contamination Investigation & Assessment ref. LP1264SI

Phase 2 Ground Contamination Investigation & Assessment ref LP1624/SI

SUDS Drainage Design letter from GTA Civils 21st September 2018

Air Quality Assessment June 2018

Energy Strategy 8th June 2018

Transport Assessment ref. JW/JN/ITB1621-001a R TS

Travel Plan ref. JW/JN/ITB13621-002a R TP

Heritage Statement June 2018

Daylight and Sunlight Report 4th June 2018

Fire Strategy June 2018

Overheating Assessment Rev C 8 June 2018

Sustainability Statement Rev C 8 June 2018

Environmental Noise and Vibration Assessment Rev A 08/06/2018

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

REASON

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

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

Prior to the commencement of above ground works 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 Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts (including demonstration that 24 car parking spaces (20%) are served by active electrical charging points, 24 car parking spaces (20%) are served by passive electrical charging points, 12 accessible car parking spaces, 6 motorcycle spaces and 128 cycle spaces)
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Other structures (such as play equipment and furniture)

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

4. Schedule for Implementation

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

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

REASON

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

5 COM7 Materials (Submission)

Prior to the commencement of above ground works details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

6 COM15 Sustainable Water Management

Prior to commencement (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing

by the Local Planning Authority. The scheme shall follow the strategy set out in the submitted letter dated 21st September from GTA Civils. The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

b) Minimise water use

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and or grey water will be recycled and reused in the development.

c) Long Term Management and Maintenance of the drainage system

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

7 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association

of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

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

8 NONSC M4(2)/M4(3) Dwellings

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

Reason:

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

9 NONSC Internal Noise Level

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

Reason:

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

10 NONSC Residential Sound Insulation

Prior to occupation of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely 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 surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Commercial Sound Insulation

Prior to occupation of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from noise sensitive premises. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason:

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

12 NONSC Construction Environmental Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason:

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 COM20 Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

14 COM22 Operating Hours

The commercial premises shall not be open for customers outside the following hours: -
0800 and 2300 Mondays - Fridays
0800 to 2300 Saturdays
1000 to 1800 Sundays, Public or Bank Holidays.

REASON

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

15 COM27 Traffic Arrangements - submission of details

Prior to the commencement of above ground works details of access traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and

loading areas must be permanently retained and used for no other purpose at any time. 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.

REASON

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

16 NONSC Parking Allocation

Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for residential use of the flats and ancillary commercial use hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

17 NONSC Radar Mitigation Scheme 1

No construction shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with NATS (En Route) plc and approved in writing by the Local Planning Authority.

Reason:

In the interests of aircraft safety in compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 NONSC Radar Mitigation Scheme 2

No construction work shall be carried out above 12m above ground level unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

Reason:

In the interests of aircraft safety in compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 COM30 Contaminated Land

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

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

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly

identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

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

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

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

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).

20 NONSC Imported Soils

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. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved in writing by the Local Planning Authority.

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).

21 NONSC Balconies

Prior to occupation of the development full details, including drawings showing the siting, design and finish heights of obscure glazed privacy screens, balustrades, and railings on all balconies and terraces and roof terraces as shown on the plans hereby approved, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure the safe operation of the Network Rail infrastructure and that the development presents a satisfactory appearance and adequate privacy in accordance with Policies BE13 and BE24 of the Hillingdon Local Plan (November 2012).

22 NONSC Energy

Prior to the commencement of above ground works, full details including specifications of the low (CHP) and zero carbon (PVs) technology to be used onsite shall be submitted and approved in writing by the Local Planning Authority. The details shall demonstrate compliance with the energy strategy (Energist, 8 June 2018) and provide the necessary information relating to the type, size and location of the relevant technology. In the case of the PVs, the details shall include a roof plan and elevations showing their inclusion. The development must proceed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the development contributes to the management of carbon emissions in accordance with London Plan Policy 5.2.

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

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

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
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
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 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

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

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

5 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

6

Thames Water have provided the following information:

1. A 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's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk.

Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

2. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

3. 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.

7

Network Rail have provided the following information:

A restriction should be placed in the apartment leases for those apartments that will have railway-facing balconies. The restriction shall state that Lease Holders shall not have lightweight materials on the balcony that project above the height of the balconies.

The reason for this is for safety purposes and to avoid any future damage to the railway infrastructure in particular any existing or future electric overhead lines.

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application site is located on Blyth Road, to the southwest of Hayes Town Centre. The existing site contains a large single storey warehouse building and is now vacant. The site includes a 'Safeguarding Zone' development constraint along it's western edge which is required by Network Rail for access to the railway. Current vehicular access to the site is via a dropped kerb on Blyth Road measuring some 70 metres along the site frontage.

The site measures 0.39 hectares and is bound to the south by the West Coast railway line

and to the north by Blyth Road and a terrace of two storey residential houses. To the south of the railway line lies further residential dwellings. To the west is a newly constructed block of apartments known as the Gatefold Building, which was recently developed for a 4-7 storey height building comprising 132 residential units, a cafe, community room and workshop units with associated car parking pursuant to planning permission 51588/APP/2011/2253 dated 27 March 2012 (as amended). To the east is a residential development which is currently under construction. This new 11-storey building will provide 123 residential units, 540m² of commercial floorspace and 95 car park spaces under a landscaped podium deck and to the south of the site.

Beyond the Gatefold building to the west is The Old Vinyl Factory development site and to the north west is Enterprise House, which is a Grade II listed industrial building for which planning permission and listed building consent was granted in October 2014 for the restoration, refurbishment and conversion of the building as part of a mixed use development comprising approximately 4,500sqm GIA of employment space (Use Class B1 and B8 with ancillary cafe) and 96 residential units (Use Class C3), ref. 11623/APP/2013/3606.

The site currently has a Public Transport Accessibility Level (PTAL) of 4, which indicates good accessibility to public transport. The site is situated within a Developed Area and sits to the east of the Botwell Thorn Conservation Area. The site is within an Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) but also within the emerging Local Plan Part 2 the site is allocated for residential led mixed use development and has been released from the Industrial and Business Area.

3.2 Proposed Scheme

The form of the proposal presents similar principles to the recently built Paradigm and Gatefold schemes to the east and west of the site, respectively. A row of three-storey terraced houses with front gardens together with Block A which includes the commercial space would face onto Blyth Road. The terraced houses and set-back upper storey with a 'roof' corresponds with the smaller scale residential character of the northern side of Blyth Road. The car parking area is under a landscaped podium located behind the terraced houses. It is not visible from the street and its presence along Blyth Road is limited to an access gate adjacent the neighbouring Gatefold Scheme.

Proposed Blocks B & C to the south are taller and therefore provide the majority of the residential units. Together they create an L-shaped form which wraps around the courtyard. There is a gap proposed between them to avoid overlooking whilst allowing for daylight and sunlight into the landscaped courtyard. Block B has been set back from Blyth Road and its southern end has been chamfered as a direct response to the Paradigm scheme's footprint. Additionally, Block C is set back from the railway tracks to allow for private amenity spaces and, due to its orientation and massing, to provide acoustic screening from the trains.

The proposed scheme includes 118 dwellings across the 0.39 ha site and 330sqm of commercial space. The unit types range from studios to 3-bed units:

Studio x 2 units
1 Bedroom x 32 units
2 Bedroom 3 Person x 23 units
2 Bedroom 4 Person x 45 units
3 Bedroom x 16 units
Total = 118

There are 12 adaptable units proposed that would be Part M4(3) compliant, comprising 10% of the overall accommodation; all the other units are proposed to be Part M4(2) compliant. The commercial unit is located along Blyth Road, east of the proposed terraced houses. It provides 330 sqm of commercial space which can be serviced from Blyth Road as well as from the car park to the rear.

The 330sqm of commercial space is located in the north east corner of the site and would face on to Blyth Road, servicing access would be located to the rear. The proposed use for the space is flexible across Use Class A1-A5 and B1 to maximise the potential range of occupiers for this unit.

Vehicular access to the site is proposed to be on the western edge of the site off Blyth Road, adjacent to the vehicular access for the neighbouring Gatefold development. The access is provided in this location as it is the 'Safeguarding Zone' required for access to the railway by Network Rail and there is no built form proposed in this area. The proposed parking strategy utilises a ground floor car park, which includes spaces for cars, motorbikes, and secure communal cycle storage. The total number of car parking spaces equals 88, which gives a ratio of 0.75 car parking spaces/dwelling. Eight of these are for blue badge holders. In addition, three more car parking spaces are allocated for commercial use. The secure cycle stores have a combined capacity of 128 spaces in both stacking and Sheffield-type stand. In addition, 6 motorbike spaces have been provided within the car parking area.

Landscaped amenity space at podium level is provided within the scheme, with 110sqm of this to be dedicated to child play space for under 5's. The first floor dwellings benefit from private terraces facing the courtyard and/or south and east. All other units are provided with private amenity in the form of balconies or roof terraces. The communal amenity space provides access to the different cores and includes shared amenity spaces, play areas and private amenity spaces to the terraced houses and flats at first floor level.

Communal refuse stores are provided per block and are adjacent to the cores at ground floor level to minimise travel distance for users. A bin holding area for refuse collection is provided by the car parking access gate off Blyth Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has no directly relevant planning history, however the adjacent sites benefit from planning consent which is considered relevant to the proposals.

Gatefold site to the west:

51588/APP/2011/2253 - Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping - Approved 27-03-12

Paradigm site to the east:

1425/APP/2011/3040 - Comprehensive redevelopment of the site to provide a part 11, part 9, part 5 and part 4 storey building comprising 120 residential units, office floorspace, 97 car parking spaces and hard and soft landscaping Approved 08-04-13

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
 London Plan (March 2016)
 National Planning Policy Framework
 Hillingdon Supplementary Planning Document - Accessible Hillingdon
 Hillingdon Supplementary Planning Document - Noise
 Hillingdon Supplementary Planning Document - Planning Obligations
 Hillingdon Supplementary Planning Guidance - Air Quality
 Hillingdon Supplementary Planning Guidance - Community Safety by Design
 Hillingdon Supplementary Planning Guidance - Land Contamination
 Technical Housing Standards (2015)

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.E6 (2012) Small and Medium-Sized Enterprises (SME)
- PT1.E7 (2012) Raising Skills
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- 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
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
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 5.2	(2016) Minimising Carbon Dioxide Emissions

- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.6 (2016) Decentralised Energy in Development Proposals
- LPP 5.7 (2016) Renewable energy
- LPP 5.8 (2016) Innovative energy technologies
- LPP 6.1 (2016) Strategic Approach
- LPP 6.10 (2016) Walking
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.7 (2016) Better Streets and Surface Transport
- LPP 6.9 (2016) Cycling
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 7.9 (2016) Heritage-led regeneration
- LPP 8.1 (2016) Implementation
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- 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
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- R7 Provision of facilities which support arts, cultural and entertainment activities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th August 2018**

5.2 Site Notice Expiry Date:- Not applicable

15th August 2018

6. Consultations

External Consultees

Consultation letters were sent to 296 local owner/occupiers on 17/07/18. The application was also advertised by way of site and press notices. Thirteen comments of objection to the proposal have been received. The concerns raised can be summarised as:

- decreased natural sunlight.

One letter has been received from a local Councillor that states:

Can the developers/contractors take into consideration that there are residential properties opposite this site, also that the footway is used by people going to and from work/college/to the shops etc. As local councillors we expect the area outside the site to be kept clean and debris and dust free, and if necessary, which is probably likely, the properties opposite the site in Blyth Rd be jet washed at the expense of the contractors. We in Hillingdon expect contractors/ developers to be good neighbours.

Case Officer's comments:

A Construction Environmental Management Plan condition is recommended to be attached to any grant of planning consent.

HAYES CONSERVATION AREA ADVISORY PANEL

I am writing on behalf of Hayes Conservation Area Advisory Panel. We do not like the appearance of this proposed development which may not look much worse than the rest of the planned redevelopment of the EMI site and adjacent properties along Blyth Road, but is certainly no improvement on the mediocre standards accepted there. We are concerned at the high density of residential units and the low ratio of car parking spaces as parking is already an issue in this very busy and congested part of central Hayes, which has virtually no public parking available. The local road network cannot cope with the existing traffic, let alone the additional vehicle movements this development will produce. Even the 'low-rise' part of this development fronting onto Blyth Road is higher and more massive in appearance than the existing housing on the other side of the road and no attempt has been made to produce a design that is sympathetic to the housing opposite - even the brick colour fails to match! Overall we feel this scheme is overdevelopment of the site so we trust the current proposals will not be approved.

Case Officer's comments:

The Council's Urban Design and Conservation Officer has been involved throughout the pre-application process and the Council's Highways Engineer has raised no objections to the proposal. In addition significant contributions have been agreed with the applicant in terms of public open space and bus service provision. The Council's Urban Design and Conservation Officer has provided comments stating that 'Overall the scheme raises the bar for residential-led development in Hayes. The applicant and consultant team have engaged positively with Officers to revise and refine the scheme to advance level of detail that is supported in design terms. It will be a positive addition to the emerging context of Hayes'.

MET POLICE

I do not wish to object to this proposal. I do request that a planning condition is added that the site must achieve secured by design accreditation. If further justification for this request is needed please contact me. I have met with representatives for this meeting, explained what is required for SBD accreditation and am satisfied that it can be done.

THAMES WATER

Waste Comments

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

'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:

"A 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's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk.

Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality." The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted.

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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.

Case Officer's comments:

The requested informative are recommended to be attached to any grant of planning permission.

CROSSRAIL

The implications for the Crossrail proposals on the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted providing all previously agreed 'conditions' have been satisfied.

Case Officer's comments:

The previously agreed 'conditions' have been provided to the applicant. They relate to access licenses to the Safeguarding Zone within the site and as such are a private legal matter between the two parties.

HISTORIC ENGLAND

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

NATIONAL AIR TRAFFIC SERVICES (NATS)

I refer to the application referenced above which has been assessed by NATS against its infrastructure and operations.

NATS has identified a detrimental impact upon its radar located at Heathrow Airport. This radar, known as H10 PSR/SSR, provides data to the NATS London Terminal Control Centre located in Swanwick, Hampshire as well as to a number of airports in the South.

The users of the radar provide an En-route air traffic service as well as an Approach function to a number of airfields. Data from this radar is also provided to other aviation operators. Following a technical assessment, NATS is satisfied that the proposed development is expected to impact its operations and cause an unacceptable impact. However, NATS can also confirm that it is content that the impact can be mitigated through a modification to the radar system.

Accordingly, NATS would be supportive of the LPA granting the scheme subject to the imposition of the standard aviation conditions, on any consent.

Standard aviation conditions:

1. No construction shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the Local Planning Authority.

Reason:

In the interests of aircraft safety and the operations of NATS En-route PLC.

2. No construction work shall be carried out above 12m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

Reason:

In the interests of aircraft safety and the operations of NATS En-route PLC.

For the purpose of conditions above; "Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act). "Radar Mitigation Scheme" or "Scheme" means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the H10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

Case Officer's comments:

The requested conditions and informative are recommended to be attached to any grant of planning permission.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)
Recommend - No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

I agree with the applicant's archaeological desk-based assessment that the site has at most limited archaeological potential principally related to Palaeolithic (Old Stone Age) artefacts within the gravels. Bearing in mind the negative results from archaeological evaluation at the neighbouring Old Vinyl Factory site I agree that there is unlikely to be a significant negative impact.

No further assessment or conditions are therefore necessary.

NATURAL ENGLAND

Natural England has no comments to make on this application.

NETWORK RAIL

After studying the details submitted and consultation with our Asset Protection Engineer, Network Rail submits a holding objection and requests further details.

Can the applicant confirm how maintenance on the building's railway face could be carried out without needing entry on to the railway (e.g. scaffolding erection).

The balconies on the railway face are a concern due to the risk of objects blowing/falling/being thrown on to the railway and high voltage overhead electrified wires. How will these risks be mitigated. (Possible measures may be increasing the railing height to 1.5m and covenant/lease prohibitions on residents having lightweight items on the balconies).

A small strip of land that is within Network Rail's ownership has been included in the red line plan, it should be noted that no building works must be carried out on this section of land. Once we have received the requested details and they have been reviewed, we will then be in a position to submit our final comments.

Case Officer's comments:

The above comments were provided to the applicant who has responded to the concerns raised directly with Network Rail.

NETWORK RAIL 2nd comments:

Our Asset Protection team have confirmed the following: -

Applicant response is acceptable.

a) A restriction in the apartment leases for the apartments that will have railway-facing balconies would be acceptable e.g. Lease Holders shall not have lightweight materials on the balcony that project above the height of the balconies.

b) A balcony parapet height of 1.5m would be acceptable in principle. Applicant to agree details with NR Asset Protection Engineer prior to construction and should contact Network Rail's Asset Protection team on AssetProtectionWestern@networkrail.co.uk before works begin.

The reason for the comments above is to minimise the risk of accidental damage and disruption to the electrified railway from windswept objects such as drying washing. The planning authority should

include a and b as planning conditions. Provided these are included then Network Rail are happy to withdraw their holding objection.

Case Officer's comments:

The above suggested condition 'a' is not considered to be enforceable by the LPA, therefore following consultation with Network Rail they have confirmed writing their agreement to the following informative:

'A restriction should be placed in the apartment leases for those apartments that will have railway-facing balconies. The restriction shall state that Lease Holders shall not have lightweight materials on the balcony that project above the height of the balconies.

The reason for this is for safety purposes and to avoid any future damage to the railway infrastructure in particular any existing or future electric overhead lines.'

It is recommended that this informative is attached to any grant of planning consent. A condition is also recommended as set out above regarding the design of the proposed balconies.

Internal Consultees

FLOOD AND WATER MANAGEMENT

Objection

The proposals control water to the 1 in 100 year plus only 20%. Developments should consider their lifetime and the Environment Agency guidance states this should be an allowance of 40%. It is stated in our guidance that a 5ls assumed rates to avoid blockage is not acceptable and a 2ls is considered much more appropriate. It is known that the invert levels in the Thames Water Surface Water sewers are high and there is little cover and so a long section of how and the level of the proposed drainage into a surveyed connection point is required to demonstrate a gravity flow is important. The access road should be made permeable and further green infrastructure options used along Blyth road and the access, setting the building back and improving the environment for future residents. An underground tanks system is the last option in the SuDs hierarchy and there appears to be no consideration of at source suds such as blue and or living roofs and or walls integrated with the play space and PVs as well as rainwater harvesting.

Case Officer's comments:

The above comments were provided to the applicant. GTA Civils have responded to the concerns raised via letter dated 21st of September 2018.

FLOOD AND WATER MANAGEMENT 2nd comments

An additional letter dated 21st September has been provided by the applicant setting out a number of principles for the drainage strategy. The PTA Drainage Strategy should therefore be removed from the list of approved documents as this letter supersedes it. A condition will then be acceptable to cover the more detailed design.

Prior to commencement (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in the submitted letter dated 21st September from GTA Civils. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface

water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site. iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

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

b) Minimise water use

i. incorporate water saving measures and equipment.

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

c) Long Term Management and Maintenance of the drainage system

i. Provide a management and maintenance plan

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

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

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

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

Reason

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

WASTE STRATEGY OFFICER

According to BS5906:2005 'Roads should have a minimum width of 5m and be arranged so that collecting vehicles can continue mainly in a forwards direction. If reversing is unavoidable then the distance should not exceed 12 metres. Vehicles operating in a service area should enter and leave in a forwards direction.' The submitted plan suggests that the refuse vehicle would enter the site in a reverse motion and exceed the maximum allowed reversing distance. If a gate were to be positioned on the bottom left corner of the submitted plan, adjacent to the neighbouring residential property, this could allow the vehicle to enter and exit in a forwards motion. According to the planning statement submitted, there will be a total of 218 bedrooms within the development. The London Borough of Hillingdons 'guidance for waste and recycling storage and collection' provides advice to calculate the volume of waste generated. Based on the above number of bedrooms a minimum of 24 x 1100 litre bins should be provided for the development. The current plans show that the 'bin holding area' will accommodate 18 bulk bins. Without additional space being provided in the collection area it is highly likely that there will be a build up of excess waste at the site. Although a separate storage area for commercial waste has been planned, no details have been provided regarding where the commercial collection point will be. Collection vehicles will be unable to enter the car park due to height restrictions. Commercial waste should be stored and collected separately to residential

waste. Any surface over which the bins will be pulled should be smooth and free from steps. The door frame of the bin stores and holding area should allow a clearance of 150mm either side of the bin when it is being pulled out for collection. A latch or clasp should be fitted to the bin store and holding area doors to hold the doors open while the collection process takes place. The roadway where the vehicle stops should be able to with stand the load of a 26 tonne vehicle.

Case Officer's comments:

The above comments were provided to the applicant who has responded to the concerns raised through amended the proposed refuse storage and collection proposals.

WASTE STRATEGY OFFICER 2nd Comments

I am happy that the waste and recycling capacities have been adjusted to a more suitable level. I'm also happy for the holding area to be used for commercial collections on the basis that the business owner will take measures to ensure that the scheduled collection day will differ from the residential collections.

I would strongly favour the option to relocate the bin holding area to immediately behind the houses on Blyth Road. I would still expect that the vehicle reversed into the property rather than block traffic on Blyth Road. We strongly advise that vehicles should enter and exit sites in a forward motion however this option would reduce the reverse distance to within 12 metres, which does fall within our health and safety guidelines. As all of our vehicles operate with a banksman I would deem this option as acceptable.

All other points relating to bin store access are suitable.

ENVIRONMENTAL PROTECTION UNIT

I have taken a look through the submitted documentation and as I can see the development is considered to be noise and vibration sensitive I have the following comments to make should you be mindful to grant the application:

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

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

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

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

3. Vibration should meet a level that has low probability of adverse comment as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by vibration in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

4. Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from noise sensitive premises. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

5. Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Case Officer's comments:

The conditions are recommended to be attached to any grant of planning consent with the exception of the proposed Condition 3, this is considered to be covered by Building Regulation requirements.

LANDSCAPE ARCHITECT

This brownfield site is occupied by an industrial works on the south side of Blyth Road, to the west of Station Road. The site forms a part of the old industrial area of Hayes centred on the HMV / Thorn EMI buildings which are currently undergoing a renaissance as a residential area, conveniently located close to Hayes Station and the Crossrail link. The plot is sandwiched between the Gatefold Building and a development by Paradigm. There are no trees or other landscape features on the site and no tree / landscape planning constraints affecting the site.

Comment

No trees or other landscape features of merit will be affected by the proposal. A landscape and public open space strategy has been prepared by Allen Pyke Associates. The illustrated report provides a palette of attractive and robust hard and soft landscape materials. It explains the design rationale and proposes landscape features incorporated at ground level (to include street tree and other planting), podium level (communal gardens with play space) and some private gardens. Detailed proposals, including plans and sections, are provided in dwg. Nos. 2786-LA-01, 02, DT-01 and PP-01. A single communal garden has been proposed at podium level. Adequate soil depths have been specified to support multi-stem trees and large shrubs as accent features within undulating landforms. Private terrace gardens have been incorporated in the south-east corner of the building. The higher level roofs will be used to accommodate photovoltaics cells. Due to the phasing of the neighbouring developments the layout has resulted in an access/ service road to the west of the development which runs parallel to the service road for the Gatefold Building. This

appears to be a missed opportunity for a more rational shared access point. The landscape layout plan (groundfloor) indicates that soft landscape detailing will be used to soften the visual impact of the otherwise wide expanse of hard surfacing at ground level.

Recommendation

No objection subject conditions RES9 (parts 1,2,3,4,5 and 6). - Please note that much detail has been provided, but there are some details which have not been specified, including (but not limited to) a full landscape specification, podium level soil and subsoil / drainage construction, street tree pits details, which should incorporate extended topsoil volumes using cellular systems.

Case Officer's comments:

The conditions are recommended to be attached to any grant of planning consent.

ACCESS OFFICER

The proposal is to redevelop the site to provide 118 residential dwellings, with 86 car parking spaces, communal amenity space to include play space for children. The proposal includes a commercial element of 330m². The development would predominantly be a flatted development, however, 7 terraced townhouses are also proposed.

In assessing this application, reference has been made to the London Plan 2016, Policy 3.8 (Housing Choice), 7.2 (Inclusive Environment), and Approved Document M to the Building Regulations 2015 (ADM 2015). Reference is also made to the council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

The plans and submitted Access Statement has been reviewed and the following comments are provided:

1. The principal entrance to the townhouses would be at ground level from Blyth Road, leading to a hallway, ground floor bedroom and ensuite bathroom, and includes an identified area for a through floor lift, if required. Step free access to the living area on the first floor would be achieved using the lift provided in the adjacent stair core from street level, via the first floor podium. Wheelchair access would also be possible from the basement car park, using the two lifts located adjacent to the accessible parking bays. Given the need to balance the wider design considerations, the accessibility provisions proposed for the townhouses are considered to be acceptable.
2. In accordance with London Plan policy 3.8, and the Technical Housing Standards set out in Building Regulations M, it would be unacceptable for the affordable units not to be suitable for 'day one occupation' by a nominated wheelchair user. The S106 agreement should include a proviso that requires the Registered Provider to install a through floor lift, at their cost, if a wheelchair user occupies one of the affordable townhouses within the first 10 years of building completion.
3. Details of the paver types intended for the podium and other areas of amenity should be submitted and agreed as part of any planning approval. The finished ground surfaces should be in accordance with the principles and tolerances set out in BS8300:2018. It would be acceptable to secure this provision by way of a suitable planning condition.
4. No details have been submitted on the play equipment that would be accessible to disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other provisions that stimulate the olfactory senses. A suitable planning condition should be attached to any grant of planning permission.

Conclusion: acceptable, subject to suitable planning conditions and legal agreements.

Planning condition

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

Reason:

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

Case Officer's comments

The conditions are recommended to be attached to any grant of planning consent.

SUSTAINABILITY OFFICER

Energy

The energy strategy does not demonstrate compliance with the London Plan (policy 5.2) through onsite measures to achieve zero carbon. The energy strategy demonstrates the proposal will only deliver the minimum requirements (35% onsite). The requirement for zero carbon means the development has a shortfall of c96tCO₂. This shortfall requires a saving to be made offsite in compliance with the offsite contributions set out by the GLA.

Consequently, the proposal will only be policy compliant through an offsite contribution secured in the S106 - the contribution is £174497.49 i.e. (96.96tCO₂ per annum) x (£60 cost per carbon tonne) x (30 years). This is set out in page 39 of the Energy Strategy.

In addition, the following condition is required:

Condition

Prior to the commencement of above ground works, full details including specifications of the low (CHP) and zero carbon (PVs) technology to be used onsite shall be submitted and approved in writing by the Local Planning Authority. The details shall demonstrate compliance with the energy strategy (Energist, 8 June 2018) and provide the necessary information relating to the type, size and location of the relevant technology. In the case of the PVs, the details shall include a roof plan and elevations showing their inclusion. The development must proceed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure the development contributes to the management of carbon emissions in accordance with London Plan Policy 5.2.

Daylight/Sunlight Assessment

I acknowledge the site constraints are such that the layout becomes complex, particularly regarding the northern boundary and the need to keep lower storey heights with the southern and eastern boundaries being higher. However, this results in a courtyard area behind the lower level northern elevation, whilst bordered by higher rise on the rest of the east and southern border. The sunpath analysis shows significant shading to this courtyard area at a given time in March. The analysis indicates that the summer months would be adequate, but the assumption is (based on the limited information provided) that the spring and autumn months would severely constrain the usability of the courtyard area as amenity space.

In lieu of more detailed information, and recognising the constraints on the site, the applicant should contribute to offsite recreational improvements to make up for the impacts on the onsite amenity area through the overshadowing.

The Council would recommend a contribution of £15,000.

Contaminated Land

The site investigations have identified a range of contaminants across the site but not of an extraordinary nature that would require further investigation and remediation prior to the granting of any approval. Notwithstanding that, the contaminants found are not appropriate in relation to the proposed end use (residential). The potential for demolition to mobilise further contaminants cannot be ruled out.

The standard condition requiring a remediation and method statement is necessary. It is also necessary to impose a condition in relation to a verification/validation report but this should not be pre-occupation, it should be before above ground works.

Finally, it is necessary to impose the standard pre-occupation condition in relation to the importation of soils and final site investigation.

HIGHWAYS

The development site is located along Blyth Road which connects to the A437 (Dawley Road) via a 5-arm roundabout westbound. Within the vicinity of the site, Blyth Road is single carriageway and benefits from traffic calming measures in the form of chicanes. Street lighting is also provided with pedestrian footway along both edges of the carriageway.

Whilst parking restrictions in the form double yellow lines are implemented along the southern edge of the carriageway, on-street parking takes place along the northern edge by way on permit restriction.

You will be aware that this application seeks planning consent for the demolition of all buildings comprising industrial usage to provide 118 residential units (Use Class C3) with some elements of commercial floor space measuring 330sqm. Having assessed the submitted information, I have the following observations.

Vehicle Trip Generation

To determine the existing number of trips associated with the site, the submitted Transport Assessment makes reference to the Employment Density Guide (2015) which identifies that the site currently comprises 1,583sqm and could employ up to 34 employees. A person trip assessment has therefore been undertaken which includes both the Employment Density Assessment along with Travel Survey data included within the Old Vinyl Factory Site (ref, 59872/APP/2012/1838) which identifies that 84% of employees could use private vehicles as their preferred choice of travel.

The existing traffic movements have therefore been compared to the trip rates associated with the proposed residential use of the site which has based its findings on data sourced from the Trip Rate Information Computer System (TRICS) database.

A multi modal split for the proposed residential use has been estimated using 2011 census data, specifically method of travel to work data for the local area. The mode split highlights that 46% of trips would be undertaken via private car.

When comparing the findings, it is considered that the net change in vehicle trips as a result of the development would be negligible with an increase of 2 movements in the AM peak hour and a reduction of 3 movements in the PM peak hour.

It should be noted that trip rates for the proposed commercial unit (based on Use Class A1) has not been carried out given that it is anticipated that the unit will be used by occupiers of the development and those in or passing through the immediate environment. On this basis, the Transport

Assessment highlights that trips associated with commercial element are unlikely to be new, but rather pass by/linked trips.

Parking Provision

The proposed development of 118 units would be served by 86 parking spaces within the confines of the site. This level of parking would equate to a parking ratio of 0.73 spaces per unit. This provision is consistent with that previously discussed during pre-application advice. Parking associated for the commercial unit is also to be provided with 3 spaces to be deemed as short stay publically accessible parking for visitors. A condition should be imposed allocating parking provision.

In accordance with the London Plan, 10% of parking should be allocated as disabled parking. Whilst the submitted site plan shows 8 bays depicted as disabled, I note 4 additional spaces are to be provided if/when required. The Highway Authority requires the full 10% to be provided and trusts this can be secured by way of condition.

Provision for electric vehicles should also be provided in accordance with The London Plan. This requires that 20% of parking associated with the proposals should have active electric vehicle charging points with 20% passive spaces. This is also to be dealt with by way of condition.

With regard to cycle parking, a total provision of 128 spaces is to be provided by way of two dedicated cycle stores. Whilst 24 spaces (19%) are to be provided via Sheffield stands, this is in keeping with the London Cycling Design Standards. The Highway Authority is satisfied with the level of cycling provision provided.

Access and servicing provision

Access to the proposed residential development is to be taken from the most western section of the site also adjacent to the neighboring access. It should be noted that a pedestrian tactile paved crossing is located here and whilst this provision will be retained upon implementation of the proposals, the distance between both access points (15 metres) is considered excessive. To overcome this, the applicant has provided a pedestrian refuge area between the proposed and neighboring access point although not in accordance with the 'Guidance on use of Tactile Paving Surfaces' document. This however can be addressed by way of condition.

It should be noted that at present the site makes use of dropped kerb measuring some 70 metres along the site frontage onto direct forecourts. Whilst the proposed access is located directly adjacent to the neighboring access point, the proposed arrangement would not only provide a centralised access enabling forward access and egress, but would remove a considerable level of dropped kerb along this section of Blyth Road therefore providing an improvement to the current situation.

In terms of refuse access, whilst I am aware the waste collection vehicles would have to reverse into the access, it is noted that refuse collection is an infrequent event. Revised swept path analysis drawings have been provided demonstrating that associated vehicles are able to reverse clear of the public highway. I trust the Councils waste team have been consulted and provided their advice on the waste collection distance.

In any case, when considering the very nature of Blyth Road, in that it is a one-way side street which is lightly trafficked and does not function as a key through route, this arrangement is not considered to result in a significant delay in the free flow of traffic to the detriment of highway safety.

Mindful of the above, subject to the further details being provided in relation to the pedestrian crossing, parking and obligations towards the improvements of the bus services and S106 agreement incorporating all off-site highway works, the London Borough of Hillingdon (Highways Engineer) does not have any objections.

Case Officer comments:

Following the information that there is a shortfall in external amenity space that results in the scheme failing to be policy compliant, it has been agreed that a £160,00 public realm contribution be paid. The funding will contribute towards proposed improvements to the Coxwell paths at Lake Farm Country Park. An estimate for resurfacing both the 3m wide paths and the 2m wide paths comes to £163,000. There are 1,490 linear metres of 3m wide paths and 1,870m of 2m wide paths. It should also be noted that car parking has been increased to 88 spaces, which achieves a ratio of 0.75 spaces per dwelling.

URBAN DESIGN AND CONSERVATION

The Principle of development is acceptable. The site is proposed for SIL release (LPP2).

There will be on-site re-provision of employment use(s) that has a sufficiently deep floor plan and ceiling height to suit non-residential uses.

The site is very constrained, but the proposed scheme makes best use of the land in this location and does respond positively to its various edge conditions.

The podium deck typology is efficient and keeps the public realm free of parking and the services required to support the development - it contains car parking, with an amenity deck above, and is capped in active uses in the correct locations.

The development is scaled appropriately to address the prevailing character and setting of Blyth Road - it successfully bridges the gap between the higher density housing blocks and traditional terraced housing. Therefore it mitigates any overbearing concerns that normal high density schemes pose.

It is a contemporary interpretation of terraced houses, with 'front doors' onto the street and set back from the street edge, with traditional dwarf walls, railings and gates to provide defensible space at the street level. The rhythm, slenderness and set-back upper storey with a 'roof' reinforces the domestic scale morphology that is a strong characteristic of Blyth Road in this location.

These dual-aspect 'scissor' dwellings are large family units that provide 'back-gardens' to the rear of the dwelling on the first floor podium area that is segregated, and thus provides adequate defensible space that is appropriate for family dwellings.

The employment space will provide activity and animation for the public realm.

These elements combined make a positive contribution to the streetscene.

The on-site amenity level, location and size has been optimised, considering the site constraints. This has been well thought out and therefore will be well used and overlooked by residents.

The use of high quality materials and detailing is well considered, robust and refined.

This has helped to breakdown the mass and scale of the larger residential blocks to the south (rear) of the development. This is further helped by the setbacks and insets at the upper levels of the taller buildings

Access to the main podium deck is clear and legible for residents, with an entrance lobby at street level that serves to make the transition (and break) between the employment and residential frontages.

The unit mix is considered to appropriate for this location, with the larger family dwellings placed at

the ground and lower levels of the development. Or areas where they can utilise the layout to maximise dual aspects. This approach is considered practical for outlook, access and making best use of the podium areas for private amenity space.

Overall the scheme raises the bar for residential-led development in Hayes. The applicant and consultant team have engaged positively with Officers to revise and refine the scheme to advance level of detail that is supported in design terms. It will be a positive addition to the emerging context of Hayes.

AIR QUALITY OFFICER

Assuming they only generate 86 cars section 106 damage cost will be £51,019.

If we however consider around 127 cars onto the network, which is their assumed 43.4% of the trips for work purposes by car, the damage cost is £75,341.

Both values are without the travel plan 10% reduction. If you are happy with the travel plan achievements then we can further reduce.

Case Officer's comments

The above comments have been discussed with the Council's Highways Engineer and Air Quality Officer and a contribution of £45,917 (£51,019 - 10%) agreed. This figure was presented to the applicant and they have confirmed acceptance of this contribution.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Within the adopted UDP the site is classified as an Industrial Business Area. Saved Policy LE2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states:

Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in IBAs unless it is satisfied that:

- i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future, and;
- ii) The proposed alternative use does not conflict with the policies and objectives of the plan
- iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

In applying Policy LE2, the Local Planning Authority will where appropriate take into account (1) evidence of a lack of demand for industrial and warehousing uses; (2) the length of time the vacant premises or land have been marketed and interest expressed by potential occupiers; (3) the amount and nature of vacant industrial and warehousing floorspace and land in the Borough, as well as outstanding unimplemented planning permissions and development under construction; (4) the size and layout of existing premises will also be taken into account.

The proposal does not strictly adhere to Policy LE2 as it is for a residential-led development. However within the emerging Local Plan Part 2, Policy SA3, the site is allocated for residential led mixed use development and is released from its current SIL designation. The LDF Employment Land Study - July 2009 supports the release of this site. Planning permission has been granted for both the adjoining sites to the east and west and the wider area surrounding Blyth Road for residential led development. As such, it could be considered that the principle of mainly residential use of the wider locality has already been established.

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.

With regard to the proposed use, the development comprises a residential scheme (within Use Class C3) with ancillary commercial uses. The National Planning Policy Framework 2018 (NPPF) seeks to significantly boost the supply of housing and as such, the supply of housing is considered to be a public benefit. Paragraph 61 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward and where it is needed, that the needs of groups with specific housing requirements are addressed. 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.

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 within a now predominantly residential area would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

The proposed commercial space (Use Class A1-A5 and B1) is deemed ancillary to the residential use of the site. Amenity issues relating to this proposed commercial use are discussed throughout the report.

Accordingly the proposals accord with Local Plan Core Strategy Policy H1, the emerging Local Plan Part 2, Policy SA3, the London Plan (2016) and the NPPF.

7.02 Density of the proposed development

The proposed scheme includes 118 dwellings across the 0.39 ha site area, which equates to 300 dwellings/ha (867 habitable rooms/ha).

The site has a PTAL score of 4 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 4, with smaller sized units of 2.7 to 3 habitable rooms that a density of 70-260 is appropriate. The proposed scheme has a density of 300 units per hectare which sits just outside the upper density range recommended by the London Plan (March 2016). However given the close proximity of the site to the new Crossrail Station at Hayes and Harlington and its proximity to the adjacent Town Centre, as well as the density of adjacent sites already brought forward, the proposed density is considered acceptable in this location.

Unit Mix

In ensuring a range of housing choice is provided to residents, London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes.

The development proposes the following mix of units:

Studio x 2 units

1 Bedroom x 32 units

2 Bedroom 3 Person x 23 units

2 Bedroom 4 Person x 45 units
3 Bedroom x 16 units

One and two bedroom developments are encouraged within town centres and given the location of the site in close proximity to Hayes town centre the mix proposed, which includes a proportion of larger units, is deemed acceptable and appropriate and in accordance with Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012).

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

The site is located to the east of the Botwell Thorn Conservation Area. Beyond the Gatefold building to the west is The Old Vinyl Factory development site and to the north west is Enterprise House, which is a Grade II listed industrial building for which planning permission and listed building consent was granted in October 2014 for the restoration, refurbishment and conversion of the building as part of a mixed use development. In addition within The Old Vinyl Factory development site to the east are Apollo House, Neptune House, The Record Store and The Shipping Building, which are all locally listed. To the west of the site beyond the adjacent development is Hayes and Harlington Station, which is also locally listed.

The Council's Conservation and Design Officer has been involved throughout the pre-application discussions and has requested some amendments to the scheme. These have been incorporated into the final design and no objections have been made to the proposals. As such the impact of the proposals on the nearby Enterprise House, locally listed buildings and the Conservation Area are considered acceptable and in accordance with Policies BE4 and BE10 of the Hillingdon Local Plan (November 2012).

Archaeology

The Greater London Archaeological Advisory Service were consulted on the proposals and concluded that the development is unlikely to have a significant effect on heritage assets of archaeological interest.

7.04 Airport safeguarding

National Air Traffic Services (NATS) have been consulted on the proposals and whilst they are the view that the proposed development is expected to impact its operations, NATS also confirm that it is content that the impact can be mitigated through a modification to the radar system.

Conditions are recommended to be attached to any grant of planning consent as put forward by NATS. As such the proposals are deemed to have an acceptable impact on airport safeguarding.

7.05 Impact on the green belt

The site is not located within or close to the Green Belt, as such there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

The application site is located on the southern side of Blyth Road, which has two storey properties on the northern side. Along the southern side the site sits between two previously consented development proposals. The Gatefold buildings to the west is a seven storey development, whilst to the east is the Paradigm scheme which has an eleven storey element. The proposed scheme will have a maximum height of nine storeys, which is considered appropriate between the two adjacent developments and reinforces the step down in building heights away from Hayes and Harlington Station. In addition the scheme incorporates three storey buildings on Blyth Road, which are considered appropriate opposite the existing two storey dwellings. The majority of the facades are brick with

decorative elements and details which is consistent with the architectural language and the character of the neighbourhood.

The built form of the proposal comprises of a single three storey building running the full frontage of Blyth Road, there is a further 'L' shaped residential block to the rear of the running along the sites western and southern boundary. This 'L' shaped block rises to 4 storeys as an L shape, at fourth and fifth floor level, the L shape is broken into two separate blocks which rise to a maximum of 9 stories at their highest. The building height is stepped in on the western boundary of this L shape to be a maximum of 6 stories in height to offer an appropriate transition and relationship with the recently completed Gatefold development to the west of the site. Along the sites eastern boundary, the height of the proposal is 9 stories where the site adjoins the Paradigm development, which is a maximum of 11 stories in height. This step down in building height away from Hayes and Harlington station accords with the wider built form and emerging environment on Blyth Road.

A primary material of brickwork provides a contextual, robust appearance which unifies the scheme. Areas of feature brickwork add visual interest in key locations. The plinth and decorative elements such as reveals and cornice detail at parapet level are highlighted with a lighter brick to reinforce the residential aesthetic of the proposal. The townhouses are treated with a distinctive material - fibre cement slate that wraps the elevation starting at second floor level up to the roof, emphasising the set back from the street.

The main entrance staircase located on Blyth Road connects the street, the entrance and the courtyard. This is covered in glass which allows for those visual connections and also highlights the building's entrance. The provision of townhouses along the Blyth Road frontage creates a traditional and active street frontage for Blyth Road and the commercial premises located in the north east of the site would provide activity throughout the day.

The proposed scheme has been subject to lengthy pre-application discussions and the applicant has responded positively to suggestions made by officers to improve the quality of design. The Council's Urban Design and Conservation Officer has provided the following conclusion to their comments:

'Overall the scheme raises the bar for residential-led development in Hayes. The applicant and consultant team have engaged positively with Officers to revise and refine the scheme to an advanced level of detail that is supported in design terms. It will be a positive addition to the emerging context of Hayes.'

As such the overall development is considered to be well designed and will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

In terms of overdominance, the massing of the 3 storey terraces relative to the properties

on the opposite side of Blyth Road is considered satisfactory. It is considered that the separation distance of 16.85m would be sufficient to avoid overdominance to these adjoining properties and as such, would not detract from the amenities of neighbouring occupiers.

The proposed development would be separated by a minimum of 17m from the adjacent Gatefold Building at the front of the development site where the proposed building heights are three storey and windows in the side elevation will be conditioned to remain fixed shut and obscure glazed. Separation distances would increase to a minimum of 19.4m at the southern section of the site between the building height increases, with 21m between windows. A separation distance of 6.2m is proposed between the development and the adjacent paradigm site to the east, however there are no windows in this elevation that would be impacted on in terms of overdominance. It is considered that the separation distances proposed would be sufficient to avoid overdominance to these adjoining properties and as such, would not detract from the amenities of neighbouring occupiers, in compliance with Saved Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The Council's HDAS also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m. The Council's HDAS at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances. This requirement has been adhered to so as to respect the residential amenity of existing residents by maintaining a minimum distance of 21 metres from existing and approved residential developments to the east and west of the site. Where there is a shortfall in this provision it is between the proposed terraced units and the existing properties to the north on Blyth Road. However this is a public street and therefore the 21m separation distance is not as rigorously applied given that members of the public already use the intervening space. The proposed separation distance of 16.85m is therefore considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

The proposed development would be separated by a minimum of 17m from the adjacent Gatefold Building at the front of the development site and windows in the side elevation of the end of terrace unit will be conditioned to remain fixed shut and obscure glazed. These windows are secondary windows and serve a bathroom so the proposed condition would not unduly impact on resident amenity or outlook. Separation distances would increase to 21m between existing windows in the Gatefold development and window within the southern part of the site. A separation distance of 6.2m is proposed between the development and the adjacent Paradigm site to the east, however there are no windows in the Paradigm elevation that would be impacted on in terms of loss of privacy. Angled windows are proposed in the eastern elevation of the development to ensure sufficient outlook and to prevent overlooking. The proposed separation distances are therefore

considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

Daylight and Sunlight

The application is supported by a daylight and sunlight report that considers the potential daylight / sunlight effects of the proposed development. The quality of the daylight and sunlight within the neighbouring properties has been assessed using processes recommended within the BRE document 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice'. In developing a former low-rise industrial site a degree of change is inevitable, however the results demonstrate that the scheme responds to its context in order to limit the effect on the amenity of neighbouring dwellings in terms of either daylight or direct sunlight.

The BRE guidelines are not mandatory and the document should not be seen as an instrument of planning policy. Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design. The application site is heavily constrained by a number of factors and the proposed scheme has been designed so as to reflect the built form of the adjacent residential units and protect the character of the locality.

Where there are limited deviations to below the BRE targets, the report concludes that these are minor, with retained levels of at least 0.7 times former values in respect of the terraced dwellings to the north at 23 - 59 Blyth Road. All main living rooms retain good overall daylight levels being lit by multiple windows within a bay. As such it is not considered that there would be a material loss of daylight or sunlight to neighbouring occupiers to such an extent as to warrant a refusal of the current application. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Commercial Use

There are no concerns raised regarding the impact of the proposed commercial unit on adjacent occupiers subject to conditions regarding hours of use, noise and extraction flues. These conditions are recommended to be attached to any grant of planning consent.

7.09 Living conditions for future occupiers

Internal Space Standards

All of the dwellings proposed will comply with the internal space standards as set out in Table 3.3 'Minimum Space Standards for New Dwellings' of the London Plan 2016 and the Technical housing standards - nationally described space standard (2015).

Amenity Space

The roof of the car park serves as a communal courtyard and can be accessed from Blyth Road via the entrance lobby between the terraced houses and Block A. Access is also provided directly from each core. The communal courtyard features 618sqm of landscaped area, 110sqm being dedicated to children play space for under 5's. The proposed development also provides 1,644sqm of private amenity space in the form of balconies and private garden areas. In total 2262m² of amenity spaces is therefore proposed.

The development includes:

2 x studio units and 32 x 1 bedroom flats (requiring 20m² each = 680m²)

68 x 2 bedroom flats (requiring 25m² each = 1700m²)

9 x 3 bedroom flats (requiring 30m² each = 270m²)

7 x 3 bedroom houses (requiring 60m² each = 210m²)

In total therefore 3070m² of external amenity space is required, which means there is a shortfall of 808m². The on-site amenity level, location and size is considered to have been optimised, considering the site constraints. However the amount of amenity space proposed does not accord with the requirements outlined in Hillingdon's Design and Accessibility Statement Supplementary Planning Document - Residential Layouts SPD (2006). The Council are looking at footpath improvements at Lake Farm, which is the closest public open space to the site. A planning contribution to fund the delivery of enhancements to the local park has been agreed with the developer at £160,000, which is considered to mitigate the impact of the shortfall in amenity space provision.

Overshadowing of Amenity Space

The site layout, orientation of the proposed buildings, avoidance of single aspect north facing units where possible, and the separation distance between the two tallest buildings along the southern edge adjacent to the railway tracks are intended to minimise overshadowing across the site. However the Council's Sustainability Officer has reviewed the scheme and whilst he acknowledges the site constraints are such that the layout becomes complex, the sunpath analysis shows significant shading to the courtyard area at a given time in March. The analysis indicates that the summer months would be adequate, but the assumption based on the limited information provided is that the spring and autumn months would severely constrain the usability of the courtyard area as amenity space.

In recognising the constraints on the site, the applicant should contribute to offsite recreational improvements to make up for the impacts on the onsite amenity area through the overshadowing. The Council's Sustainability officer has recommended a contribution of £15,000, which the developer has agreed.

Privacy

As detailed within section 7.08 of this report the separation distances between the existing properties and the proposed development are considered to be acceptable.

Internally the separation distance between the rear of the three storey terrace and the larger blocks to the south will be a minimum of 21m to protect residential privacy and amenity where windows will directly face each other. Within the internal corners of the scheme where blocks meet at right angles the windows have been located to reduce overlooking and allow only acute angled views. This is deemed preferable to the use of large numbers of privacy screens which could have a detrimental impact on the outlook of properties. It is considered that the separation distances proposed and the location and angle of windows will create a development that provides acceptable levels of privacy for future occupiers. The proposal is therefore considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

Overbearing

As detailed within section 7.08 of this report the separation distances between the existing properties and the proposed development are considered to be acceptable in terms of overbearing.

Outlook

79 of the proposed units will be dual aspect with the number of single aspect dwellings (39no.) reduced through the design process in discussions with officers. All of the larger 3

bed units will be dual aspect, whilst the single aspect units are mostly one bed units. Given the constraints of the site and the use of standard access lift cores/corridors in developments of this nature, the mix of single and dual aspect units is deemed acceptable. The majority of units will have outlook over the internal podium area, the existing Blyth Road streetscene or have longer views over the railway line to the south and beyond and will benefit from acceptable levels of outlook. There are two studio units proposed within the development. One on the 2nd and another on the 3rd floor at the pinch point between the two blocks. These units will have a more limited level of outlook due to their size and location within the proposed layouts. Given that 116 of the 118 units proposed, including all 1, 2 and 3 bed units, will achieve acceptable levels of daylight/sunlight, the proposals are deemed to be in accordance with Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) in terms of outlook.

Daylight and Sunlight

The application is supported by a Daylight/Sunlight report which concludes that 336 of the 341 rooms proposed will achieve acceptable levels of daylight and sunlight. Of the 5 rooms that fall below the targets, 4 are kitchen/dining rooms and one is a studio on the third floor. Three of the affected rooms, including the studio are served by windows placed beneath balconies, or recessed from the main facade. This limits the amount of sky visibility within the units but provides valuable private external amenity. It is considered that on balance the proposals are deemed acceptable and broadly consistent with Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Commercial Use

There are no concerns raised regarding the impact of the proposed commercial unit on residential occupiers of the new development, subject to conditions regarding hours of use, noise and extraction flues. These conditions are recommended to be attached to any grant of planning consent.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

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 there are no highway or transport reasons why the proposed development should not be granted planning permission

Trip Generation

The Council's Highway Engineer notes the traffic generation of the proposed development is likely to be no more than the existing use of the site and raises no objection in this

regard.

Car Parking

88 car parking spaces are proposed that will include 3 spaces for the proposed commercial unit. The site has a PTAL rating of 4 and is located adjacent to the new Crossrail Station at Hayes and Harlington, as well as close to the local Town Centre. The developer has agreed to a Bus Service Contribution to assist with additional services running north to south through the borough, where there is currently an under provision. 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. The proposed car parking provides for electric vehicle charging points, however to ensure policy compliance of 20% active and 20% passive this will be secured by condition.

Cycle/Motorcycle Parking

The proposed scheme will provide a total of 128 spaces by way of two dedicated cycle stores. 24 spaces (19%) are to be provided via Sheffield stands, this is in keeping with the London Cycling Design Standards. In addition 6 motorcycle spaces are proposed and these will be secured by condition. The Highway Authority is satisfied with the level of provision provided.

Access and servicing provision

Access to the proposed residential development is to be taken from the most western section of the site also adjacent to the neighbouring access. This is due to the requirement to leave an easement in this location for Network Rail which is a development constraint within the site. It should be noted that a pedestrian tactile paved crossing is located here and whilst this provision will be retained upon implementation of the proposals, the distance between both access points (15 metres) is considered excessive. To overcome this, the applicant has provided a pedestrian refuge area between the proposed and neighbouring access point. However whilst the current proposed solution is not in accordance with the 'Guidance on use of Tactile Paving Surfaces' document, the Council's Highway Engineer has advised that this can be addressed by way of a suitably worded planning condition.

It should be noted that at present the site makes use of dropped kerb measuring some 70 metres along the site frontage onto direct forecourts. Whilst the proposed access is located directly adjacent to the neighbouring access point, the proposed arrangement would not only provide a centralised access enabling forward access and egress, but would remove a considerable level of dropped kerb along this section of Blyth Road, therefore providing an improvement to the current situation. These highway works will be subject to the final design under the Legal Agreement. Subject to condition the Highway Engineer raises no objection to the access arrangements.

Servicing Provision

In terms of refuse access, waste collection vehicles would have to reverse into the access. The Council's Highways Engineer has noted that refuse collection is an infrequent event and revised swept path analysis drawings have been provided demonstrating that associated vehicles are able to reverse clear of the public highway. This arrangement is not considered to result in a significant delay in the free flow of traffic to the detriment of highway safety. The Council's waste team have been consulted and raised no objections to the layout proposed.

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 including a bond to secure the Travel Plan, 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

It is considered that there are no urban design or security issues arising from the proposal. The Council's Urban Design Officer has reviewed the scheme and raised no objections to the appearance of the building or materials proposed.

The Metropolitan Police have been consulted on the proposals and raised no objections to the details submitted subject to the development being covered by a Secured by Design condition.

7.12 Disabled access

There are 12 adaptable units proposed that would be Part M4(3) compliant, comprising 10% of the overall accommodation; all the other units are proposed to be Part M4(2) compliant. The Council's Access Officer has reviewed the proposed scheme and raised no objections subject to the attachment of relevant conditions. These conditions cover the proposed paving material and play equipment, plus a condition to secure M4(3) and M4(2) compliance. The conditions are recommended to be attached to any grant of planning consent.

In accordance with London Plan policy 3.8, and the Technical Housing Standards set out in Building Regulations M, it would be unacceptable for the affordable units not to be suitable for 'day one occupation' by a nominated wheelchair user. The Council's Access Officer has also requested that the S106 agreement should include a proviso that requires the Registered Provider to install a through floor lift, at their cost, if a wheelchair user occupies one of the affordable townhouses within the first 10 years of building completion.

Subject to the above the proposed scheme is considered to be in accordance with the London Plan 2016, Policy 3.8 (Housing Choice), 7.2 (Inclusive Environment), and the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

7.13 Provision of affordable & special needs housing

The development would introduce a total of 118 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.

The proposed development comprises 350 habitable rooms in total and the applicant is proposing that 130 affordable rooms (31 units) would be provided as affordable housing, this equates to 37% of the total number of habitable rooms.

The applicants have lodged a Financial Viability Appraisal which has been independently reviewed and the above proposed affordable housing provision is deemed viable. Taking

the above matters into account, the affordable housing offer is considered to be justified. The details of the provision of affordable housing will be secured under the S106 Legal Agreement that will include an appropriate review mechanism.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Trees and landscaping have been implicit in the scheme from pre-application discussion through to the current application.

The landscaping proposals include the provision of areas of soft landscaping around the building and the creation of a large central podium which provides communal amenity space. The Council's Landscape Architect has been involved throughout the pre-application process and raises no objections to the application subject to conditions to secure further details of landscape specifications and soil depths for the podium areas.

As such, the overall landscaping proposal is considered to be in accordance with the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

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 dedicated bin enclosures. Each core is served by a dedicated refuse & recycling store, located close to each building at ground floor level. This ensures the travel distance for residents between their property and the refuse store is within the recommended maximum of 30m (excluding vertical travel), as set out in BS 5906 'Waste management in buildings'. Periodically, the bins will be moved into the bin holding area to be collected. This bin holding area is located near the car parking access road with an independent external door for access when the refuse and recycling vehicle enters the site.

The bin store areas and collection arrangements have been amended following comments received from the Council's Waste Management Officer. The amended proposals have been reviewed by the Council's Highways Engineer and Waste Management Officer and no objections are raised. As such the proposed scheme is considered to accord with Local Plan Policy EM11 and London Plan (2016) Policy 5.17.

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.

The submitted Energy Strategy demonstrates how the development will adopt sustainable design and construction techniques. However the Energy Strategy does not demonstrate compliance with the London Plan (policy 5.2) through onsite measures to achieve zero carbon. The Energy Strategy demonstrates the proposal will only deliver the minimum requirements (35% onsite). The requirement for zero carbon means the development has

a shortfall of c96tCO₂. This shortfall requires a saving to be made offsite in compliance with the offsite contributions set out by the GLA.

The Council's Sustainability Officer has reviewed the application proposals and confirmed that they have no objections to the application subject to an offsite contribution. The proposal will only be policy compliant through an offsite contribution secured in the S106 - the contribution is £174,497.49 i.e. (96.96tCO₂ per annum) x (£60 cost per carbon tonne) x (30 years). This is set out within the submitted Energy Strategy.

In addition, The Council's Sustainability Officer has requested a condition regarding details of the proposed low (CHP) and zero carbon (PVs) technology to be used onsite to be submitted and approved in writing by the Local Planning Authority.

Subject to a Section 106 Legal Agreement securing the carbon off set contribution and the above condition, 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 UDPPolicies (November 2012) 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.

The Council's Flood and Water Management Officer assessed the submitted documentation and raised an objection to the proposed Drainage Strategy as it failed to demonstrate a number of drainage requirements. The applicant was informed of these comments and has provided confirmation via letter (dated 21st September 2018) that the requirements listed by the Council's Flood and Water Management Officer will be met. The Council's Flood and Water Management Officer has confirmed that this is acceptable subject to the submitted Drainage Strategy being superseded and has recommended a condition be attached requiring a scheme for the provision of sustainable water management.

It is considered that sustainable drainage and water management issues 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 2016 and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

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.

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. The mitigation includes enhanced glazing spec as well as enhanced facade specification to deal with potential noise and vibration.

The application site is not located on a busy road. However, it is located adjacent to the West Coast Main Line to the south and it is reasonable to expect that rail traffic is likely to create sufficient noise to affect the residential amenities of future occupiers.

The Council's Environmental Protection Unit has reviewed the submitted scheme and requested a number of conditions, those which will not be covered by Building Control Regulations are recommended to be attached to any grant of planning consent.

Subject to conditions it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

AIR QUALITY

The proposed development is within a declared Air Quality Management Area (AQMA). The development is introducing sensitive receptors into a poor air quality area. 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 Part 1 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.

The Council's Air Quality Officer has reviewed the proposals and requested a contribution of £45,917 towards Air Quality improvements. The Applicant has confirmed acceptance of the contribution.

7.19 Comments on Public Consultations

Consultation letters were sent to 296 local owner/occupiers on 17/07/18. The application was also advertised by way of site and press notices. Thirteen comments of objection to the proposal have been received. The concerns raised can be summarised as:

- decreased natural sunlight.

Concerns raised regarding the loss of daylight and sunlight are covered within section 7.08 of this report. Whilst some loss of daylight/sunlight is likely as a result of the redevelopment of a former low rise industrial site, it is not deemed sufficiently detrimental to warrant a refusal of the application. As such the proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Saved 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.

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The obligations sought are as follows:

1. On-site Affordable Housing (including review mechanism)
2. Accessibility - provision of a through floor lift if required.
3. Public Open Space contribution of £175,000 (£160,000 + £15,000)
4. Local Bus Services contribution
5. Carbon off set contribution of £174,497.49
6. Air Quality contribution of £45,917
7. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided.
8. Highway Works: S278/S38 for required Highways Works
9. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.
10. Travel Plan plus £20,000 bond.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area and £35 per square metre of gross internal office floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £826,785 (residential) and £11,550 if the commercial space is used for offices.

It should be noted that there is no Hillingdon CIL charge for the commercial unit if it is utilised as A1 Use as it is below 1,000 sqm. There is also no Hillingdon CIL charge for A2 - A5 Uses.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £401,660.

7.21 Expediency of enforcement action

No enforcement action is required in relation to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application proposes the mixed use redevelopment of a site on Blyth Road in Hayes, including the demolition of the existing buildings and the site's redevelopment to provide 118 new residential units (Use Class C3) with additional commercial floor space (Use Class A1-A5 and B1), a new vehicle access, associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

The proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). The

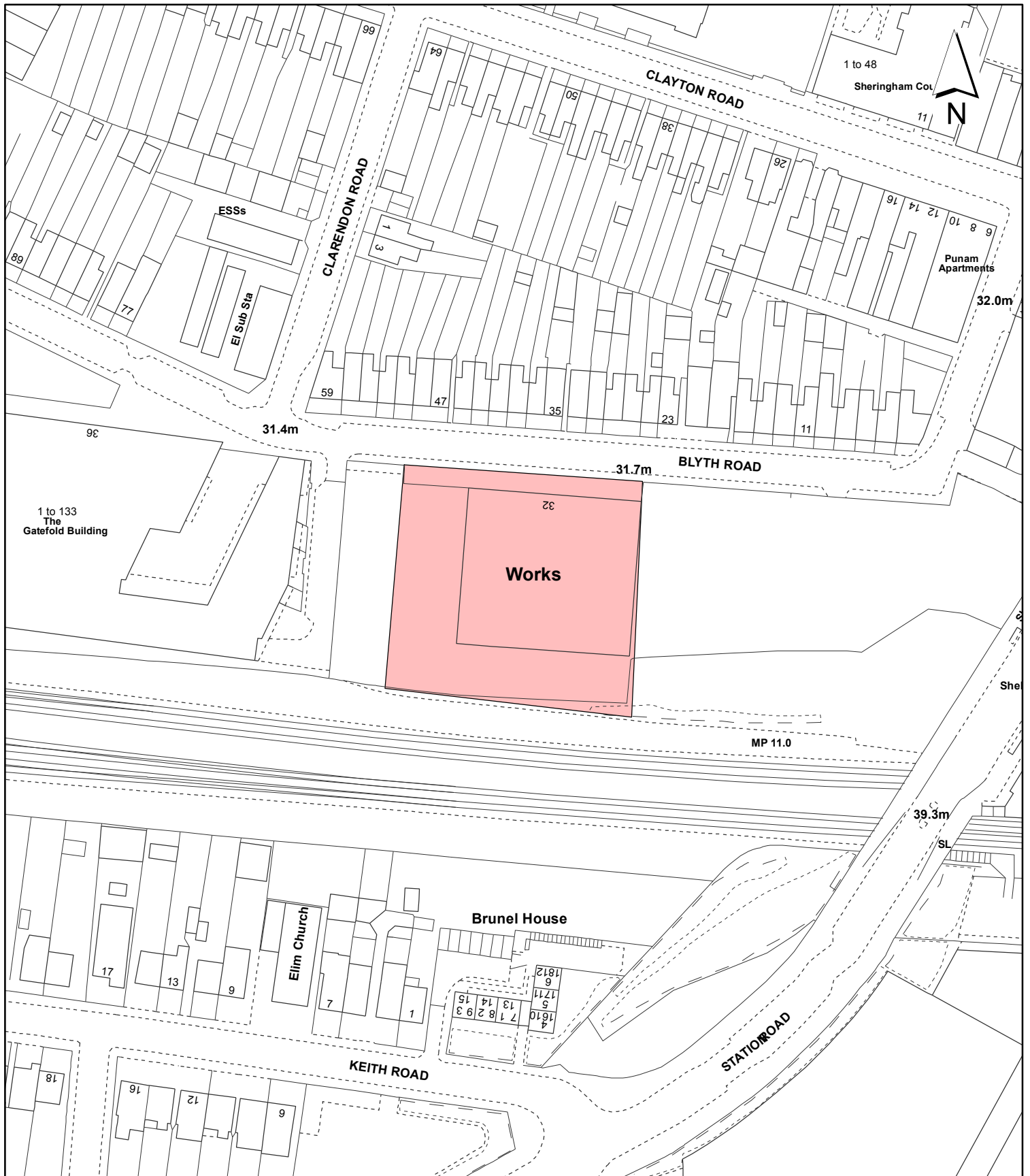
application is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination
Technical Housing Standards (2015)
Site Allocations and Designations (Emerging)

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**30-32 Blyth Road
 Hayes**

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

Planning Application Ref:

68974/APP/2018/2146

Scale:

1:1,250

Planning Committee:

Major Page 69

Date:

November 2018



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address UNIT 1, ELYSTAN BUSINESS CENTRE SPRINGFIELD ROAD HAYES

Development: Change of use from a retail (Carpentry) (Use Class A1) to a 24-hour gym (Use Class D2) with associated alterations to the facade

LBH Ref Nos: 36985/APP/2018/2970

Drawing Nos: 007 LP Rev D
Planning Statement
004 PE Rev A
001 EP Rev A
003 EE Rev A
002 PP Rev A
006 ESP Rev A
007 PSP Rev A
Letter from the CFO of TruGym

Date Plans Received:	09/08/2018	Date(s) of Amendment(s):	09/08/2018
Date Application Valid:	09/08/2018		20/08/2018
			29/10/2018
			25/09/2018

DEFERRED ON 24th October 2018 FOR FURTHER INFORMATION .

This application was deferred at the Major Applications Planning Committee held on 24 October 2018. The application was deferred because following concerns relating to security of the car park if it is left open overnight.

The existing car park is secured overnight by manually operated barriers which restrict car parking to standard trading hours. Members expressed concerns that car parking would not be accessible to users of the gym overnight, which could result in car parking pressure elsewhere, or if barriers were left open, the car park could be subject to anti social behaviour.

The applicant has since worked with the Metropolitan Police and the land owner to overcome these concerns. The Metropolitan Police confirmed that car parks along this area of the Uxbridge Road have long been subjected to anti social behaviour.

The applicant proposes to provide a barrier to operate a PIN system, whereby each member of gym is given a unique, 8-digit PIN code (i.e. not a generic code) that they must use to access the gym via secure pods (1 member at a time). All entrances and exits are automatically logged. The same individual PIN codes are used for the car park barrier so that misuse can be identified. This solution has worked well elsewhere and complies with PureGym's existing security systems so would be easier to manage and would be secure. The Metropolitan Police has confirmed this solution is acceptable.

The agent has also supplied confirmation from the Chief Finance Officer at PureGym Ltd that a new barrier that operates a PIN system can be installed by the gym and such a system currently operates at other trading estate sites across the UK. The agent has also provided confirmation on behalf of the land owner that they are not adverse to PureGym Ltd installing a PIN controlled barrier subject to its specification being agreed with the landowner.

Officers consider the above addresses the concerns raised by Members at the Major Applications Planning Committee held on 24 October 2018. Accordingly, the application is recommended for approval, subject to conditions.

UPDATE: 1 letter of support was received following the re-consultation which expired on 05/11/2018. The comments noted the proposed gym would relieve pressure on other gyms within the local area.

1. **SUMMARY**

This application is being reported to major applications committee as it seeks to change the use of a commercial unit over 1,000 sq m. Planning permission is sought for the change of use of a unit within a retail parade (Use Class A1) to a 24 hour gym (Use Class D2).

With regards to land use matters, it is considered that the proposed gym will positively contribute to the creation of healthy, complementary use in this Industrial Business Area (IBA). The external modifications proposed are sympathetic to the host building. Existing car parking spaces that serve the existing retail parade are sufficient for the proposed use and it is therefore considered the proposal would not result in harm to the local highway network.

A revised site location plan was submitted to the local planning authority prior to publication of this committee report. As a result it is therefore necessary to re-consult on this planning application, which is currently underway and due to expire on 5th November 2018. Subject to no new substantive issues being raised as part of the re-consultation, it is recommended to grant planning permission subject to conditions.

2. **RECOMMENDATION**

It is recommended to grant planning permission subject to conditions.

1 HH-T8 **Time Limit - full planning application 3 years**

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 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans: 007 LP Rev C, 002 PP Rev A, 004 PE Rev A, 006 ESP Rev A, 007 PSP Rev A hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13/BE15 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

3 COM12 **Use Within Same Use Class**

The premises shall be used for a gym and for no other purpose (including any other purpose in Class D2) of the Schedule to the Town and Country Planning (Use Classes)

Order 1987(as amended).

REASON

To allow the Local Planning Authority to consider the amenity, highways and other impacts of any potential alternative use of the site in accordance with Policies OE1, BE13, AM7, AM13 of of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

4 NONSC Non Standard Condition

Prior to the occupation and operation as a gym, full particulars of the external and internal security measures including but not restricted to CCTV and controlled entry system have been submitted to and approved by the Local Planning Authority in consultation with the Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

The security measures thus approved shall be implemented prior to occupation and retained in perpetuity.

REASON

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

5 NONSC Non Standard Condition

The use hereby permitted shall not operate until a scheme detailing mechanical ventilation to be installed at the premises with the systems / filters required to extract NOx/NO2 from outdoor ambient air has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out before the use/operation commences, and be thereafter maintained.

REASON

To ensure air quality impact is kept to a minimum in accordance with Policy EM8 of the Local Plan: Part 1 (November 2012).

6 NONSC Non Standard Condition

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

7 H6 Car parking provision - submission of details

The use hereby permitted shall not commence until details of in-site car parking arrangements, 18 cycle parking spaces and a travel plan has been submitted to and approved in writing by the Local Planning Authority, thereafter the development shall not be occupied until the approved arrangements have been implemented.

REASON

To ensure that adequate facilities are provided in accordance with Policies AM2, AM7, AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 DIS2 Access to Buildings for People with Disabilities

The use hereby permitted shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policies 3.1, 3.8 and 7.2.

9 NONSC Non Standard Condition

The use hereby permitted shall not commence until details of the carbon reduction measures that conform with Policy 5.2 of the London Plan (2016) shall be submitted and approved in writing by the Local Planning Authority. These shall include:

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

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

REASON

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

10 NONSC Non Standard Condition

Prior to the operation of the site as a gym, an 8 digit PIN coded barrier system for car parking shall be installed and shall remain in place in perpetuity for the duration of the development. Should the use of the site as a gym cease, a manually operated barrier to the car park should be reinstated.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R3	Indoor sports, leisure and entertainment facilities

3

For the avoidance of doubt, this application relates to the retail unit currently occupied by Carpetright.

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

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

5 125 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to a unit currently occupied by Carpetright, located within a retail park set on the southern side of Uxbridge Road. This retail park consists of 5 retail units set around a car park with access from Springfield Road.

The principal elevation of the application unit faces inward into the car park of the retail park. The property originally formed part of a larger warehouse, which was split into four retail units (Wickes, MFI, Carpetright) following the grant of planning permission in 2010. The existing site benefits from 138 vehicles in addition to 6 disabled and 4 parent and child parking bays.

The site is designated as an Industrial Business Area (IBA). The wider area has a variety of commercial uses ranging from retail, industrial uses and a film studio. The site is situated within a developed area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The proposal seeks the change of use from a retail unit (Use Class A1) to a 24-hour gym (Use Class D2) with associated alterations to the facade at ground floor level.

3.3 Relevant Planning History

2621/APP/2010/1283 Wickes/Mfi/Carpetright Uxbridge Road Hayes

Sub-division of existing building to create 4 units, external alterations and associated works (including reconfiguration of car park.)

Decision: 14-09-2010 Approved

Comment on Relevant Planning History

In 2010, under permission ref: 2621/APP/2010/1283 a large retail unit was split into 4 separate units. The retail park has been established since the eighties under planning ref 2621/AC/83/1381.

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.EM5 (2012) Sport and Leisure

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R3	Indoor sports, leisure and entertainment facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **8th October 2018**

6. Consultations

External Consultees

A site notice was displayed between 06-09-2018 and 27-09-2018. No objections were received to this application. 1 comment was received from an adjoining occupier who occupies a separate building also known as Unit 1 Elystan Business Centre, noting he did not make the application.

Further to this comment, for the avoidance of doubt, a new site notice was displayed 24-09-2018 and 08-10-2018 outside Carpetright clarifying this application related to this unit. No further comments and objections were received.

A revised site location plan was received which included the car park within the red line boundary and as such, this application is being consulted on between 15-10-2018 and 05-10-2018. One comment in support of this application was received noting the gym at this site was supported and it would ease pressure on other gyms in the local area.

Metropolitan Police

The Metropolitan Police secured by design officer noted a suitable barrier that is fit for purpose with a unique 8 digit PIN that was available to members only is acceptable.

Internal Consultees

Highways (Summary)

No objection to this application given the ample parking that currently serves the retail park, however

has asked for a condition requiring analysis to demonstrate the use would not conflict with customer parking for other retail units during peak times. Detailed comments have been incorporated into the report.

Revised Comments

As there is Met Police support for the '8 pin' barrier system and no realistic alternative solution to prevent night-time anti-social behaviour within the car park, I concur with this way forward.

EPU (Summary)

I have taken a look through the submitted information for this application. Given the location of the development I do not foresee any adverse noise being created and therefore do not have any objections to the application and suggest a condition should you be mindful to grant the application.

Revised comments

I am in agreement in principle of the barrier but my concerns are over maintenance and this would have to be built into any condition to prevent unacceptable down-time.

Air Quality Officer (Summary)

It may be advisable to require a condition to ensure the ventilation system employed scrubs out NOx/NO2. This depends upon the exact location of the development, although a significant amount of Hayes is identified as An Air Quality Focus Area. By the provision of the condition we are protecting future users from the ingress of polluted air. This is important due to the nature of the new use ie a gym where users will be active.

Partnerships and Business Engagement Manager (Summary)

Supports the change of use to a gym.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework, policies 3.16 and 4.7 of the London Plan seek to locate gyms within town centre and edge of town centre locations within easy reach by walking, cycling and public transport. This is because town centre and edge of town centre locations are most accessible but also because gyms are considered a use which through generation of activity and footfall can contribute to the vitality and viability of the borough's town centres and commercial areas.

Policies 3.16 and 4.7 of the London Plan seek to locate gyms within town centre and edge of town centre locations within easy reach by walking, cycling and public transport.

Policy EM5 outlines how the Council will enhance and extend the network of sport and leisure spaces that facilitate active lifestyles by promoting leisure facilities within the Borough and providing leisure facilities within walking distance of residential areas.

Policy S6 of the Local Plan: Part 2 (November 2012) requires that in order to safeguard the amenities of shopping areas, the local planning authority will grant permission for changes of use of class A1 shops if the frontage design is appropriate to the surrounding area is maintained or provided, the proposed use is compatible with neighbouring uses and the proposal would have no harmful effect on road safety and does not worsen traffic

congestion or disrupt bus operations.

Policy LE2 of the Local Plan: Part 2 (November 2012) notes that Industrial Business Areas (IBAs) are designated for business, industrial and warehousing purposes. The Council only allows developments within IBAs if the development does not conflict with the policies and objectives of the Local Plan.

The proposed gym (Use Class D2) would replace an existing retail unit (Use Class A1). Whilst the proposal conflicts with the objectives of Policy LE2, the proposed gym would replace an existing retail unit (non industrial use) with a compatible use within a retail parade. The proposal would provide an alternative complementary use within the IBA that would continue to attract people to this location and therefore continue to contribute to the vitality of the wider IBA. The proposal would extend the network of sport and leisure facilities within the Borough which is supported in the Local Plan. The proposed gym would employ 20 full time and 20 part time staff, therefore retaining some employment and on this basis, the principle of development is considered acceptable.

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 as the footprint of the proposal is to remain as existing.

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 Local Plan: Part 1 (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 (November 2012) seek to ensure that new development complements or improves the character and amenity of the area.

The proposal seeks to provide new signage which would be subject to a separate advertisement consent. New automated bi parting folding doors and new grey coloured double glazed PCC curtain wall is proposed to be provided at the entrance of the building. Given the site's context, the proposal is considered to be in keeping with the area and generally in compliance with Policy

7.08 Impact on neighbours

Policies OE1, OE3 and S6 of the adopted Hillingdon Local Plan: Part 2 (November 2012) require a consideration of potential changes of use on the amenity enjoyed by adjoining and neighbouring residential properties. The nearest residential units are situated approximately 115m from the site, as such, this application is unlikely to harm to amenity of nearby residential occupiers by virtue of noise and privacy.

This application seeks permission for a 24 hour gym, given the separation distance to the nearest residential occupiers, it is not considered that the hours of operation will cause harm to the local residents. This is confirmed by the Patron Noise Report that was submitted alongside this application.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM7 and AM14 of the Local Plan: Part 2 (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The car park that serves the wider retail park currently provides parking for 138 vehicles in addition to 6 disabled and 4 parent and child parking bays. The applicant has noted that gym users would usually make use for the gym for up to an hour, nevertheless the agent notes the use of the car park is currently unrestricted. It is also noted that peak parking demand associated with the gym would fall outside of the peak trading times of neighbouring retail operators i.e. early morning and early evening on a weekday. It is considered that the existing car parking arrangements are sufficient to meet the need for parking, for a gymnasium use.

Though it is acknowledged that the current A1 use generates a parking demand which may be considered as comparable or, in fact, higher than that proposed during certain periods of the day, a user profile is required in order to understand how the car park would cater for the gym use. The supplementary evidence would validate that the proposal would not conflict with peak shopping periods. It is therefore considered appropriate that a pre-occupation planning condition is secured which requires use profile/parking accumulation data to be submitted. This information would be sourced by undertaking parking accumulation studies relating to the activities of the whole car park throughout a seven day operation in order to quantify and confirm the availability of parking capacity for the proposal.

The quantum of 1580m² GIA of proposed gym use would require approximately up to 31 on-plot spaces. The current parking provision equates to 138 spaces with 6 disabled compliant and 4 'parent and child' spaces. It is therefore considered that there is sufficient car parking to serve the remaining retail units and the proposed gym.

8 cycle parking spaces are indicated within a suitable location, these are less than the London Plan (2016) requirements for a use which should be compatible with high cycle usage. The London Plan (2016) standard requires a total of 18 cycle spaces. 18 cycle parking spaces are therefore proposed to be secured by way of a planning condition. It is considered that this could be provided internally within the building or the car parking area.

In accordance with TfL guidance a travel plan is required as this proposal relates to more than 1,500 sqm of floorspace. This is secured through an appropriately worded condition.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns (subject to the above imposed conditions), 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

The proposed gym would employ at least 20 full time staff and at least 20 part time staff. Nevertheless, with regards to security, access to the gym will be controlled at all times via secure entry pods, which can only be operated by the use of an 8-digit PIN code that is individual to each member. This PIN is also required to access changing rooms and the gym will be covered by an extensive CCTV network. There will also be 'Help' points located

throughout the gym which will allow staff at an alarm receiving centre to communicate with those on site. There are significant safeguards in place as part of the operation of the gym to prevent crime and antisocial behaviour.

CAR PARK

The existing car park is secured overnight by manually operated barriers which restrict car parking to standard trading hours. The applicant has worked with the Metropolitan Police and the land owner to overcome concerns relating to anti-social behaviour. The Metropolitan Police confirmed that car parks along this area of the Uxbridge Road have long been subjected to anti social behaviour.

The applicant proposes to provide a barrier to operate a PIN system, whereby each member of gym is given a unique, 8-digit PIN code (i.e. not a generic code) that they must use to access the gym via secure pods (1 member at a time). All entrances and exits are automatically logged. The same individual PIN codes are used for the car park barrier so that misuse can be identified. This solution has worked well elsewhere, marries up to PureGym's existing security systems so would be easier to manage and would be as secure. The Metropolitan Police has confirmed this solution is acceptable.

The agent has also supplied confirmation from the Chief Finance Officer at PureGym Ltd that a new barrier that operates a PIN system can be installed by the gym and such a system currently operates at other trading estate sites across the UK. The agent has also provided confirmation on behalf of the land owner that they are not adverse to PureGym Ltd installing a PIN controlled barrier subject to its specification being agreed with the landowner.

7.12 Disabled access

Access for the disabled would be subject to separate Disability Discrimination Act (DDA) legislation and building regulations approval. The site provides level access and the agent notes that all gyms run by this operator have lobby systems that provide separate access for the disabled that is DDA compliant. Details of this is secured through an appropriately worded condition.

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

The waste arrangements would remain as existing by virtue of refuse storage and collection.

7.16 Renewable energy / Sustainability

A condition is secured requiring details of measures that would be implemented to reduce carbon emission in accordance with Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

Not applicable to this application as this proposal is for a change of use.

7.18 Noise or Air Quality Issues

Noise

Given the location of the development, the EPU Officer does not foresee any adverse noise being created and therefore raises no objections to the application.

Air Quality

The Air Quality Officer raises no in principle objection to the application but notes this application is situated within an Air Quality Focus Area and advises a condition is required to ensure the ventilation system employed scrubs out NOx/NO2. By the provision of the condition future users of the gym are being protected from the ingress of polluted air. This is important due to the nature of the new use of the gym where users will be active.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning obligations

Not applicable to 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 Probity in Planning, 2009.

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

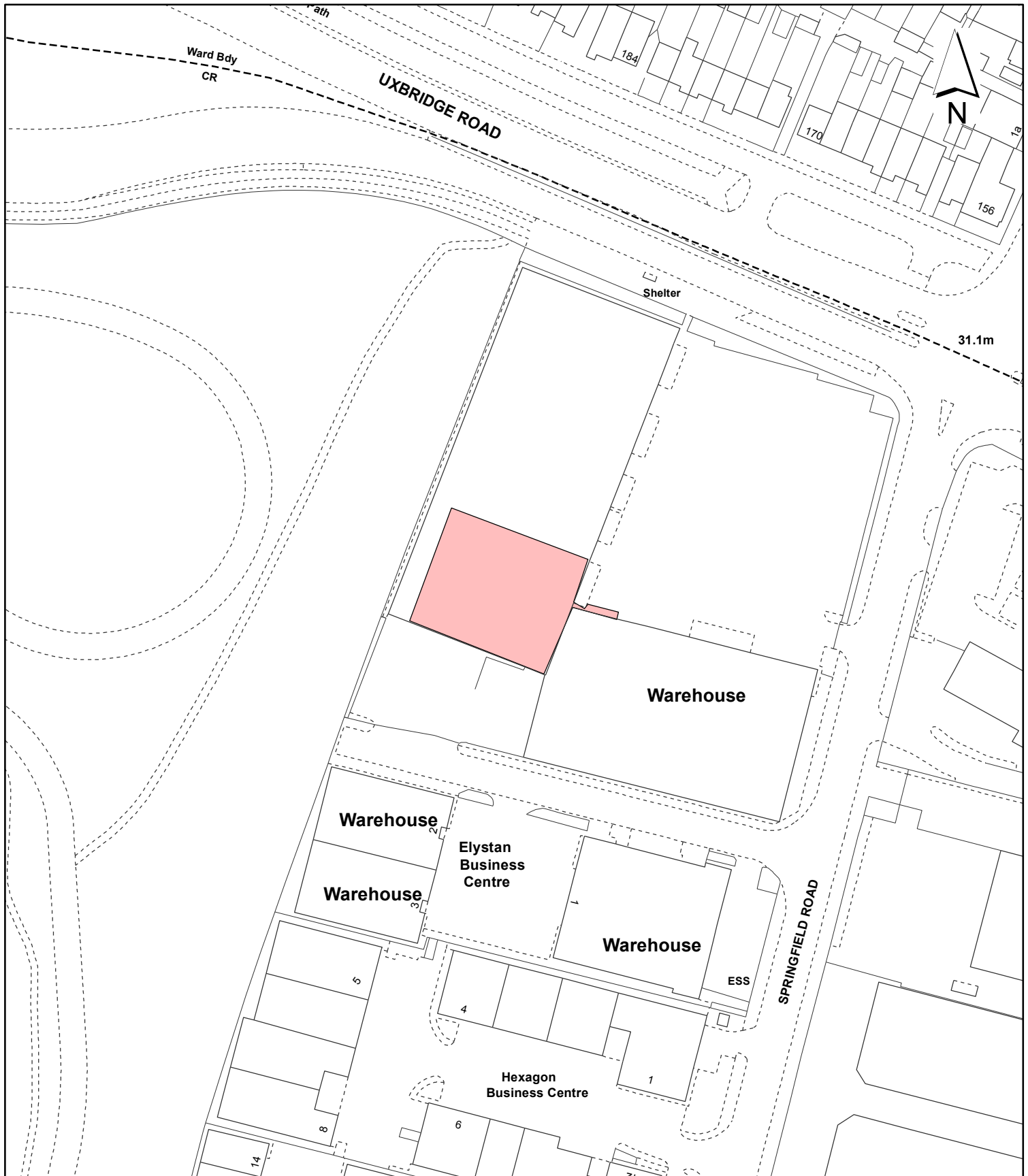
Planning permission is sought for the change of use of a unit within a retail parade (Use Class A1) to a 24 hour gym (Use Class D2). The proposed gym will positively contribute to the creation of healthy, complementary use in this Industrial Business Area (IBA). The external modifications proposed are sympathetic to the host building. There is sufficient car parking spaces to serve the existing retail parade and the proposed use and it is therefore considered the proposal would not result in harm to the local highway network. The application is recommended for approval.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Local Plan: Part Two (November 2012)
London Plan (2016)
National Planning Policy Framework (2018)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Unit 1 Elystan Business Centre
 Springfield Road
 Hayes**

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

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

Planning Application Ref:

36985/APP/2018/2970

Scale:

1:1,250

Planning Committee:

Major Page 84

Date:

November 2018



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 upto 30 buses and erection of 3 containers to provide staff facilities (Use Class Sui Generis) (retrospective)		
LBH Ref Nos:	50677/APP/2017/4537		
Drawing Nos:	Acoustic Planning Report dated January 2018 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 Agent's email dated 5/7/18		
Date Plans Received:	15/12/2017	Date(s) of Amendment(s):	15/12/2017
Date Application Valid:	15/12/2017		07/02/2018 05/07/2018 10/05/2018

DEFERRED ON 19th June 2018 FOR SITE VISIT .

Members may recall that this application was originally presented to the Major Applications Planning Committee on 19th June 2018, with an officer recommendation for refusal based on highway and pedestrian safety grounds, when Members resolved to defer making a determination on the application in order to allow a Members site visit to take place and a demonstration of a bus negotiating the Wallingford Road/ Cowley Mill Road junction. The site visit took place on 6/7/18.

The application was originally recommended for refusal for the following reason:

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).

UPDATE:

Plan No: 15-129/423 Rev P7 was provided to officers by the Highways Engineer illustrating the junction improvement works at Wallingford Road and the Cowley Mill Road junction.

Public Consultation: Further consultation took place on 25 October 2018, a letter was sent to a lead petitioner inviting further comments. One objection was received noting the following:

Despite the changes to the road layout buses turning right still cross the carriageway and compromise the safety of pedestrians and drivers. With regard to the re-development of the former Trimite site once this is in use there will be additional pedestrians, driver and cyclists using the new buildings, this will only increase the risk of safety being compromised. The drivers of the buses have complete disregard for the rules of the road, and I fear a major accident will happen if planning is granted. To highlight this I can advise that I witnessed on numerous occasions when Cowley mill road was closed with no entry signs, after the junction with Ashley road towards the bridge. Drivers of buses returning to the bus park completely disregarding the signs and driving on the wrong side of the road rather than take the longer and legal route through the trading estate. I have video evidence of this and am happy to provide to the council. I do not believe that buses of this size should be allowed to travel along residential streets at all hours of the day and night especially when a proposed bus route along Cowley mill road was previously disallowed due to the size of the road. I also find it incredible that businesses can circumvent planning by just doing what they wish and retrospectively applying for planning permission. This bus park was originally illegally located on land at the end of Wallingford road accessed via an illegal road until it moved opposite DS Smith.

Internal Consultee Comments: Following the site visit, the the Council's Highway Engineer has provided the following updated advise:-

The only access to the development site is via Wallingford Road which intersects with Cowley Mill Road West to the north. Immediately to the east of this junction is a humped back bridge over the Grand Union Canal. This bridge has a 7 foot width restriction which means that buses arriving at the site must turn right from Cowley Mill Road West into Wallingford Road and buses leaving the site must turn left from Wallingford Road into Cowley Mill Road West.

Members of the Major Applications Planning Committee visited the development site and raised concern regarding the safety and convenience with which buses arriving and leaving the site could negotiate the junction of Wallingford Road/Cowley Mill Road West. The Highways Officer has commented on this application and notes, that as part of the redevelopment of the former Trimite Site, Arundel Road, Uxbridge the junction of Wallingford Road/Cowley Mill Road has been improved which address the concerns that were raised. The implemented work has included:

- increasing of the radii of the junction by way of a vehicle overrun thereby making it easier for the drivers of larger vehicles to turn into and out of Wallingford Road without overriding the footway;
- widening and rebuilding the footway providing pedestrians with a safe and convenient route across this junction; and
- The works completed to date will be supplemented by double yellow lines to restrict car parking in the vicinity of the junction. This will remove the potential for vehicular conflicts. The order marking process is currently underway, once this has been completed, the lines will be installed and enforced.

Officer Comment: The original recommendation was for refusal as there were concerns relating to the highways safety of other road users. At the Major Applications Planning Committee, this application was deferred to allow a site visit. Since the site visit, new junction improvement works have since been implemented that address the previous recommendation

for refusal and the Highways Officer considers buses will be able to turn in and out of Wallingford Road without compromising the safety of pedestrians or other road users. On this basis, this application is being brought back to the Major Applications Planning Committee with an officer's recommendation for approval for the reasons identified in the report.

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 application is recommended for approval subject to conditions, in particular condition which requires that the bus depot is only used by hybrid buses of Euro 6 standard (which make less engine noise than non hybrid buses).

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM4 **Accordance with Approved Plans**

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

Proposed Site Plan

17OKE2000

17OKE2001

17OKE2002

5613/008/R01 REV B - May 2018

Acoustic Planning Report dated January 2018

Design and Access Statement dated December 2017

Covering Letter dated December 2017

Agent's email dated 5/7/18

Transport Assessment Ref: 5613/008/R01 REV A

Thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

2 COM9 **Landscaping (car parking & refuse/cycle storage)**

Within 3 months of the decision, 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 Hard Surfacing Materials
 - 2.b Cycle storage (10 secure cycle spaces)
 - 2.c External lighting and CCTV
 - 2.d Unisex toilet
3. Schedule for Implementation
4. Other
- 4.a Existing and proposed functional services above and below ground
 - 4.b Proposed finishing levels or contours

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

REASON

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

3 D12 Restrictions on Enlargement of Industrial and Warehouse

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country (General Permitted Development) Order 1995, 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.

4 SUS5 Sustainable Urban Drainage

Within 3 months of the decision notice, details of the incorporation of sustainable urban drainage shall be submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON:

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (2016) Policy 5.12 and PPS25.

5 NONSC Non Standard Condition

The bus park shall only be used by hybrid buses which meet the Euro 6 standard and shall not be used by more than 30 buses.

REASON:

To safeguard the amenity of the occupants of residential properties on Cowley Mill Road in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

- 1 I52 **Compulsory Informative (1)**

The decision to APPROVE 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 APPROVE 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 on the western side of Wallingford Road, Uxbridge, sited towards its southern end. The town centre is located approximately 1.3 miles (north) from the site. The site forms part of the West London Industrial Park.

The site lies opposite an open skip yard. The site mainly comprises concrete hardstanding and is fully enclosed by an approximately 2m high palisade fence. The site shares its southern boundary with an open storage yard for crane/ raised platform hire. To the north is a company which anodizes metal products. 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 north lies Uxbridge Industrial Park.

Vehicular access to the site is gained from Cowley Mill Road via Wallingford Road. 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. On Monday to Friday, the first bus departs at 4:20 and the latest at 11:26am with the earliest arriving back at 20:07 and the latest at 01:51, on Saturday the earliest departure will be leaving at 4:20am and the latest at 11:39, with the earliest arriving back at 17:27 and the latest at 01:41 and on Sunday, the earliest bus leaves at 4:20 and the latest 17:39 and the earliest bus arrives back at 16:53, with the latest at 01:51.

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.

Over the last 6 months, the site has been used for parking buses and therefore this is a retrospective application.

PROPOSAL

This application seeks retrospective planning 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 has been refurbished to include new drainage and water supplies and a boundary fence.

The temporary structures are shown situated in the northeast corner of the site and would comprise a toilet cabin, a cleaning storage cabin and a changing room/ office. The cabins would measure as follows:

Unit 1 - 9.6m x 2.5m

Unit 2 - 3m x 2.5m

Unit 3 - 3m x 2.5m

All the temporary structures are 3m high and would be painted green. In terms of lighting, automatic lighting on the footways have been installed thereby increasing site safety whilst minimizing light pollution.

Due to the number of required buses needed to run the service sufficiently, the bus operator, was 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. Within the last 6 months the bus operator has moved to the Wallingford Road site as the Uxbridge garage itself is unable to accommodate any further vehicles overnight but is able to service the vehicles, it is to remain the location where driver meal breaks are scheduled.

At present the bus operator have approximately 15 cars parked at the site, 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.

Environmental Sound Monitoring (Noise Consultants Comments):

'Environmental sound monitoring was undertaken between Wednesday 10th January and Thursday 11th January 2018 to assess both vehicular activity and associated sound levels impacting on the noise sensitive properties fronting Cowley Mill Road, opposite the junction with Wallingford Road. These properties, namely 26 to 34 Andover Close, have been identified as those worst affected by sound associated with vehicle movements from the proposed application site.

The survey commenced at approximately 22:45 hours on the 10 th January and concluded at approximately 08:00 on the 11th January to cover the end of normal operations, the period immediately after, and the start of operations. The survey consisted of a single fixed measurement location at the garden boundary of 34 Andover Close, directly opposite the junction between Cowley Mill Road and Wallingford Road. The sound level meter was mounted on a tripod, such that the microphone was a distance of 1 metre from the garden

boundary fence and approximately 1.5 metres from the ground. During the late evening and night, vehicle movements were noted to be relatively low, with mainly cars passing along Cowley Mill Road over the bridge over the canal, or entering and leaving Wallingford Road. Traffic movements over the canal bridge of Cowley Mill Road are controlled by traffic lights at each side. As such, cars idle on occasion at the foot of the bridge, close to the junction with Wallingford Road. These car movements were considered to be relatively unobtrusive in terms of noise impact on the noise sensitive properties.

The bridge over the canal is width restricted, such that all larger vehicles, over 7.5 tonnes, are required to turn left out of Wallingford Road and head west along Cowley Bridge Road. During the late evening and early night time period, movements of larger vehicles were noted to be relatively low. Metroline buses were noted to be the most regular large vehicles returning to the depot. Despite this, it was noted that the Metroline buses were all hybrid vehicles, and when turning into Wallingford Road, their engines were off and running on electric power. As such, the bus movements were not considered to be particularly noisy in nature, and no more intrusive than typical car movements in that area. Between the hours of 23:15 and 01:45 there were noted to be a total of 8 bus movements, turning right into Wallingford Road to return to the depot. This correlates exactly with the expected movements in the Robert West traffic report during these periods. During the early morning, vehicle movements associated with the West London Industrial Park were noted to be very high. From an early hour, around 04:30 am, there was noted to be a hive of activity, with a large number of fixed axle waste trucks (see example in Figure 4) and HGV vehicles (see example in Figure 5) both pulling out of Wallingford Road to turn left along Cowley Mill Road and returning to the industrial park, turning right into Wallingford Road.

Noise from the waste trucks in particular was noted to be intrusive, as the empty skips resonated as they passed over the many potholes and uneven surfaces of Wallingford Road. Bus movements were noted to begin at 04:20am, turning left out of Wallingford Road to pass along Cowley Mill Road. During these movements, the buses were noted to be using their diesel engine power as opposed to their electric power. Despite this, bus movements were considered to be less intrusive and dominant than the skip truck and HGV movements. The large vehicle activity associated with the business park was noted to continue up to the end of the survey at 08:00 hours. In the morning period, between the hours of 04:00 and 08:00, a total of 15 bus movements were noted, turning left out of Wallingford Road. This correlates closely with the expected movements in the Robert West traffic report during these periods, as presented in Table 1 (15 movements noted versus 13 expected in the Robert West traffic report). Bus movements were noted to be infrequent in comparison to other large vehicle activity associated with the industrial park. From the observations in Appendix B, there were 51 Lorry and HGV movements in the early morning period compared with 15 bus movements. Based on the observations made, as a worst case, there were noted to be 4 bus movements within a 15-minute period, which was between 00:39 and 00:54. As such, this assessment considers the impact of noise during this period.

Based on 4 bus movements, each with an SEL of 72dBA, the calculated specific sound level over a 15 minute period is 48dBA LAeq, Tr. In this instance, it is not considered that any acoustic feature corrections are appropriate in this situation: Sound from the bus movements is not tonal or impulsive, and the intermittency of the buses is not considered to be readily distinctive above the residual acoustic environment given that there are many other commercial vehicles and private cars passing along the carriageways. Based on this, it is considered that the rating level is equal to the residual sound level, i.e. 48dBA LAr, 15 minutes. In the absence of noise from the bus movements, the otherwise background sound level was recorded to be 46dB LA90, 15 minutes.

Comparing the calculated rating level (48dBA) with the background sound level (46dBA), BS 4142 states:

"Typically, the greater this difference, the greater the magnitude of impact.

A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context. A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context. The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context."

In this instance, therefore, as the calculated rating level is only marginally above the otherwise background sound level (by 2dBA), it is considered that there is a low impact upon the noise sensitive properties that overlook the junction between Wallingford Road and Cowley Mill Road (26-34 Andover Close) due to noise associated with Metroliner buses. Consideration is also given to the context of the site, as there are a large number of other large commercial vehicles using this road, and that the dwellings are on the edge of a well established industrial park.'

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 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 on a larger site within the West London Industrial Estate, Iver Lane to the south of the application site against the continued use of the site for B8 purposes which included a new access onto Wallingford Road.

The appeal was dismissed due to the impact of the operation in terms of noise arising 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 site is already accessed via Wallingford Road from Cowley Mill Road. The application at appeal sought to create a new access onto Wallingford Road which would have resulted in increasing the size of the industrial area served by the junction, inevitably leading to an intensification of use of the Wallingford Road/ Cowley Mill Road junction.

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 - 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

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 Trimate 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 Trimate 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.
 - buses often ignore and drive through road closed signs

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

Sustainability Officer:

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.

Water and Flood management Officer:

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 Officer:

No trees or other landscape features of merit will be affected by the proposal. The intention is to install three temporary structures (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 Urban Design Officer:

No comments.

Highways Engineer:

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 practice, 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.

Revised Highways Comments

As part of the redevelopment of the former Trimite Site, Arundel Road, Uxbridge the junction of Wallingford Road/Cowley Mill Road has been improved which address the concerns that were raised. The implemented work has included:

- increasing of the radii of the junction by way of a vehicle overrun thereby making it easier for the drivers of larger vehicles to turn into and out of Wallingford Road without overriding the footway;
- widening and rebuilding the footway providing pedestrians with a safe and convenient route across this junction; and
- The works completed to date will be supplemented by double yellow lines to restrict car parking in the vicinity of the junction. This will remove the potential for vehicular conflicts. The order marking process is currently underway, once this has been completed, the lines will be installed and enforced.

EPU Officer:

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.

Hybrid buses may only be used on the development site to ensure the proposal minimises its impact on the amenity of nearby occupiers.

Access Officer:

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 wheelchai 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 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, various other considerations listed in the policy. 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 structures and the site is surfaced in concrete.

The temporary structures 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 that planning permission is only granted for uses and development which 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.

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.

The noise consultants employed by the applicant have stated that:
In this instance, therefore, as the calculated rating level is only marginally above the otherwise background sound level (by 2dBA), it is considered that there is a low impact upon the noise sensitive properties that overlook the junction between Wallingford Road and Cowley Mill Road (26-34 Andover Close) due to noise associated with Metrolink buses. Consideration is also given to the context of the site, as there are a large number of other large commercial vehicles using this road, and that the dwellings are on the edge of a well established industrial park.'

Officers have no noise evidence to dispute this finding and the Councils Noise officer concurs with the noise consultants findings.

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

The application is retrospective, if refused expediency of enforcement action would need to be considered through a Part 2 report. The Council does have live enforcement cases involving businesses on the wider industrial estate. The result of these investigations could (if they result in less night time lorry movements) result in positive benefits to residents whose properties back onto Cowley Mill Road, however these cases are not considered to be directly relevant to determine of this planning 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 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.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

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

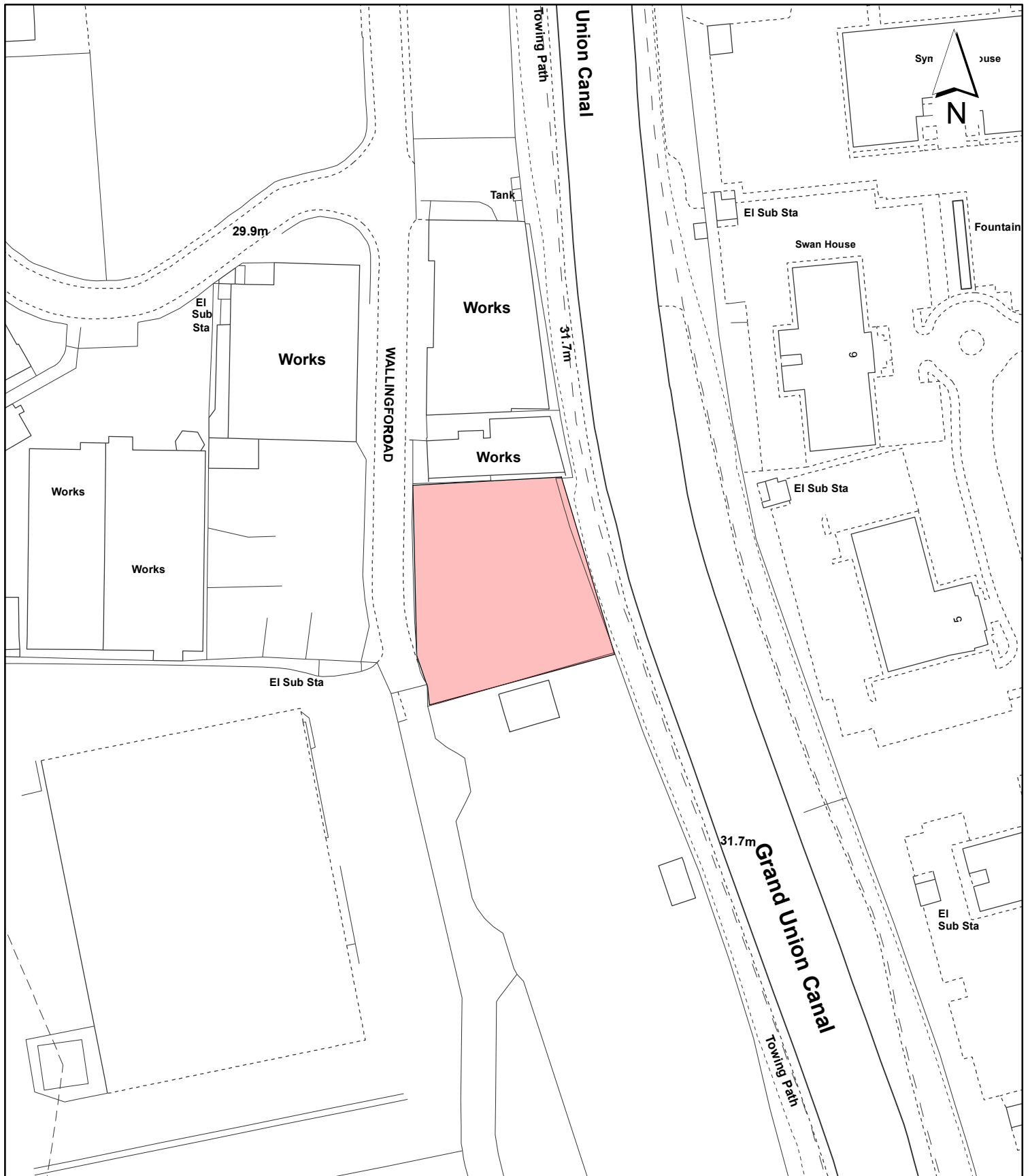
Emerging Hillingdon Local Plan: Part Two (2015)

The London Plan (2016)

National Planning Policy Framework (2012)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address: **Land Opposite DS Smith
 Recycling Depot
 Wallingford Road
 Uxbridge**

Planning Application Ref:
50677/APP/2017/4537

Planning Committee:
Major Page 105

Scale:
1:1,250

Date:
November 2018

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



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address LAND REAR OF 2-24 HORTON ROAD YIEWSLEY

Development: Variation of Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017 (Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station) for improved fire safety, circulation and ventilation, alterations to sub-station and cycle store, revised feature brick work and increase in building height.

LBH Ref Nos: 71582/APP/2018/2871

Drawing Nos: 15344-112 Rev B Block C - Elevations
15344-107 Rev B Block A - Elevations
15344-109 Rev A Block B - Elevations
15344-101 Proposed Site Layout
15344-104 External Cycle Store
15344-105 Basement Car Park
15344-106 Block A Ground Floor Plan
15344-108 Block B Ground Floor Plan
15344-110 Block B Roof Plan
15344-111 Block C Ground Floor Plan
15344-100 Location Plan
Covering Letter dated 31/07/18

Date Plans Received: 03/08/2018

Date(s) of Amendment(s): 08/08/2018

Date Application Valid: 03/08/2018

29/10/2018

03/08/2018

1. SUMMARY

Planning permission is sought for the variation of Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017, for the demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station).

This application seeks permission to vary Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017, to allow for improved fire safety, circulation and ventilation, alterations to sub-station and cycle store, a revised feature brick work and an increase in building height.

The proposed alterations to the approved scheme are considered to be acceptable and would not have a detrimental impact on the character and appearance of the buildings, the street scene and the surrounding area. The proposal would not have a detrimental impact on residential amenity for neighbouring properties. Acceptable cycle parking provision will be retained.

The proposed alterations would comply with Policies AM14, BE13, BE19, BE20, BE21, BE24, BE26 and BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Extensions SPD.

The application is therefore 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 an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

1. A Deed of Variation to the previously secured legal agreement under planning ref: 71582/APP/2016/4582, dated 31/08/2017. This legal agreement previously secured:

(i) Highways Works: S278/S38 for required Highways Works subject to surrounding network adoption status (works to include: Installation of a Legible London 'finger sign'; Resurfacing of the canal path adjacent to the site boundary in a suitable material)

(ii) 14% of hab rooms to be affordable housing including the 3-bed house.

(iii) Air Quality Monitoring: A financial contribution to the sum of £32,062

(iv) Construction Training: A financial contribution or scheme in kind.

(v) Affordable Housing review mechanism.

(vi) Canal Improvements (to cover landscaping of land outside the ownership of the applicant): A financial contribution to the sum of £25,000

(vii) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of any S106 Agreement and any abortive work as a result of the agreement not being completed.

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

4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 1st February 2019, or any other period deemed appropriate by the Head of Planning, Transportation and Regeneration then delegated authority be granted to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

"The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of highways improvement works, construction and employment training facilities, residential travel plan and affordable housing). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)".

5. That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration 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.

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

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of the original planning permission (ref: 71582/APP/2016/4582).

REASON

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

2 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,

15344-100 Location Plan
15.214/D02 Rev A Topographical Survey
15.214/D10 Rev A Existing Block Plan
15.214/D11 Rev B Proposed Block Plan
15344-105 Basement Car Park
15344-101 Proposed Site Layout
15.214/D51 Rev B Proposed Site Plan - 1st Floor
15.214/D52 Rev B Proposed Site Roof Plan
15344-106 Block A Ground Floor Plan
15344-107 Rev B Block A - Elevations
15344-108 Block B Ground Floor Plan
15344-109 Rev A Block B - Elevations
15344-110 Block B Roof Plan
15344-111 Block C Ground Floor Plan
15344-112 Rev B Block C - Elevations
15.214/D100 Rev A Block A - Proposed Plans
15.214/D110 Rev B Block B - Proposed Plans
15.214/D120 Rev A Block C - Proposed Plans
15.214/D130 Rev A Block D - Proposed Plans
15.214/D200 Rev A Block A - Proposed Elevations
15.214/D210 Rev B Block B - Proposed Elevations
15.214/D220 Rev A Block C - Proposed Elevations
15.214/D230 Rev A Block D - Proposed Elevations
15.214/D300 Rev B Proposed Sectional Elevations 01, 02
15.214/D301 Rev B Proposed Sectional Elevations 03, 04
15.214/D302 Proposed Section 05
15-214/D500 Rev A Block A Bay Study

15-214/D501 Rev A Block B Bay Study
15-214/D502 Rev A Block C Bay Study
1452-01 Rev F Layout showing Proposed Hard and Soft Landscape General Arrangements
1453-02 Rev F Layout showing Proposed Landscaping Details
15344-104 External Cycle Store

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).

3 RES7 Materials (Submission)

The development approved by this permission shall be carried out in accordance with those details of:

(a) materials for the buildings, approved via planning permission ref: 71582/APP/2018/2872, dated 28-09-2018, unless otherwise agreed in writing.

Prior to completion of the superstructure, details of the following materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority:

- (b) brick detailing
- (c) detail of balconies and balustrades
- (d) PVs, windows and doors
- (e) materials for the roofs
- (f) roof lights
- (g) lift over runs
- (h) roof top plant

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

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

REASON

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

4 RES8 Tree Protection

The development approved by this permission shall be carried out in accordance with those details of tree protection measures approved via planning permission ref: 71582/APP/2018/1682, dated 15-08-2018, unless otherwise agreed in writing.

REASON

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

5 RES9 Landscaping (car parking & refuse/cycle storage)

Prior to the completion of the superstructure works, 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 (to include the full list of species to be planted along the site's boundary with the Grand Union Canal corridor and details of any measures necessary to protect the structural integrity of the waterway, as a result of such planting).

2. Details of Hard Landscaping

- 2.a Refuse Storage (including for the commercial unit)
- 2.b Cycle Storage for 134 cycles
- 2.c Means of enclosure/boundary treatments (including the treatment of the site's boundary with the Grand Union Canal corridor (the canal, towpath and adjacent vegetation).
- 2.d Car Parking Layouts for 76 spaces (including four motorcycle parking spaces and demonstration of 20% active and 20% passive electrical vehicle charging points)
- 2.e Hard Surfacing Materials (details to include the design, appearance and materials to be used on the hard landscaped area at the west of the site, to be used for access to the towpath of the Grand Union Canal and an outdoor seating area)
- 2.f External Lighting
- 2.g Details of the children's play area equipment and furniture.

3. Schedule for Implementation

4. Other

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

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

REASON

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

In the interests of visual amenity of, access to, and structural integrity of the Blue Ribbon Network in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

6 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to the dwellinghouse shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with Policies BE13, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

7 RES15 Sustainable Water Management

Prior to the commencement of the superstructure (excluding demolition and site clearance), a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by Tomasons dated December 2016 Ref G22018.

The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

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

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

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

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site

should that be required.

iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016); and

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

8 RES19 Ecology

Prior to the completion of the superstructure works, a scheme for the protection, creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must proceed in accordance with the approved plans.

REASON

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Hillingdon Local Plan - Strategic Policies (November 2012), Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

9 RES22 Parking Allocation

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

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

10 RES26 Contaminated Land

(i) Prior to the commencement of the superstructure (excluding demolition and site

clearance), a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

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

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

REASON:

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

11 NONSC Energy

Prior to completion of the superstructure, full specification of the PVs shall be submitted in writing to the Local Planning Authority. The specification shall include the type of PV and full details of their position and fitting to the roofs of the development. The specifications shall be accompanied by a roof plan and elevations showing the panels on the roof. Details including specifications and location of the air source heat pumps shall also be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved designs.

REASON

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2.

12 COM17 Control of site noise rating level

The rating level of noise emitted from the plant and/or machinery for the commercial unit and the undercroft parking extraction hereby approved shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance to the 2014 British Standard 4142, 'Methods for rating and assessing industrial and commercial sound'

REASON

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

13 COM20 Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the commercial unit and the undercroft parking extraction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

14 COM21 Sound insulation /mitigation

The development approved by this permission shall be carried out in accordance with those details of noise control approved via planning permission ref: 71582/APP/2018/1684, dated 28-06-2018, unless otherwise agreed in writing.

REASON

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

15 COM25 Loading/unloading/deliveries

The commercial premises shall not be used for delivery and the loading or unloading of goods outside the hours of 22:00 and 07:00, Monday to Friday, and between the hours of 22:00 and 08:00 on Saturdays. The premises shall not be used for delivery and the loading or unloading of goods on Sundays or Bank Holidays.

REASON

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

16 LB6 Inspection of the building prior to demolition

Copies of the Level 1 Building Record, approved via planning permission ref: 71582/APP/2018/1135, dated 24-05-2018, shall be sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environment Record.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November

2012)

17 NONSC Construction Environmental Management Plan

The development approved by this permission shall be carried out in accordance with the Construction Environmental Management Plan approved via planning permission ref: 71582/APP/2018/1682, dated 15-08-2018, unless otherwise agreed in writing.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to protect the water quality, ecology and users of the canal during construction of the development in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

18 NONSC External Lighting

Prior to the installation of any external lighting, a lighting plan shall be submitted to and approved in writing by the Local Planning Authority. Only external lighting agreed in that plan shall be installed, unless otherwise agreed in writing by the Local Planning Authority.

REASON

In the interests of the ecology of the Blue Ribbon Network in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

19 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.

20 NONSC Residential Travel Plan

The development approved by this permission shall be carried out in accordance with the Residential Travel Plan approved via planning permission ref: 71582/APP/2018/1684, dated 28-06-2018, unless otherwise agreed in writing.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8

(right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.

3 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4 I47 Damage to Verge - For Council Roads:

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

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will

require to be made good to the satisfaction of the Council and at the applicant's expense.

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

5

The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (toby.pearce@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)".

6

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust (Jonathan.Young@canalrivertrust.org.uk) regarding the required access agreement.

7

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 re-submitted as part of this new planning permission where those details would remain the same.

8 170 **LBH worked applicant in a positive & proactive (Granting)**

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

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application site currently contains industrial buildings and associated hard standing and car parking and is surrounded by a combination of residential and industrial buildings.

45-50 Otter Way is located north-east of the site with 15-44 Otter Way to the east. To the south, the site fronts the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation, with the mainline railway on the other side.

Vehicular and pedestrian access to the site is provided via the Bignell House/Horton Parade access which is mainly commercial. The site has a PTAL rating of 3. West Drayton Station is planned as a stop on the Crossrail route development. It is anticipated that this will improve the site's current PTAL rating from a 3 to a 4.

The site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), but outside both

the primary and secondary shopping areas. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity.

3.2 Proposed Scheme

Planning permission is sought for the variation of Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017, for the demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station).

This application seeks permission to vary Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017, to allow for improved fire safety, circulation and ventilation, alterations to sub-station and cycle store, a revised feature brick work and an increase in building height.

3.3 Relevant Planning History

71582/APP/2016/4582 Land Rear Of 2-24 Horton Road Yiewsley

Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station.

Decision: 10-05-2017 Approved

Comment on Relevant Planning History

Planning permission has already been approved for the demolition of existing buildings and the redevelopment of the site to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station (ref: 71582/APP/2016/4582, dated 31/08/2017).

The current application seeks permission for various alterations to the previously approved development. It is noted that there would not be a change in the number/type of residential and commercial units within 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

Part 2 Policies:

AM14 New development and car parking standards.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **26th September 2018**

5.2 Site Notice Expiry Date:- **22nd September 2018**

6. Consultations

External Consultees

Consultation letters were sent to 87 local owners/occupiers and a site notice was displayed. No responses were received.

Heathrow Airport Limited:
No response received

National Air Traffic Service (NATS):

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Internal Consultees

Access Officer:

Having reviewed these revised plans, I have no accessibility observations to make in respect of this S73 application.

Building Control:

We at Building Control Hillingdon are not involved with this site.

Highways:

This application seeks the variation of condition 2 contained under planning ref, 71582/APP/2016/4582 which the Local Planning Authority raised no objections to on a letter dated 31st August 2017.

Upon assessing the submitted information, whilst cycle provision in Block C is to be reduced as a result of the newly proposed fire escape arrangement, I am aware that the external cycle storage facility fronting Block A is to be increased to accommodate this loss in cycle parking. On this basis, I do not have any objections with regard to highway matters.

Trees/Landscape Officer:

The submitted layout plan, dwg. No. 13544-101 appears to be similar to the previously approved plan, No. 15.214/D50 Rev B, with no change to, or loss of, external amenity space. If this is the case, there is no objection.

RECOMMENDATION

No objection subject to the previous (post-commencement) conditions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

There is no objection in principle to the proposed alterations to the buildings subject to compliance with the relevant Policies of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

The proposed alterations to the buildings would not impact on the density of the development which was considered to be acceptable at the time of the original application (ref: 71582/APP/2016/4582, dated 31/08/2017).

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

Not applicable to this application.

7.04 Airport safeguarding

The building height of Block A would be increased by 660mm and the building height of Block C would be increased by 571mm. Due to the overall heights of the buildings, Heathrow Airport Limited and National Air Traffic Service (NATS) have been consulted on the application.

NATS has raised no objection to the proposed increase in height of the buildings, and so the alterations to Blocks A and C would not have an impact on airport safeguarding.

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

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

Policy BE26 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that proposals adjacent to the Grand Union Canal enhance the environmental and visual qualities of the canal.

The proposed works seek to improve fire safety, circulation and ventilation within the buildings, along with alterations to the sub-station and cycle store. The proposal also seeks to change the previously approved honeycomb feature brick work on Block A and Block B to plain brickwork to match the main building fascades, following concerns over safety and pest control.

The sub-station has been reduced in size which allows for the external cycle store behind

Block B to be increased in size to accommodate more cycle spaces. It is considered that the proposed changes to the size of the cycle store and the sub-station would not have a detrimental impact on the appearance of the development.

The proposed change in brickwork to Block A and Block B is considered to be acceptable as it would match the remainder of the buildings and present a uniform appearance.

The proposed internal and external works would not significantly impact on the character and appearance of the proposed buildings.

The proposal seeks to increase the building height of Block A by 660mm and to increase the building height of Block C by 571mm. The proposed increase in the height of Blocks A and C would be minor in scale and would not have a detrimental impact on the character and appearance of the immediate street scene and surrounding area.

The proposed scheme would therefore comply with Policies BE13, BE19, BE26 and BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

At the time of the original application (ref: 71582/APP/2016/4582, dated 31/08/2017), it was considered that the development would not cause harm to residential amenity, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Extensions SPD.

The proposed alterations to the approved residential blocks would not alter the location of windows or result in any change to the approved scale and massing. Therefore the current application would not have a detrimental impact on residential amenity for neighbouring properties, thereby according with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Extensions SPD.

7.09 Living conditions for future occupiers

The proposed alterations would not result in the loss of internal floor areas or external amenity space for future occupiers of the approved residential units. Therefore the proposal would comply with Policy 3.5 of the London Plan (2016) and Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposed alterations to the buildings would not impact on access arrangements to and from the site and would not impact on parking provision.

In regards to cycle parking, the original application (ref: 71582/APP/2016/4582, dated 31/08/2017), required cycle storage for a total of 134 cycles, which would be provided by a mixture of internal and external cycle storage areas.

The current proposal seeks to reduce the size of the internal cycle store within Block C in order to allow for alterations to the lobby so that a new means of escape path from the basement can be provided. To enable adequate cycle provision, the external cycle store opposite Blocks A and D has been increased in size to allow for storage of 40 cycle spaces (an increase in 10 spaces).

The Council's Highways Engineer has assessed the application and has no objection to the proposed alterations to the cycle parking.

The proposed alterations to the approved scheme would not result in a loss of cycle spaces as 134 cycle spaces would be retained across the application site, and so would continue to comply with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design:
See Section 7.07 of this report.

Access and Security:
The proposal would not impact on access arrangements into the site or security arrangements.

7.12 Disabled access

The proposal seeks alterations to the buildings to allow for improved fire safety, circulation and ventilation. The Council's Access Officer has assessed the application and has no objection to the proposed alterations. The proposed alterations to the original planning permission (ref: 71582/APP/2016/4582, dated 31/08/2017) are therefore acceptable in regards to disabled access.

7.13 Provision of affordable & special needs housing

The proposed alterations to the residential blocks would not impact on affordable housing provision which was secured under the original planning permission (ref: 71582/APP/2016/4582, dated 31/08/2017).

7.14 Trees, Landscaping and Ecology

At the time of the original application (ref: 71582/APP/2016/4582, dated 31/08/2017), the development was considered to be acceptable in regards to trees, landscaping and ecology.

The Council's Trees/Landscape Officer has assessed the application and has no objection to the proposed alterations as there would not be a loss of external amenity space to the residential units. Any changes to the landscaping around the altered cycle store and sub-station behind Block D would be minor and would be dealt with through a landscaping condition on any consent granted.

The proposed alterations to the scheme would not impact on trees, landscaping and ecology within the site, and so is considered acceptable, thereby complying Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

The proposed alterations to the residential blocks would not impact on sustainable waste management which was considered acceptable at the time of the original planning permission (ref: 71582/APP/2016/4582, dated 31/08/2017).

7.16 Renewable energy / Sustainability

The proposed alterations to the approved scheme would not impact on renewable energy provision which was considered acceptable at the time of the original planning permission (ref: 71582/APP/2016/4582, dated 31/08/2017).

7.17 Flooding or Drainage Issues

The proposed alterations to the residential blocks would not impact on drainage which was considered acceptable at the time of the original planning permission (ref: 71582/APP/2016/4582, dated 31/08/2017).

7.18 Noise or Air Quality Issues

Noise:

The proposed alterations to the approved scheme would not impact on noise which was considered acceptable at the time of the original planning permission (ref: 71582/APP/2016/4582, dated 31/08/2017).

Air Quality:

The impact of the proposed development on air quality was considered acceptable at the time of the original planning permission (ref: 71582/APP/2016/4582, dated 31/08/2017), subject to a Section 106 obligation for contributions to the air quality monitoring network; this was agreed as part of a legal agreement. The proposed alterations to the approved scheme would not impact on air quality.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning Obligations

The proposal seeks to vary condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017, which was subject to a Section 106 Legal Agreement. A Deed of Variation to the previously secured legal agreement is therefore required, details of which are set out above.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission is sought for the variation of Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017, for the demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station).

This application seeks permission to vary Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017, to allow for improved fire safety, circulation and ventilation, alterations to sub-station and cycle store, a revised feature brick work and an increase in building height.

The proposed alterations to the approved scheme are considered to be acceptable and would not have a detrimental impact on the character and appearance of the buildings, the street scene and the surrounding area. The proposal would not have a detrimental impact on residential amenity for neighbouring properties. Acceptable cycle parking provision will be retained.

The proposed alterations would comply with Policies AM14, BE13, BE19, BE20, BE21, BE24, BE26 and BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Extensions SPD.

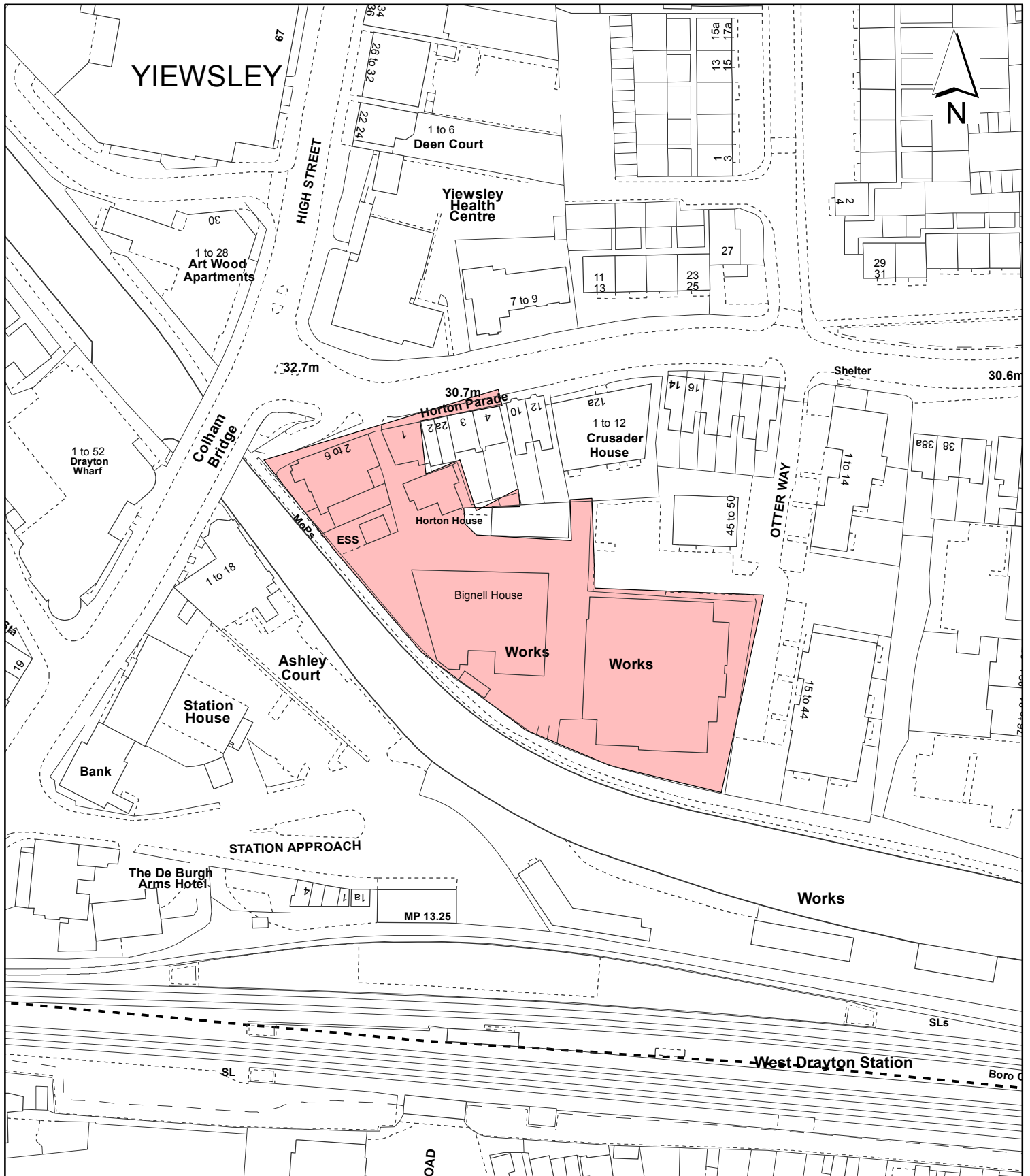
The application is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
National Planning Policy Framework (July 2018)
London Plan (2016)
HDAS: Residential Layouts

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Land Rear of 2-24 Horton Road
 Yiewsley**

Planning Application Ref:

71582/APP/2018/2871

Planning Committee:

Major Page 127

Scale:

1:1,250

Date:

November 2018

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

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



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address 501 & 504 STONE CLOSE YIEWSLEY

Development: Demolition of existing buildings and erection of building for the purposes of Use Class B1c/B2/B8 with associated access and parking

LBH Ref Nos: 73585/APP/2018/2484

Drawing Nos: Design & Access Statement (16 October 2018)
002 Site Identification Plan
001 Site Location Plan
26992_T Rev. 0 Topographical Survey
26992_T UG Rev. 0 Underground Utility Survey
Energy Strategy (Issue 1)
Overheating Risk Analysis (Issue 1)
Covering Letter (5 July 2018)
17-112 / 300 Rev. P2 Drainage Strategy
4435-PL-010 Ground Floor Plan
4435-PL-011 First Floor Plan
4435-PL-040 Existing Site Plan
4435-PL-041 North Building Floor Plan
4435-PL-042 South Building Floor Plan
4435-PL-043 North Building Elevations and Sections
4435-PL-044 South Building Elevations and Sections
Video Inspection Building Plan and Elevation:
17-112R_001 Flood Risk Assessment (May 2018)
Preliminary Geo-Environmental Risk Assessment (November 2017)
External Lighting and CCTV Assessment Issue 3 (May 2018)
T&PPB6821R001F0.1 Rev. 0.1/Final Travel Plan (14 May 2018)
T&PPB6821R001D0.1 Transport Statement Rev. 0.1/Final (14 May 2018)
Applicant Response to Highways Officer Comments (24 October 2018)
Applicants Response to TfL Comments (24 October 2018)
4435-PL-020 Rev. D Elevations
MSW 5206 October 2018 (Revised) Planning Statement
746.19.04 Rev. B Planting Layout
4435-PL-004 Rev. F Block Plan Showing Operational Parking
4435-PL-002 Rev. E Block Plan
L1700001305 Preliminary Ecological Appraisal (6 December 2017)
4435-PL-030 Rev. B Cross Sections
4435-PL-031 Rev. B Site Section
4435-PL-032 Rev. B Site Section showing Design Evolution
4435-PL-003 Rev. E Site Plan External Works
Rev. 01/Final Air Quality Assessment (14 May 2018)

Date Plans Received:	05/07/2018	Date(s) of Amendment(s):	13/07/2018
Date Application Valid:	17/07/2018		22/08/2018
			28/09/2018
			05/07/2018
			25/10/2018
			06/09/2018

1. SUMMARY

The application seeks permission for demolition of two existing and vacant buildings and the erection of one mixed use class B1, B2 or B8 unit and one inspection bay building. The works also include new car parking and landscaping. Subject to conditions and a Section 106 agreement, the proposed development is considered to be acceptable with regard to principle, design, amenity, highways, air quality, noise, lighting, flooding, energy, accessibility, waste and security.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission, subject to a Legal agreement securing the following:

1. Highway Works: S278/S38 for required Highways Works

2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.

3. Travel Plan to include £20,000 Bond; Low Emission Strategy Travel Plan to include, but not be limited to:

a) Setting targets for the increased use of low/zero emission vehicles technologies for the servicing and delivery vehicles;

b) Active promotion of cleaner vehicle technologies for all users of the development with targets set for increased trips by zero emission vehicles;

c) Active promotion and enforcement of no idling on site

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

B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement 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 set out above have not been agreed and the S106 legal agreement has not been finalised before the 30 December 2018, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The development has failed to secure obligations relating to highway improvements and transport, construction and employment training. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policies H2 and EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies 3.12 and 5.12 of the London Plan (2016) and the NPPF.'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration 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 attached:-

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

002 Site Identification Plan;
001 Site Location Plan;
4435-PL-040 Existing Site Plan;
4435-PL-041 North Building Floor Plan;
4435-PL-044 South Building Elevations and Sections;
4435-PL-043 North Building Elevations and Sections;
26992_T Rev. 0 Topographical Survey;
26992_T UG Rev. 0 Underground Utility Survey;
4435-PL-010 Ground Floor Plan;
4435-PL-011 First Floor Plan;
4435-PL-044 South Building Elevations and Sections;
4435-PL-031 Rev. B Site Section;
4435-PL-032 Rev. B Site Section showing Design Evolution;
4435-PL-030 Rev. B Cross Sections;
4435-PL-020 Rev. D Elevations;
4435-PL-004 Rev. F Block Plan showing Operational Parking;
4435-PL-003 Rev. E Site Plan External Works;
4435-PL-002 Rev. E Block Plan;
Video Inspection Building Plan and Elevations;
746.19.04 Rev. B Planting Layout;

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

REASON

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

3 COM5 General compliance with supporting documentation

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

MSW 5206 October 2018 (Revised) Planning Statement;
Design & Access Statement (16 October 2018);
17-112R_001 Flood Risk Assessment (May 2018);
17-112 / 300 Rev. P2 Drainage Strategy;
L1700001305 Preliminary Ecological Appraisal (6 December 2017);
Energy Strategy (Issue 1);

Overheating Risk Analysis (Issue 1);
T&PPB6821R001D0.1 Transport Statement Rev. 0.1/Final (14 May 2018);
Applicant Response to Highways Officer Comments (24 October 2018);
Applicants Response to TfL Comments (24 October 2018);
T&PPB6821R001F0.1 Rev. 0.1/Final Travel Plan (14 May 2018);
External Lighting and CCTV Assessment Issue 3 (May 2018);
Preliminary Geo-Environmental Risk Assessment (November 2017); and
Rev. 01/Final Air Quality Assessment (14 May 2018).

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007) and the London Plan (2016).

4 COM15 Sustainable Water Management

Prior to the commencement of development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

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

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and or grey water will be recycled and reused in the development.
- d) Long Term Management and Maintenance of the drainage system.
 - i. Provide a management and maintenance plan
 - ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
 - lii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
 - iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
 - i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,

Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).

National Planning Policy Framework (July 2018), and the

Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

5 RES9 Landscaping (car parking & refuse/cycle storage)

No development above ground level 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

1.d Specific details of planting enhancements on the Horton Road site frontage to include semi mature planting.

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage (2 long stay and 2 short stay spaces)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (details of operational and non-operational parking spaces and

manoeuvring, including demonstration that 20% active and 10% passive provision of all parking spaces are served by electrical charging points and that 10% of all parking spaces are provided for blue badge holders.)

2.e Hard Surfacing Materials

2.f External Lighting

4. Details of Landscape Maintenance

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

4.b Proposals for the replacement of any tree, shrub, or area of 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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

6 NONSC Construction Environmental Management Plan

Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. The Plan must be drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan and to comply with London Plan Policy 7.14.

7 NONSC Noise Levels

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

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

8 NONSC Delivery and Servicing Plan

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

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

REASON

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

9 NONSC Construction Logistics Plan

Prior to the commencement of works on site, a Construction Logistics Plan (CLP) which identifies efficiency and sustainability measures to be undertaken while the development(s) is being built and is drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG, shall be submitted to and approved in writing by the Local Planning Authority. The construction works shall be carried out in strict accordance with the approved plan.

REASON

To ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and minimizes emissions, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.14 of the London Plan (March 2016).

10 NONSC External Lighting

External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes for the Reduction of Obtrusive Light GN01: 2011'. Lighting should be minimized and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

REASON

To safeguard the amenity of neighbouring properties in relation to light pollution accordance with policy OE1 of the Hillingdon Unitary Development Plan.

11 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on

Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

12 NONSC Energy

Prior to any works above damp proof course level, full details of the low and zero carbon technology required to meet the CO2 reductions identified in the Energy Strategy (4316-Stone Close-RepEnergyStrat-PlanSub-Iss 1-SHMDC-04-18) shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas).

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

REASON

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

13 NONSC Ecological Enhancement

No development shall take place until a scheme to protect and enhance the nature conservation interest of the site has been submitted to and approved by the Local Planning Authority.

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

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.

14 NONSC Contamination

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

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

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

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

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

(iii) 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.

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

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)

15 COM22 Operating Hours

The commercial premises shall not be open for customers outside the following hours: -
0700 and 2200 Mondays - Fridays
0800 to 1600 Saturdays and Sundays
Closed on all Bank Holidays.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2016) Strategic Industrial Locations
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.11	(2016) Green roofs and development site environs

LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

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

4

The site should be registered in the GLA's database (nrm.london/nrm/about/what-nrm-register) and should comply with the London's Low Emission Zone for non-road mobile machinery requirements in order to comply with London plan Policy 7.14 and the standards set out in the Mayor of London, Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

5 125 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

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

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

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

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

7 172 **Section 106 Agreement**

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

8 170 **LBH worked applicant in a positive & proactive (Granting)**

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site extends to 0.7 hectare and forms an irregular shaped site on the eastern and southern sides of Stone Close, a cul de sac which is industrial in character and gains access from Horton Road to the south. Stone Close forms part of a much larger industrial area which runs along both sides of Horton Road.

The site is surrounded by industrial and commercial units to the north, east and west. A notable exception to the predominant industrial character of the immediate area are the residential blocks which front the northern side of Horton Road. The site wraps around these properties so that their rear gardens adjoin and their rear elevations face the southern boundary of the site. The site is currently vacant, but was previously in commercial use as a printing business and comprises of two large buildings. The southern building is sited close to the residential boundary.

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

3.2 Proposed Scheme

This Full Planning application seeks permission for the redevelopment of the site, involving the demolition of two existing and vacant buildings and erection of one mixed use class B1, B2 or B8 unit and one inspection bay building. These would facilitate a motor workshop including a service centre, workshop, vehicle preparation facilities, MOT testing centre, smart repairs, bodyshop, parts and accessories sales distribution and store, administration offices and vehicle storage. The works also include new car parking and landscaping and the total new internal floorspace would amount to 2,034 square metres (including the main building and inspection bay building).

3.3 Relevant Planning History

Comment on Relevant Planning History

None.

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.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.17 (2016) Strategic Industrial Locations
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 5.9 (2016) Overheating and cooling
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.15 (2016) Water use and supplies
- LPP 5.17 (2016) Waste capacity
- LPP 5.21 (2016) Contaminated land
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2016) Cycling
- LPP 6.10 (2016) Walking
- LPP 6.13 (2016) Parking
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.13 (2016) Safety, security and resilience to emergency
- LPP 7.14 (2016) Improving air quality
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- BE13 New development must harmonise with the existing street scene.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th September 2018**

5.2 Site Notice Expiry Date:- **11th September 2018**

6. Consultations

External Consultees

17 letters were sent to neighbouring properties, a site notice was erected towards the front of the application site and an advert was posted in the local paper. All consultations expired on the 29/10/2018.

One objection was received from a member of the public raising concerns as to how the site will be secured and managed during construction works.

CASE OFFICER COMMENT:

A Demolition and Construction Logistics Plan is to be conditioned if the application is to be approved

ENVIRONMENT AGENCY COMMENT:

No comment.

CANAL & RIVER TRUST COMMENT:

No comment.

TRANSPORT FOR LONDON COMMENT:

TfL notes that through the submitted Design and Access Statement, reference is made to a Transport Assessment for the development being submitted, however this is not made available on the council website. In order to fully review the case, TfL will need to assess this document to assess the impact of the proposals.

From reviewing the case documents which have been made available however, TfL make the following comments:

- No details on the quantity of cycle parking is provided. TfL remind the applicant that the development should provide cycle parking in accordance with Draft London Plan Policy T5 which sets out minimum cycle parking standards.
- TfL request a Demolition and Construction Logistics Plan to be submitted and secured by condition.
- TfL remind the applicant that all operational car parking must provide infrastructure for electric or other Ultra Low Emission Vehicles.

In conclusion, TfL will make further comments on the application once the Transport Assessment can be reviewed.

CASE OFFICER COMMENT:

A Transport Statement was requested and submitted by the applicant. TfL were re-consulted.

TRANSPORT FOR LONDON FOLLOW-UP COMMENT:

TfL requests confirmation on the number of cycle parking which is proposed. TfL remind the applicant that the development should provide cycle parking in accordance with Draft London Plan Policy T5 which sets out minimum cycle parking standards. All cycle parking provided should be suitable in terms of location, security and protection from the elements and inclement weather.

Furthermore, end of journey facilities (shower and changing) for staff should be provided to promote sustainable travel to and from work.

Car Parking should be in accordance with Draft London Plan maximum standards as set out by Policy T6.2 'Office Parking' which states in point C that "car parking standards for Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards, take account of the significantly lower employment density in such developments, and consider a degree of flexibility to reflect different trip-generating characteristics". The maximum parking standards state that for outer London, the development should provide a maximum of 1 space per 100sqm, however should endeavour to be below this.

Regardless of the parking provision which is ultimately agreed, the applicant is reminded that 10% of all parking spaces should be provided for blue badge holders.

To conform with the Draft London Plan, all operational car parking must provide infrastructure for

electric or Ultra Low Emission Vehicles.

TfL request that a Demolition and Construction Logistics Plan be submitted and secured by condition.

In conclusion, TfL require more information to be provided on the number and location of cycle parking which is proposed. Furthermore, sufficient blue badge spaces and electric vehicle infrastructure for all operational car parking (in addition to the 20% active and 10% passive provision which has been outlined in the transport assessment) are to be confirmed before TfL can support the application.

METROPOLITAN POLICE COMMENT:

I have reviewed the material on this application. I do not object to this. I do request a condition is added that secure by design accreditation is achieved to ensure that the physical security measures are of an appropriate level.

Internal Consultees

TREES AND LANDSCAPING OFFICER COMMENT:

This site is occupied by three industrial / office buildings with associated parking, hard-standing and small areas of grass verge, within an industrial estate to the north of Horton Road. There are no trees or significant landscape features on the site and no TPO's or Conservation Area designations affecting the site.

COMMENT: This site has been the subject of pre-application advice. No trees will be affected by the proposal. The proposed layout is similar to the pre-application proposal, providing narrow strips of soft landscape around the site perimeter - including along the site boundary to the south of the new building. An ecological appraisal by Ramboll Environ confirmed that the soft landscape proposals should incorporate native and / or non-native nectar / fruit producing species to achieve a net gain of biodiversity if possible. In addition to suitable boundary planting with trees and hedges, bird / bat boxes could be installed. The planting layout by TALA, incorporates an appropriate mix of trees, shrubs and hedges including both native and ornamental species. No details of bird / bat boxes have been included and no details of hard landscape (boundary treatments, surface treatments?)

RECOMMENDATION: No objection subject to condition RES9 (parts 1,2,4 and 5).

CASE OFFICER COMMENT:

Drawing reference '746.19.04 Rev. A Planting Layout' was submitted due to amendments to the scheme.

TREES AND LANDSCAPING OFFICER FOLLOW-UP COMMENT:

I refer to the amended layout and planting plan, TALA dwg. No. 746.19.04 Rev A.

A new opportunity for planting has presented itself in the south-west corner - the triangle below the annotation PB07. This triangle appears to be 'dead' space not required for parking or manoeuvring. Space for another tree and ground cover.

Could you please see if this would be feasible? - This is a large site / building and every opportunity to enhance the local environment should be taken.

CASE OFFICER COMMENT:

Drawing reference '746.19.04 Rev. B Planting Layout' was submitted in response to the request for further soft landscaping.

TREES AND LANDSCAPING OFFICER COMMENT:

No objection subject to condition RES9 (parts 1,2,4 and 5).

WASTE STRATEGY OFFICER COMMENT:

Access is acceptable and there is suitable space available for storage of containers.

ACCESS OFFICER COMMENT:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people. Conclusion: acceptable.

FLOODING AND WATER MANAGEMENT OFFICER COMMENT:

The site is in a critical drainage area and therefore the proposals need to reduce run off from the site to greenfield run off rates. The proposals state that water will be controlled on site to reduce flows to a maximum of green field run off rate of 2.8l/s/ha. Storage will be provided of 154m³ on site. Surface water will be controlled on site with no connection to the Thames Water surface water network as the site currently functions. As details such as infiltration have yet to be confirmed and the methods of holding water within the site proposed are limited to permeable paving and soakaways. These should also be examined in more detail generic tables specifying generic and unsubstantiated reasons for discounting methods will not be accepted and should be revised. Therefore the following sustainable water management condition will need to be applied.

HIGHWAYS OFFICER COMMENT:

The application site is located along Stone Close and unclassified no through road which is subject to a 30mph speed limit. Within the vicinity of the site, Stone Close benefits from pedestrian footway, street lighting and on-street parking along the eastern and southern section of the road. The western side of the road includes restrictions in the form of single yellow lines prohibiting any stopping from 07:00 to 19:00.

The site at present comprises two industrial units (Use Class B2) with a combined floor space of 2,948sqm which are served by 5 points of access. This application is for the demolition of the existing units and the construction of a single mixed use (B1(c), B2 and B8) industrial unit with a floor area of 1,943sqm served by 2 points of access therefore making 3 access points redundant.

The applicant has submitted a Transport Statement which shows that not only will the trip rates associated with the development site generate a reduction compared to that currently associated with the site, but have already been agreed at pre-plan.

The proposed access points are to be taken off Stone Close. The primary access into the site will be via a priority controlled junction located towards the south-west of the site and the secondary access along the northern site boundary. The applicant is advised that a Section 278 agreement will

be required for the unused access points to be reinstated as public pavement.

With regard to servicing and delivery provision, the Transport Statement mentions that this is to be carried out via the primary access point. Whilst it was understood by the Highway Authority (during pre-plan) that the primary access would be used for non-operational purposes only, this does not seem to be the case. As mentioned within the submitted TS for this application delivery and servicing vehicles (except for refuse collection) will access the site via the primary access.

Swept Path analysis drawings showing that associated vehicles are able to enter and exit the site in forward gear have been provided.

In terms of parking provision linked to the site, this will be divided between 59 operational and 21 non-operational parking spaces. Additional details should be provided illustrating the operational and non operational parking as this is unclear.

The Transport Statement further mentions that electrical charging points are to be provided to serving 20% of the total parking provision with a further 10% of the spaces being made easily convertible should the demand arise. However, I am unable see drawings depicting this.

I note that cycle parking is to be based on the London Plan minimum standards which show a total of 4 secure and covered spaces.

Mindful of the above, I do not have any objections to this application subject to the following agreement and conditions pertaining to the following matters.

- S106 agreement securing a Section 278 agreement for all highway works.
- Additional details relating to operational/non-operational parking with details of Electrical charging points
- Parking and Manoeuvring arrangement
- Construction and Logistics Plan
- Delivery and Servicing Plan

CASE OFFICER COMMENT:

An amended plan was submitted, removing the previously proposed valet bay building and indicating a provision of 61 operational and 21 customer parking spaces. This represents a gain of two operational parking spaces.

HIGHWAYS OFFICER FOLLOW-UP COMMENT:

Highways Officer consultation comments are to be disclosed as part of an addendum.

TRANSPORT PLANNER COMMENT:

No objection to the submitted Travel Plan.

SUSTAINABILITY OFFICER COMMENT:

I have no objections to the proposed development in terms of energy, ecology or contamination subject to the following:

Energy Condition

Prior to the commencement of the superstructure, full details of the low and zero carbon technology required to meet the CO2 reductions identified in the Energy Strategy (4316-Stone Close-RepEnergyStrat-PlanSub-Iss 1-SHMDC-04-18) shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas). The development must proceed in accordance with the approved plans.

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

Ecology

Standard ecological enhancement condition required.

Contamination

Standard contamination condition required.

CASE OFFICER COMMENT:

Following further discussion, the following energy condition was agreed instead:

Prior to any works above damp proof course level, full details of the low and zero carbon technology required to meet the CO2 reductions identified in the Energy Strategy (4316-Stone Close-RepEnergyStrat-PlanSub-Iss 1-SHMDC-04-18) shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas).

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

REASON

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

AIR QUALITY OFFICER COMMENT:

The air quality assessment indicates that as the application represents a reduction in vehicle trips from the existing use no mitigation is required. However, as the development is within the Air Quality Management Area I would ask that the following conditions and inclusion in the relevant s106 are considered.

Construction Phase

Construction Management Plan (CEMP)

No development shall commence until a CEMP has been submitted to, and approved in writing by, the LPA. The Plan must be drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG.

Reason: Compliance with London Plan Policy 7.14

Informative Air Quality - NRMM

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

As part of the s106 agreement for the Travel Plan please could the following be included:

Provision of Occupier Low Emissions Strategy Travel Plans, to include, but not be limited to:

- Setting targets for the increased use of low/zero emission vehicles technologies for the servicing and delivery vehicles;
- Active promotion of cleaner vehicle technologies for all users of the development with targets set for increased trips by zero emission vehicles;
- Active promotion and enforcement of no idling on site

Reason: Compliance with Hillingdon Local Plan Part 1 Policy EM8.

ENVIRONMENTAL PROTECTION UNIT OFFICER COMMENT REGARDING THE NOISE ASSESSMENT:

The acoustic assessment sets out proposed noise mitigation but there are no specifics put forward. I do not wish to object to the application but suggest the following should you be mindful to grant the application:

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

CASE OFFICER COMMENT:

Upon further consultation, the external noise level condition was changed to:

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

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

ENVIRONMENTAL PROTECTION UNIT OFFICER COMMENT REGARDING THE EXTERNAL LIGHTING ASSESSMENT:

No objection subject to the following condition:

External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Lighting should be minimized and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

REASON: To safeguard the amenity of neighbouring properties in relation to light pollution accordance with policy OE1 of the Hillingdon Unitary Development Plan.

CASE OFFICER COMMENT:

Upon further consultation, the guidance document for this condition was changed to 'Guidance Notes for the Reduction of Obtrusive Light GN01: 2011'.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy LE1 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that all proposals for industry (B2), warehousing (B8) and business (B1) development will be assessed by taking into account other policies of this plan and, where appropriate, the following considerations:

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

In accordance with Policy LE1, the proposed development is not considered to conflict with the Local Planning Authority's overall objective of securing the development or regeneration. It is noted that transport, highways and access related considerations are addressed elsewhere in the report.

Policy LE2 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (use classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in IBAs unless it is satisfied that:

- (i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future; and
- (ii) The proposed alternative use does not conflict with the policies and objectives of the plan.

(iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

The site forms part of an IBA, where industrial and storage uses are expected to locate. Furthermore, there are no changes proposed to the designation of this site within the emerging Hillingdon Local Plan. As such, it is considered that the principle of the demolition of two existing buildings and erection of the one main building and one smaller inspection bay building, for the purposes of Use Class B1c/B2/B8, is acceptable subject to other policy considerations.

Given the above considerations, the proposed development accords with policies LE1 and LE2.

7.02 Density of the proposed development

The density of the proposed development is not applicable to the determination of this application.

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

The application site is not designated as or located near an Archaeological Priority Area, Conservation Area, Listed Building or Area of Special Local Character and is therefore not relevant to the determination of this application.

7.04 Airport safeguarding

The consideration of airport safeguarding is not applicable to the determination of this application as there is only a 1.5m increase in overall building heights.

7.05 Impact on the green belt

The impact on the Green Belt is not applicable to the determination of 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 fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

Policy BE25 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that the Local Planning Authority will seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate it will seek improved vehicular and pedestrian access and circulation routes through the area, and environmental improvements.

The application site forms part of the Horton Road IBA. The character of the area is predominantly industrial, comprising single storey industrial warehousing units with two storey use class B1a offices and two storey use class B1 buildings. It is noted that residential properties are located immediately to the south of the site.

The proposed main building would replace two buildings of a similar business use class and would facilitate a motor workshop including a service centre, vehicle preparation facilities, MOT testing centre, smart repairs, bodyshop, parts and accessories sales distribution and store, administration offices, car parking and vehicle storage. The proposed development would maintain the same character that already exists at and around the application site.

The main building would measure approximately 8.5 metres in height, 42 metres in width

and 46 metres at its longest point. This would total 1,943 square metres internal floor space. It would be of a similar scale, design, construction and would utilise materials similar to surrounding commercial buildings. The proposal would therefore harmonise with the predominant character of the area.

The proposed inspection bay would measure approximately 5.98 metres in height, 12 metres in width and 9 metres in depth. This would be located to the north east section of the site and would not have an impact on the street scene.

It is acknowledged that the brick building to the west of the residential gardens on Horton Road would be demolished. This currently encloses the gardens of these properties and its removal is considered to complement local amenity and the character of the area. The corner plot adjoining Horton Road and Stone Close is to be utilised for car parking and soft landscaping only. This thereby maintains the openness of the corner plot.

Taking into account the above considerations, the proposed development is considered to harmonise with the street scene and complement the character of the area, in accordance with Policies BE13 and BE25.

7.08 Impact on neighbours

The following policies are taken into consideration.

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of the occupiers and their neighbours.

Paragraph 4.9 of the Hillingdon Design and Access Statement (HDAS) for Residential Layouts SPD requires that all developments should maintain a minimum distance of 15 metres from neighbouring residential properties in order to avoid overdomination. The HDAS further specifies that the distance between facing windows into adjoining/adjacent residential properties should not be less than 21 metres.

The proposed building would be located approximately 19 metres away from the closest residential properties to the south of the application site at nos.201 to 207 Horton Road and would be located over 21 metres away from nos. 209 to 239 Horton Road. The existing south building measures 7 metres in height and appears 8 metres in height from the residential properties due to the 1 metre level change between the two sites. The proposed main building would measure approximately 8.5 metres in height and would appear 9.5 metres in height from the residential properties. The proposed main building poses an additional impact equivalent to approximately 1.5 metres in additional building height. It also

noted that there are no proposed windows to face towards the residential properties.

Taking into account the separation distances, the proposed development is considered to be HDAS compliant and is not considered to result in an unacceptable additional impact on neighbouring residential amenity. It is also noted that the rear elevation wall would be screened in part by 2.2 metre high boundary hedging, in the form of *Ligustrum ovalifolium*, alongside the associated 2.4 metre high paladin pre-finished weldmesh security fencing. The south-facing metallic clad wall would also be banded with silver metallic, orion, slate grey and anthracite cladding, creating a wall which becomes lighter in appearance further up the height of the building. These measures are considered to improve the appearance of the building in order to mitigate visual impact on residential amenity.

It is considered that proposed main building and inspection building would not have an unacceptable impact on the levels of daylight and sunlight received by neighbouring properties. It is acknowledged that the the brick building to the west of the garden of the westernmost property on Horton Road would be demolished. This currently encloses the gardens of these properties and its removal is considered to improve residential amenity.

Given the above considerations, the proposal is considered to complement residential amenity and the character of the area. The proposed development would not have an unacceptable impact on levels of light received by residential properties and the proposal would not result in an adverse impact upon the privacy of any neighbours. As such, the proposal is considered to accord with policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The consideration of living conditions for future occupiers is not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will be considered and requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards.

The submitted Transport Statement states that trip rates generated by the proposed development would be less than that which would be generated by the permitted operation of the existing site, if it were operational. The primary access into the site would be via a priority controlled junction located towards the south-west of the site and the secondary access along the northern site boundary. Servicing and delivery provision is to be carried out via the primary access point.

Regarding parking, 61 operational and 21 non-operational parking spaces are to be provided. Subject to condition, electrical charging points should be provided to serve 20% of the total parking provision with a further 10% of the spaces being made easily convertible should the demand arise. Cycle parking provision is to be based on the London Plan minimum standards, which is 2 short stay and 2 long stay cycle spaces.

Overall, the Highways Officer states no objection subject to car and cycle parking details, parking and manoeuvring details, a Construction and Logistics Plan and a Delivery and

Servicing Plan being submitted. A Section 278 agreement for highways works is also required as part of a Section 106 agreement.

Subject to conditions, the proposed development is considered to accord with Policy AM7 and AM14.

7.11 Urban design, access and security

Urban design matters are considered in the 'Impact on the character & appearance of the area' section of the report.

SECURITY

The Metropolitan Police have stated no objection to the proposed development, subject to a condition requiring secure by design accreditation.

7.12 Disabled access

The Council's Access Officer has stated that there are no accessibility issues raised by the proposal. If recommended for approval, an informative will be added.

7.13 Provision of affordable & special needs housing

The provision of affordable and special needs housing is not applicable to the determination of this application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

This site is occupied by three buildings with associated parking, hard-standing and small areas of grass verge, within an industrial estate to the north of Horton Road. As stated by the Trees and Landscaping Officer, there are no trees or significant landscape features on the site and no TPO's or Conservation Area designations affecting the site. It is noted that no details of bird / bat boxes have been included and no details of hard landscaping have been provided. Thus, subject to a condition, the proposed development is not considered to be contrary to Policy BE38.

The Sustainability Officer has stated no objection to the proposed development with regard to ecology, subject to a condition requiring details of a scheme to protect and enhance the nature conservation interest of the site.

7.15 Sustainable waste management

The Council's Waste Strategy Officer stated that access for waste services is acceptable and that there is suitable space available for storage of containers.

7.16 Renewable energy / Sustainability

The Sustainability Officer has stated no objection to the proposed development with regard to energy and contamination, subject to conditions. Such conditions require details of the low and zero carbon technology required to meet the CO2 reductions and a scheme to address contamination issues.

7.17 Flooding or Drainage Issues

The application site is in a Critical Drainage Area and the proposals need to reduce run off from the site to greenfield run off rates. It is noted that the details such as infiltration have yet to be confirmed and the methods of holding water within the site proposed are limited to

permeable paving and soakaways. Based on the Council's Flooding and Water Management Officer's comments, the proposal is generally permissible subject to a condition.

7.18 Noise or Air Quality Issues

NOISE

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning 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, because of:

"(i) The siting or appearance;

(ii) The storage or display of vehicles, goods, equipment or other merchandise;

(iii) Traffic generation and congestion;

(iv) Noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable."

The application site is designated as a Industrial and Business Area. The proposed development is, therefore, not considered to be detrimental to the character or amenities of surrounding properties or the area generally, because of siting, appearance, storage or display of vehicles, goods, equipment or other merchandise.

As stated by the Highways Officer, trip rates are anticipated to decrease and no objection was stated subject to conditions.

Policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact is mitigated within the acceptable levels by engineering, lay-out or administrative measures.

Policy OE5 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that proposals for the siting of noise sensitive developments such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources appropriate national and local standards. Account will be taken of any changes to occur in noise levels within 10-15 year period following the date of submission of any application for planning permission.

As stated by the Environmental Protection Unit Officer, the acoustic assessment sets out proposed noise mitigation but there are no specifics disclosed. No objection was stated, subject to conditions for a Construction Environmental Management Plan and external noise levels.

Given the above considerations, the proposed development is considered to accord with policies OE1, OE3 and OE5, subject to conditions.

AIR QUALITY

The site forms part of an Industrial and Business Area (IBA) and an Air Quality

Management Area. The proposal is therefore required to demonstrate that it can be made to be air quality neutral and the mitigation measures required to safeguard air quality.

As stated by the Air Quality Officer, the air quality assessment indicates that there would be a reduction in vehicle trips from the existing use and that no specific mitigation measures are required. However, given the area is designated as an Air Quality Management Area, conditions relating to construction management and air quality have been requested. Occupier low emissions strategy travel plans are also required as part of a Section 106 agreement.

Subject to this information being secured by condition, the proposed development would be considered to comply with London Plan Policy 7.14 and Hillingdon Local Plan Part 1 Policy EM8.

7.19 Comments on Public Consultations

Please see 'external consultees' section of this report.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

This application is subject to a Section 106 agreement which includes the following heads of terms:-

1. Highway Works: S278/S38 for required Highways Works
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.
3. Travel Plan to include £20,000 Bond; Low Emission Strategy Travel Plan to include, but not be limited to:
 - a) Setting targets for the increased use of low/zero emission vehicles technologies for the servicing and delivery vehicles;
 - b) Active promotion of cleaner vehicle technologies for all users of the development with targets set for increased trips by zero emission vehicles;
 - c) Active promotion and enforcement of no idling on site
- 4) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

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

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

EXTERNAL LIGHTING

The operational external lighting design criteria, disclosed in the 'External Lighting and CCTV Assessment Issue 3 (May 2018)', is met in each separate functional area of the site. The proposed luminaires have no upward light output. The light spill to the adjacent dwelling rear garden will be minimised by the timeclock controls to the external lighting installation. There is no increase in lighting levels in the adjacent Stone Close or Horton Road from the proposed lighting to the industrial development area of the site. The scheme complies with the ILP Guidance for Environmental Zone E3.

The Environmental Protection Unit Officer has stated no objection subject to a compliance condition limiting lighting levels.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

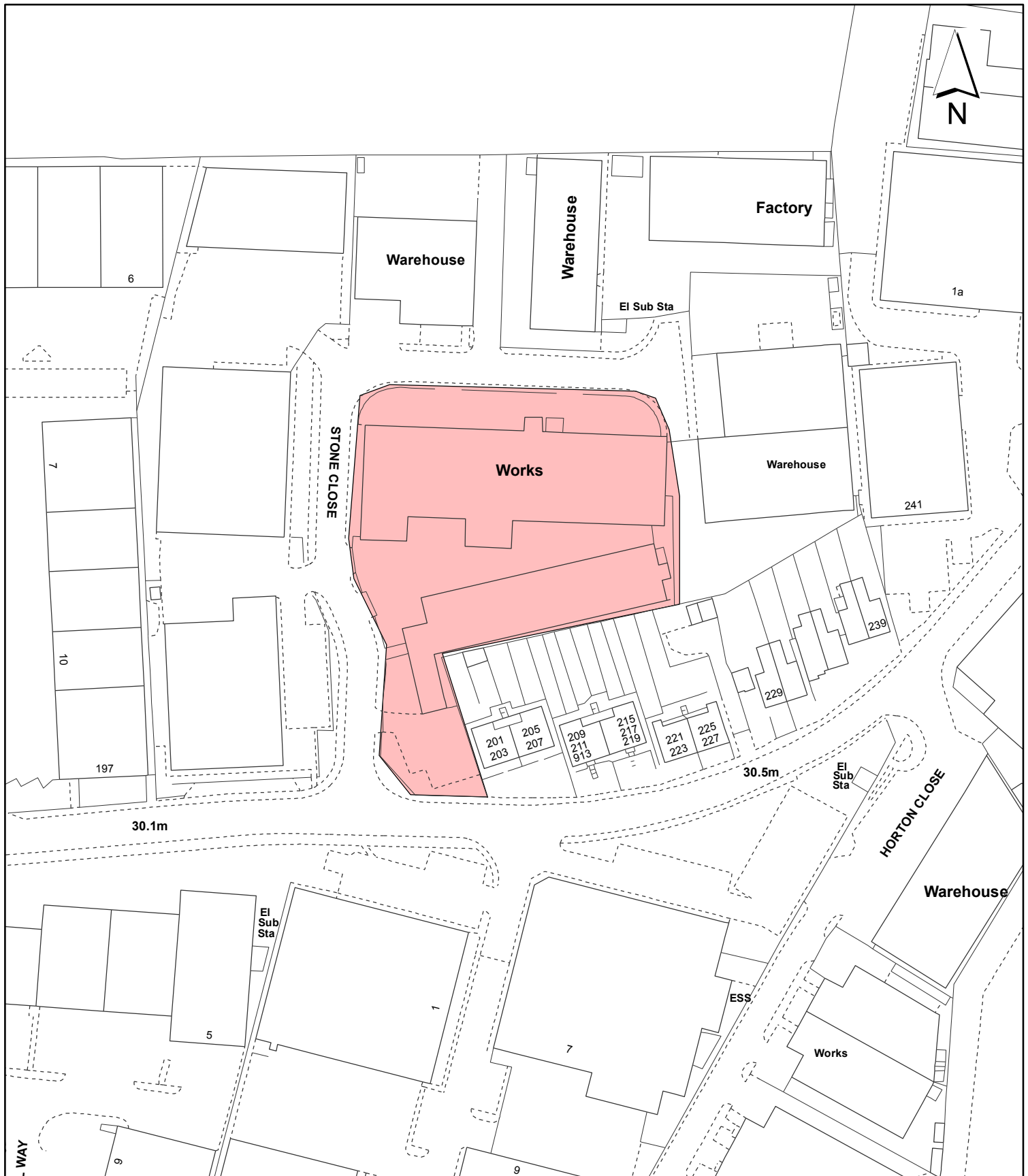
In conclusion, this application seeks permission for demolition of two existing and vacant buildings for the erection of one mixed use class B1, B2 or B8 unit and one inspection bay building with associated works. Subject to conditions and a Section 106 agreement, the proposed development is considered to be acceptable with regard to principle, design, amenity, highways, air quality, noise, lighting, flooding, energy, accessibility, waste and security.

11. Reference Documents

National Planning Policy Framework
The London Plan (2016)
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007)
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Michael Briginshaw

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**501 and 504 Stone Close
 Yiewsley**

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

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

Planning Application Ref:

73585/APP/2018/2484

Scale:

1:1,250

Planning Committee:

Major Page 158

Date:

November 2018



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Wednesday 14th November
2018



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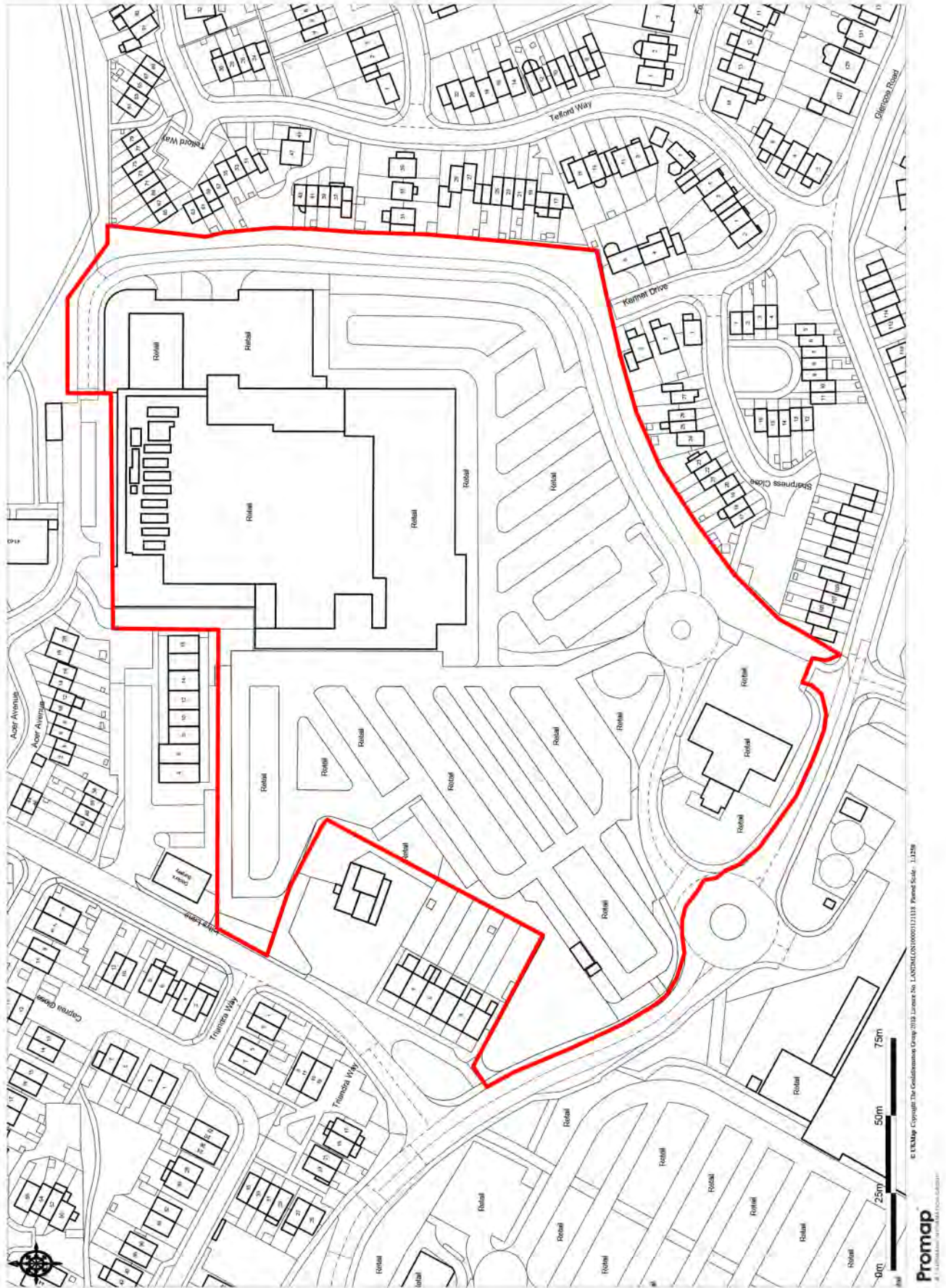
Address TESCO STORES LTD GLENCOE ROAD HAYES

Development: Variation of Condition 2 (Security Barriers) and Condition 3 (Service Deliveries) of allowed appeal decision ref. 94/236865 (dated 10.01.95) relating to refused application ref 36999/T/93/0878 (dated 08-03-94) for the Variation of Condition 12 (Trading Hours) of planning permission ref. 36999E/89/1214 (dated 01.05.90). This current application seeks to enable service deliveries between the hours of 1000 and 2100 on Sundays and bank holidays.

LBH Ref Nos: 36999/APP/2018/3016

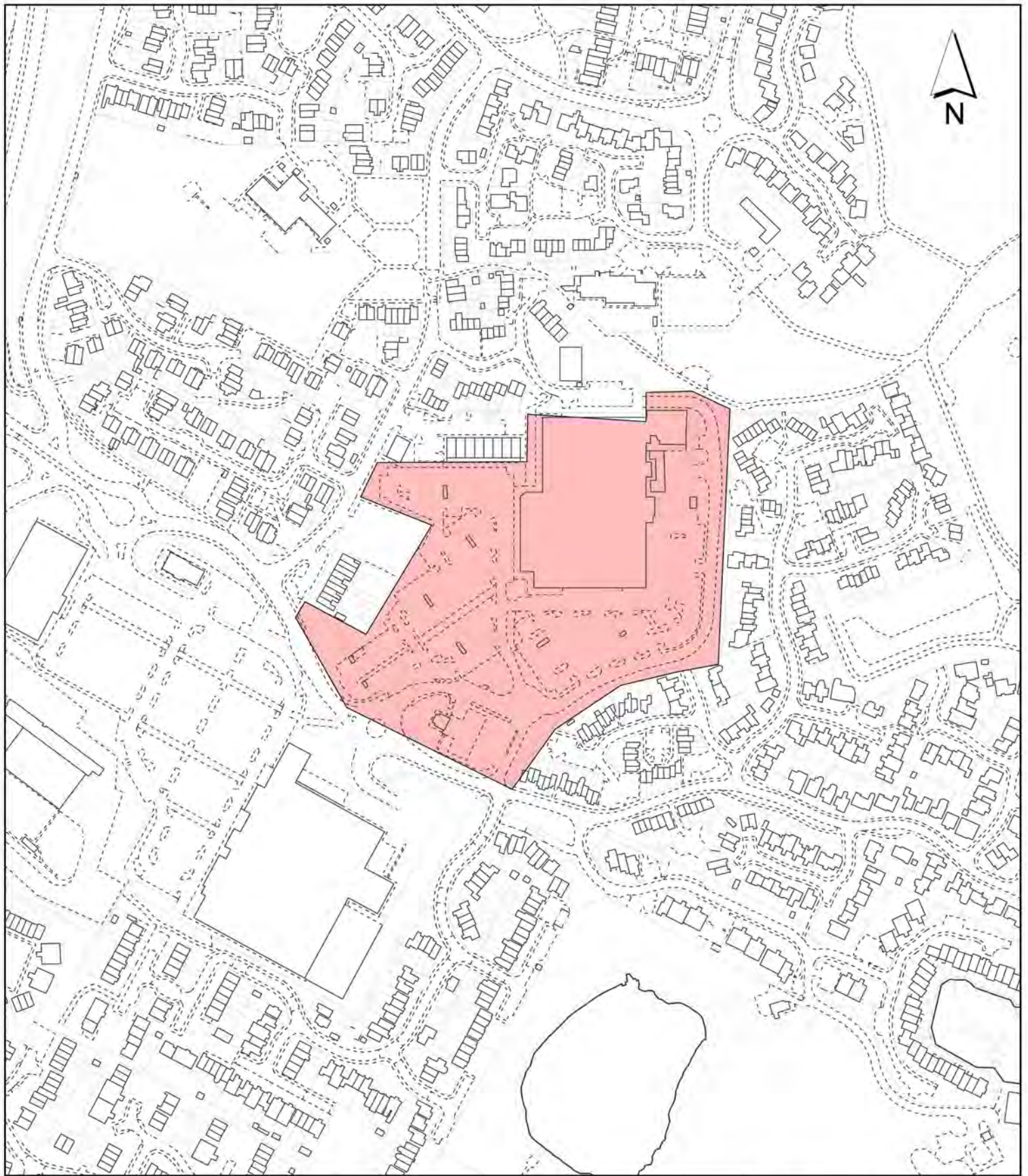
Date Plans Received:	14/08/2018	Date(s) of Amendment(s):	14/08/2018
Date Application Valid:	14/08/2018		28/09/2018
			23/08/2018

Tesco Glencoe Road Yeading
Site Location Plan




© U.K. Map Copyright The GeoInformation Group 2018. Layer No. LANDMAP_L010005111118. Frame Scale - 1:1250

Promap
www.promap.com



Notes:

 Site boundary

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Site Address:

**Tesco Stores Ltd
 Glencoe Road
 Hayes**

**LONDON BOROUGH
 OF HILLINGDON**

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

Planning Application Ref:

36999/APP/2018/3016

Scale:

1:3,250

Planning Committee:

Major Page 162

Date:

November 2018



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 30/32 BLYTH ROAD HAYES MIDDLESEX

Development: Application for demolition of all buildings on site to enable redevelopment to provide 118 new residential units (Use Class C3) and commercial floor space (Use Class A1-A5 and B1) with a new vehicle access, associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

LBH Ref Nos: 68974/APP/2018/2146

Date Plans Received: 08/06/2018

Date(s) of Amendment(s):

**Major Applications Planning Committee - 14th November 2018
PART 1 - MEMBERS, PUBLIC & PRESS**



drawing title: **Site Location Plan**

Scale: 1:1250 (A4)

Drawn by: IB

Checked by: FBM

Date: 30.05.2018

Project: **1021 P 0001**

Drawing Number: **1021 P 0001**

Project: **Blyth Road**

Client: **Bellway Homes**

30-32 Blyth Road, Hayes, UB3 1BY

Architect: **FraserBrownMacKenna Architects**

Tel: 020 7251 0543



REV	BY	CHKD	DATE	AMENDMENT DETAILS

drawing notes

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SITE
 BOUNDARY

Scale: 1:1250

0 5m 10m 15m 20m 25m 30m 35m 40m 45m 50m

N

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APPLICATION BOUNDARY
 (Site Area = 3933sqm / 0.39 ha)



REV. BY: [] DATE: [] AMENDMENT DETAILS:

Fraser Brown Mackenna Architects
 30-32 Blyth Road, Hayes, UB5 1DY
 Bellway Homes
 Fraser Brown Mackenna Architects
 1, 020 7251 0543

Drawing title: **Existing Site Plan**
 Project: **MP 11**
 Planning
 Date: 03/05/2018
 Drawing Number: **1021 P 0010**





THE DATEFOLD BUILDINGS

APPLICATION BOUNDARY

APPLICATION BOUNDARY

APPLICATION BOUNDARY

01 EXISTING NORTH ELEVATION
1:250 @ A1:1500 @ A3



THE DATEFOLD BUILDINGS

APPLICATION BOUNDARY

APPLICATION BOUNDARY

APPLICATION BOUNDARY

02 EXISTING SOUTH ELEVATION
1:250 @ A1:1500 @ A3

notes

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drawing notes



Project: **Blyth Road**
36.32 Blyth Road, Hayes, UB3 3BY
Client: **Bellway Homes**

Prepared by: **FraserBrownMacKenna Architects**
1250 @ A1:1500 @ A3
T: 0203 7251 0943

Approved by: **PLANNING**
1750 @ A1:1500 @ A3
DATE: 03.05.2016
DRAWING NUMBER: **1021 P 0030**

REV	BY	CHKD	DATE	AMENDMENT DETAILS

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drawing notes



REV BY CHKD DATE AMENDMENT DETAILS

Project
Blyth Road

30-32 Blyth Road, Hayes, UB3 1BY

client
Bellway Homes



FraserBrownMacKennaArchitects
5-15 Finsbury Square, London EC2Y 6DL, www.fbmarchitects.com
T:020 7251 0543

drawing title
Key plan

01 Key Plan
T:500

PLANNING

scale: T:500@A4
drawn by: RGA
checked by: FBIH
date: 07/06/2018
project: 1021 P
status: P
drawing number: 0090
revision: m1

6625 011 00000002
2786-LA-01.dwg

Notes

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Do not scale from this drawing.
Based on drawing by IBM Architects
Drawing number 1021-P-1000 Proposed Ground Floor Plan



LEGEND

- Application boundary
- PLANTING**
 - Proposed tree / large medium shrub
 - Feature shrub
 - Ornamental shrubs
 - Hedge
 - Climbing plants
- SURFACING**
 - Tarmac to public footpath
 - Block paving to public carbay / retail entrance area laid half lap staggered; 600 x 300 x 80 mm, La Lina Piora, colour Anthracite Basalt by Marshalls or similar (subject to local highway authority).
 - Block paving to service road parking laid herringbone; 600 x 300 x 80 mm, La Lina Piora, colour Anthracite Basalt by Marshalls or similar (subject to local highway authority).
 - Block paving to access roads; 240 x 160 x 80 mm, Tegula, colour Harvest by Marshalls or similar
 - Block paving to parking bays; 240 x 160 x 80 mm, Tegula, colour Permanent Grey by Marshalls or similar
 - Aggregate; Precast Granite flamed by Marshalls or similar
 - Rese board tree pits; Natural Aggregate, colour Blue Granite by Suströb or similar (subject to local highway authority).
 - Gravel; 40mm thick, 6-10mm gauge 'Golden Pea Single' over keram 1000 and geotextile pinned to ground.
 - Flag paving to private terraces; 450 x 450 x 70 mm, Colour Silver Grey, textured, by Marshalls or similar
 - Textile paving to CIVI Engineer's detail and specification
- EDGING**
 - Standard Kerb, 145 x 255 x 915 mm Conservation textured kerb, colour Charcoal by Marshalls or similar (subject to local highway authority) match existing, possibility to lift, clean and reuse the existing kerbs/sets)
 - Wide kerb laid flush; 255 x 205 x 915 mm, Conservation textured kerb, colour Silver Grey by Marshalls or similar
 - Thin kerb; 50 x 250 x 914 mm, Standard Edge, colour Standard Grey by Marshalls or similar
- BOUNDARY**
 - Welded mesh fencing to site boundary by Jacksons Fencing, colour Dark Grey or similar
- STREET FURNITURE**
 - Galvanised steel cycle stand, colour Silver Grey; Coas Cycle Stand by Marshalls or similar

Rev	Description	Date	Drawn	Checked
01	Planning Issue	06/06/18	TV	TH
02	Site services updated as per planning	04/09/18	TH	TH

PLANNING

The Patern, 2 West Road,
Cambridge CB2 3RQ, Surrey G11 8AF
T: 020 849 3434
www.allenpyke.co.uk
A member of the Allen & Pyke Group
Allen Pyke CAMBRIDGE
Bellway Homes Ltd
North London
Project: Blyth Road, Hayes
Drawing Title: General Arrangements Ground Floor
Date: 01/06/18
Drawing Number: 2786-LA-01
Revision: P1



6625 010 REFERENCE
2786-LA-01.dwg

Notes
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Based on drawing by IBM Architects.
Drawing number 102 1:00 Ground Floor

LEGEND

- Application boundary
- Multi-stem tree
- Large feature shrub
- Ornamental Shrubs
- Hedge

SURFACING

- Composite decking to communal garden area.
- Terrafina plain deck, 21 x 146 mm x 6m, colour Aurora Granite by Kinley or similar
- Composite decking to private terraces. Terrafina Plain deck, 21 x 146 mm x 6m, colour Pebble Grey by Kinley or similar
- Permeable block paving to communal garden
- Grey Granite and Mid Grey Granite laid in alternate mixed courses, by Marchalls or similar
- Black paving to footpath, 300 x 200 x 80mm, Marchalls or similar
- Light Granite by
- Coloured Wet Pour rubber surface to informal play area. Subbase: Safety Surfacing, colour Navy Blue and Light Blue by Safety Surfacing or similar

LOADING

- Aluminium edging to wet pour area, Kinley Systems, AllCast or similar

BOUNDARY

- Ballings and galls to podium terraces to Architect's detail and specification
- Slatted timber Privacy screens to private terraces to Architect's detail and specification
- Balustrade to brick clad wall to Architect's detail and specification

FURNITURE and PLAY

- Steel planters to podium gardens, 6mm thick foiled panel system, colour Cor-Ten or powder coated to match Corten; Perimeta Planterline HighRise Bespoke by Kinley or similar.
- Steel planters to private terraces, 2mm thick foiled panel system, powder coated to match railing/balustrade; Perimeta Planterline Bespoke by Kinley or similar.
- Low brick planter to match building or similar
- Slatted hardwood bench, integrated into planters by Kinley or similar
- Seasoned FSC Timber Cube Seat, 400x400x400mm by Woodscope or similar
- Slatted timber Chaise Longue by Woodscope or similar
- Calculation mixed Global Benches under 600mm height (installed). Weight: mm 300kg, max 2.2 tonnes.
- Wobble dish by Timberplay (Richter) or similar

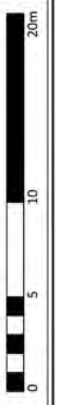


#1	Revis	Description	Date	Drawn	Checked
			08/09/18	DN	TS

PLANNING

The Patern, 2 Ave Road,
100 800 800
www.allenpyke.co.uk
ALLEN
PYKE
ARCHITECTS
CAMBRIDGE

Client	Bellway Homes Ltd
Address	North London
Project	Byth Road, Hayes
Drawing Title	General Arrangement Plan Podium
Date	01/06/18
Revision	P1



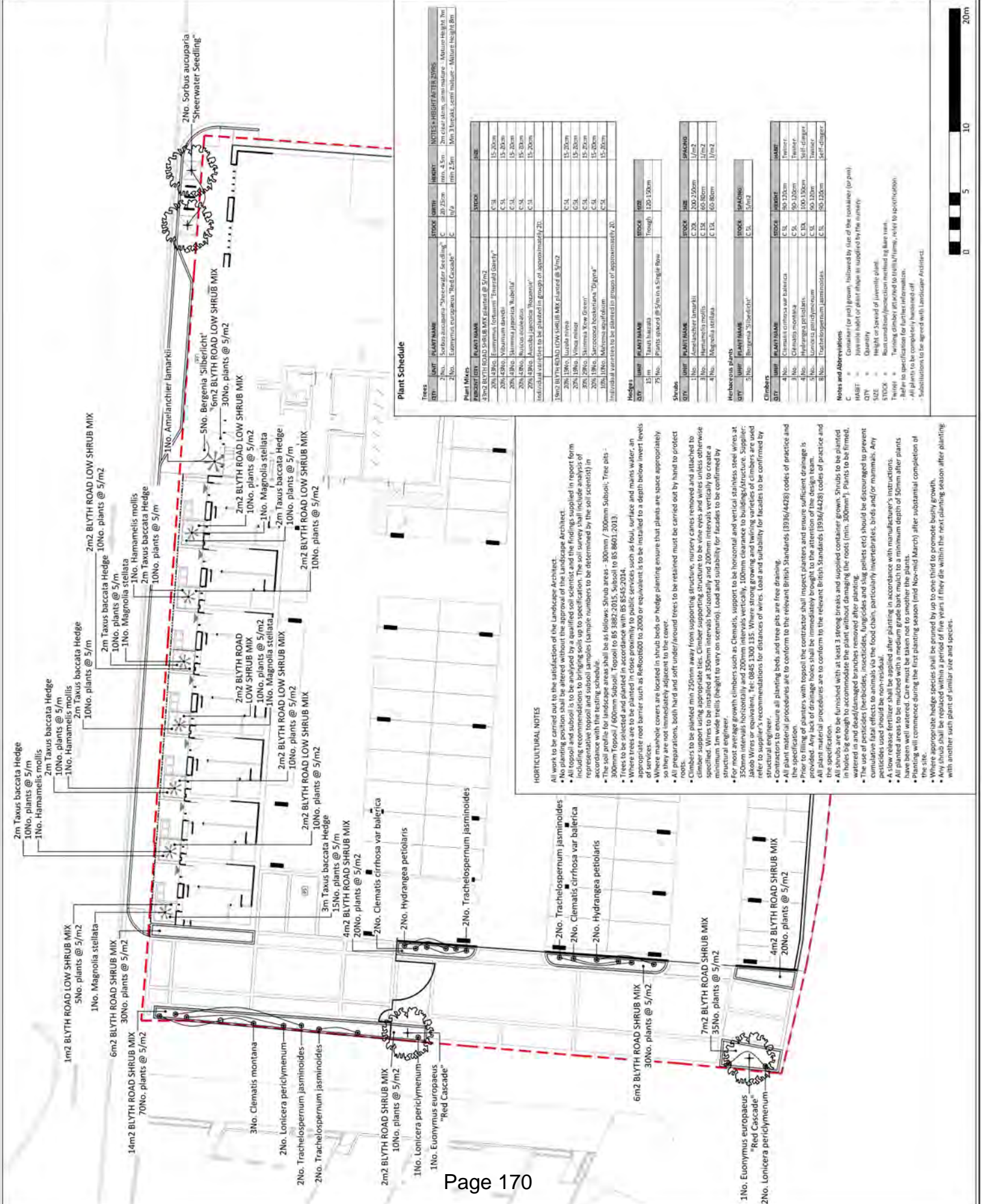
LEGEND

Application boundary

PLANTING

- Proposed tree
- Specimen Shrub
- Ornamental Shrubs
- Hedge
- Clipping plants

North



Plant Schedule

Tree	UNIT	PLANT NAME	STOCK	QTY	HEIGHT	NOTES - HEIGHT AFTER 20YRS
	2 No.	Sorbus aucuparia "Sheerwater Seedling"	C	20/25cm	min. 4.5m	2m clear stem, semi mature - Mature Height 7m
	2 No.	Euonymus europaeus "Red Cascade"	C	10/12	min 2.5m	Min 3 Trunks, semi mature - Mature Height 6m

Plant Mixes	PLANT NAME	STOCK	QTY	HEIGHT
	2 No. BLYTH ROAD LOW SHRUB MIX planted @ 5/m2			
	3 No. BLYTH ROAD LOW SHRUB MIX planted @ 5/m2			
	20 No. 18No. Hamamelis mollis	C 18	18/20cm	15-20cm
	20 No. 18No. Magnolia stellata	C 18	18/20cm	15-20cm
	20 No. 18No. Taxus baccata	C 18	18/20cm	15-20cm
	20 No. 18No. Clematis cirrhosa	C 18	18/20cm	15-20cm
	20 No. 18No. Trachelospermum jasminoides	C 18	18/20cm	15-20cm
	20 No. 18No. Euonymus europaeus	C 18	18/20cm	15-20cm
	20 No. 18No. Lonicera periclymenum	C 18	18/20cm	15-20cm
	20 No. 18No. Hamamelis mollis	C 18	18/20cm	15-20cm
	20 No. 18No. Magnolia stellata	C 18	18/20cm	15-20cm
	20 No. 18No. Taxus baccata	C 18	18/20cm	15-20cm
	20 No. 18No. Clematis cirrhosa	C 18	18/20cm	15-20cm
	20 No. 18No. Trachelospermum jasminoides	C 18	18/20cm	15-20cm
	20 No. 18No. Euonymus europaeus	C 18	18/20cm	15-20cm
	20 No. 18No. Lonicera periclymenum	C 18	18/20cm	15-20cm

Hedges	UNIT	PLANT NAME	STOCK	QTY	HEIGHT
	5m	Taxus baccata	Trough	130/150cm	
	7.5m	Plants spaced @ 5m in a Single Row			

Shrubs	UNIT	PLANT NAME	STOCK	QTY	HEIGHT
	1 No.	Azalea japonica	C 20	100/120cm	1.2m @ 2
	3 No.	Hamamelis mollis	C 18	100/120cm	1.2m
	4 No.	Magnolia stellata	C 18	100/120cm	1.2m

Herbaceous plants	UNIT	PLANT NAME	STOCK	QTY	HEIGHT
	3 No.	Bergenia "Siberlicht"	C 18	100/120cm	1.2m

Climbers	UNIT	PLANT NAME	STOCK	QTY	HEIGHT
	1 No.	Clematis cirrhosa var. baltica	C 18	100/120cm	1.2m
	3 No.	Hydrangea petiolaris	C 18	100/120cm	1.2m
	3 No.	Lonicera periclymenum	C 18	100/120cm	1.2m
	3 No.	Trachelospermum jasminoides	C 18	100/120cm	1.2m

Notes and Abbreviations

- C Container (or pit) grown, followed by size of the container (or pit)
- HABIT - Juvenile habit or plant shape as supplied by the nursery
- QTY - Quantity
- SIZE - Height or spread of juvenile plant
- STOCK - Root condition/nomenclature method eg bare root, ball and burlap, 40/100/150cm, refer to specification
- Refer to specification for further information.
- All plants to be completely house-grown.
- Substitutions to be agreed with Landscape Architect

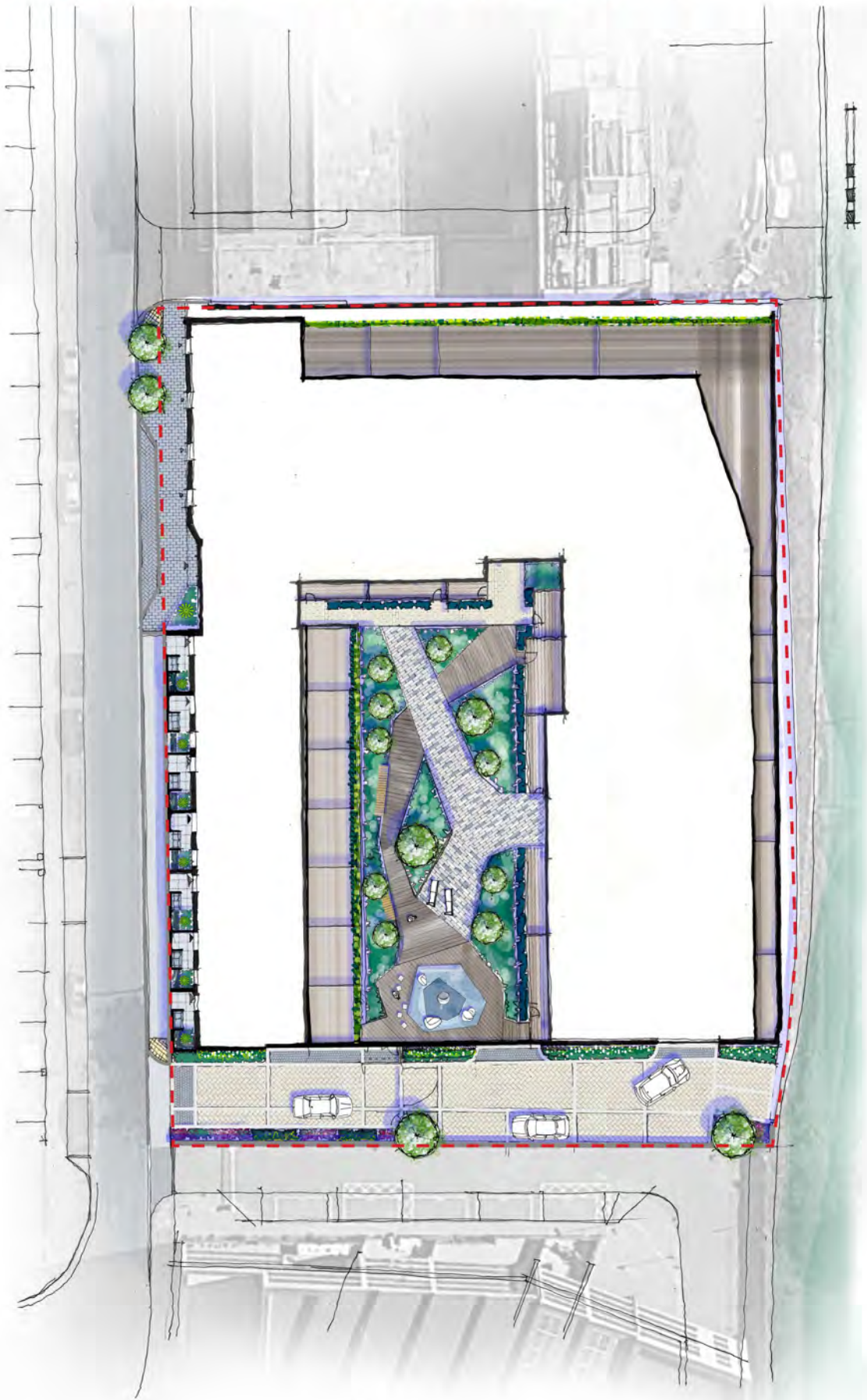
Notes

- All work to be carried out to the satisfaction of the Landscape Architect.
- No planting positions shall be altered without the approval of the Landscape Architect.
- All topsoil and subsoil to be analysed by a qualified soil scientist and the findings supplied in report form including recommendations to bring soils up to specification. The soil survey shall include analysis of representative topsoil and subsoil samples (sample numbers to be determined by the soil scientist) in accordance with the testing schedule.
- Topsoil profile shall be as follows: Strata 0-150 - 300mm / 300mm Subsoil: Tree pits - 300mm / 600mm Subsoil: Topsoil to BS 5845:2015, Subsoil to BS 8601:2013.
- Trees to be selected and planted in accordance with BS 5845:2015.
- Where trees are to be planted in close proximity to public services such as foul, surface and mains water, an appropriate root barrier such as ReRoot1600 to 2000 or equivalent is to be installed to a depth below invert levels of services.
- Where height constraints are listed in which beds or hedges planting ensure that plants are space appropriately so they do not immediately adjacent to the cover.
- All preparations, both hard and soft under/around trees to be retained must be carried out by hand to protect roots.
- Climbers to be planted min 250mm away from supporting structure, nursery canes removed and attached to climber support using appropriate tie. Climber supporting structure to be vine eyes and wires unless otherwise specified. All climbing plants to be trained to a minimum 1m wide trellis (height to vary on species), load and suitability for fascias to be confirmed by structural engineer.
- For most average growth climbers such as Clematis, support to be horizontal and vertical stainless steel wires at 350mm intervals horizontally and 200mm intervals vertically, 100mm clearance to buildings/structure. Supplier: Jacob Wires or equivalent, Tel: 0845 3300 135. Where strong growing and twining varieties of Climbers are used structural engineer recommendations for distances of wires, load and suitability for fascias to be confirmed by structural engineer.
- Contractors to ensure all planting beds and tree pits are free draining.
- All plant material procedures are to conform to the relevant British Standards (BS3936/4428) codes of practice and the specification.
- Prior to filling of planters with topsoil the contractor shall inspect planters and ensure sufficient drainage is achieved. All drainage holes to be checked and cleared.
- All plant material procedures are to conform to the relevant British Standards (BS3936/4428) codes of practice and the specification.
- All shrubs are to be furnished with at least 3 strong breaks and supplied container grown. Shrubs to be planted in holes big enough to accommodate the plant without damaging the roots (min. 300mm). Plants to be firm, watered in and dead/damaged branches removed after planting.
- The use of pesticides, herbicides, fungicides and slug pellets etc. should be discouraged to prevent damage to the plants.
- The food chain, particularly invertebrates, birds and/or mammals. Any pesticides used should be non-residual.
- A slow release fertilizer shall be applied after planting in accordance with manufacturer's instructions.
- All planted areas to be mulched with a medium grade bark mulch to a minimum depth of 50mm after plants have been well watered. Care must be taken not to smother the plants.
- Planting will commence during the first planting season (mid-November to March) after substantial completion of the site.
- Where appropriate hedge species shall be enclosed by up to one third to promote bushy growth.
- Any shrubs shall be replaced within a period of five years if they die within the next planting season after planting with another such plant of similar size and species.



Legend

- Application Boundary
- PLANTING
 - Tree and feature shrub
 - Ornamental shrub
 - Hedge
 - Specimen Shrub
 - Climbers
- SURFACING
 - Composite decking to communal garden area.
 - Composite decking to private terraces.
 - Permeable block paving to communal garden area
 - Block paving to footpath
 - Coloured Wet Pour rubber surface to informal play area
 - Tarmac to public footpath
 - Block paving to public realm
 - Block paving to service road
 - Access road
 - Granite sets
 - Flag paving to private terraces
 - Tactile paving
- FURNITURE and PLAY
 - Steel planters to podium garden
 - Steel planters to private terraces
 - Slatted hardwood bench
 - Timber Cube Seat
 - Slatted timber seating
 - Play elements



Client: Bellway Homes Ltd, North London
 Drawing Number: 2786-LA-03
 Date: 05/06/18
 Scale: 1:250 @ A2
 Revision: P1
 Drawn by: CHK
 VJ/TB

Blyth Road, Hayes
 Illustrative Landscape Masterplan

Landscape • Urban • Environmental
 The Factory, 2 Acre Road, Kingston upon Thames, Surrey KT2 6EF
 KINGSTON UPON THAMES • CAMBRIDGE



Notes:
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Based on drawings by: IBM Architects
Drawing number: 1031-APP-1001 First Floor Plan



KEY PLAN

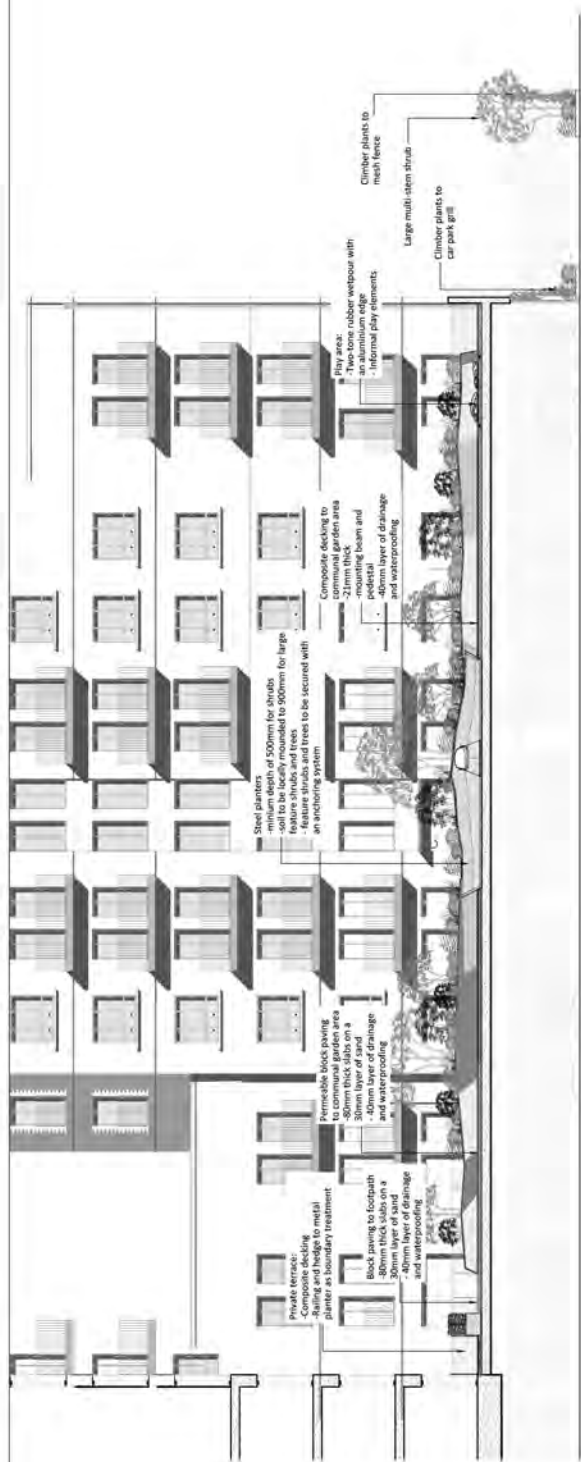


PL	Revised Issue	DATE	BY	CHKD

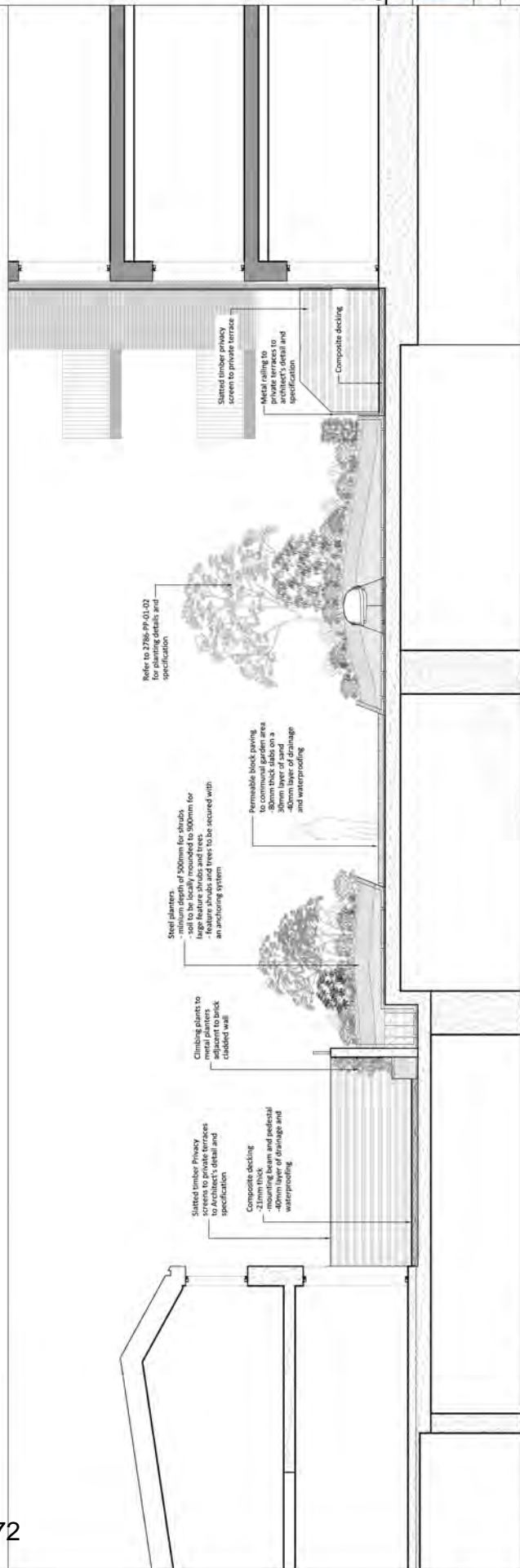
PLANNING

Alien Pyke
The Aliens, 14th Floor,
100 Brook Street, London, W1B 3BT
Tel: 020 7493 8100
www.alienpyke.com

UNICODAL UPON FRAMES - CAMBRIDGE
Site: rtd/g/a/1
Ref: 10/178
Date: 07/06/18
Drawing Title: INDICATIVE SECTION 01
Drawing Number: 2786-DT-01

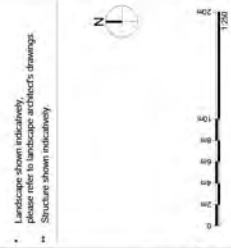


01 Longitudinal Illustrative Podium Section
Scale 1:100



01 Transversal Illustrative Podium Section
Scale 1:50

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Landscapes shown indicatively, please refer to landscape architect's drawings. Structures shown indicatively.

Project: Blyth Road
 30-32 Blyth Road, Hayes, UB5 1TY
 Bellway Homes
 FraserBrownMacKenna Architects
 1, 1000 7251 0043

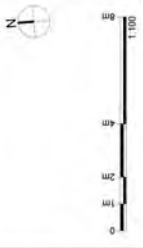
Drawing title: Proposed Ground and Landscape Plan
 Planning
 Checked by: [Name]
 Date: 03/03/2018
 Drawing Number: 1021 P 0100 A



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- ▶ Communal entrance
- ▶ Private entrance
- Private amenity

* Landscapes shown indicatively.
 ** For wheelchair accessible full layouts, please refer to drawings 1021 P-401 to 1021 P-404.



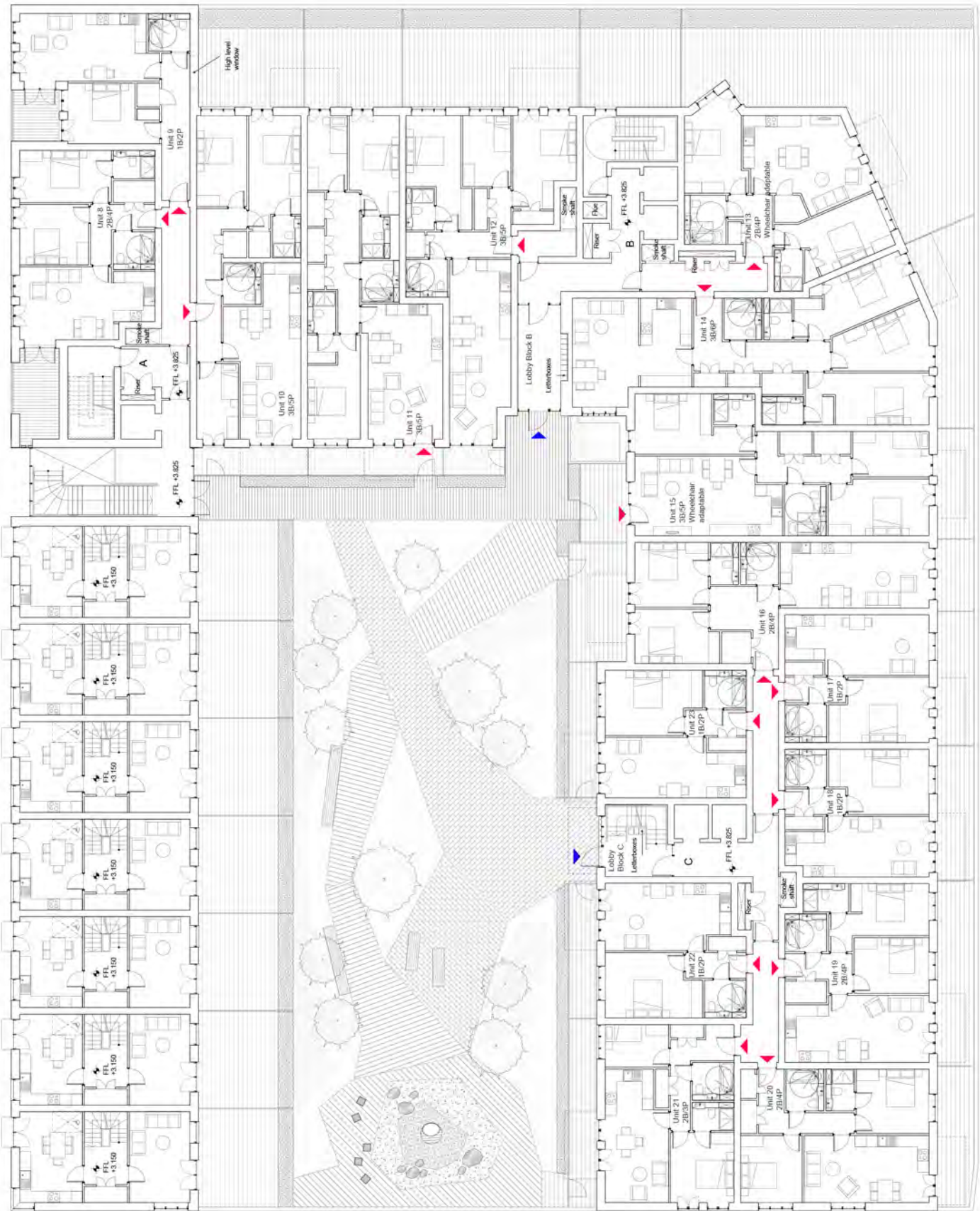
A B FFL 10/20/19 submitted to council for approval with
 REV BY LMSJ DATE AMENDMENT DETAILS

Blyth Road
 30-32 Blyth Road, Inverc 1001 101
Bellway Homes
 FraserBrownMackenna Architects
 1/200 T251 0543

drawing no: **Proposed First Floor**

PLANNING
 1000/11/2019/101 P
 checked by: [signature]
 drawn by: [signature]
 date: 03/05/2019

DRAWING NUMBER: **1021 P 1001 A**



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Landscapes shown indicatively.
 For wheelchair accessible call layouts, please refer to drawings 1021-P-401 to 1021-P-404.



1021 P-401 to 1021 P-404
 ARCHITECTURE DETAILS

Blyth Road
 30-32 Blyth Road, Inverc 1001 1197
Bellway Homes
 FraserBrownMackenna Architects
 1 800 7251 0643

Working on:
Proposed Second Floor

PLANNING
 1021 P 1002 A



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Landscapes shown indicatively.
 For wheelchair accessible call layouts, please refer to drawings 1021 P-401 to 1021 P-404.



FILE: 1021 P-103 A ARCHITECTURE/DETAILS

Blyth Road
 30-32 Blyth Road, Hayes, UB5 1TY
Railway Homes



Working on:
Proposed Third Floor

PLANNING
 1002/11/2023/3 A 10
 1021 P 1003 A



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Landscape shown indicatively.
 For wheelchair accessible all layouts, please refer to drawings 1021-P-401 to 1021-P-404.



1. Floor 10/20/21/22 submitted for external planning only.
 REF: BY-CMD-DATE AMENDMENT/DETAILS

Blyth Road
 30-32 Blyth Road, Inver, UB5 1TY
Railway Homes

FraserBrownMackenna Architects
 1, 200 T251 0A3

Planning for:
Proposed Fourth and Fifth Floor
 (Fourth floor shown)

PLANNING
 Drawing No: 10024117-2023-01-10
 Date: 10/20/2024
 Scale: 1:500
 Drawing No: **1021 P 1004 A**



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Landscapes shown indicatively.
 For wheelchair accessible call layouts, please refer to drawings 1021-P-401 to 1021-P-404.



1. Floor 10/20/210 submitted for residential planning only.
 REF: BY COND. DATE: AMENDMENT DETAILS

Blyth Road
 30-32 Blyth Road, Hayes, UB5 1TY
Railway Homes
 FraserBrownMackenna Architects
 1, 200 T251 0A3

Proposed Sixth and Seventh Floor
 (Sixth floor shown)

PLANNING
 1000/11/2020/4/1/10
 10/20/2018
 1021 P 1006 A



NOTES
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Landscapes shown indicatively.
 For wheelchair accessible call layouts, please refer to drawings 1021 P-401 to 1021 P-404.



1. Floor 10 (20/21) submitted for external planning only.
 REV: BY DATE DATE AMENDMENT DETAILS

Blyth Road
 30-32 Blyth Road, Inverclyde G83 1TP
Bellway Homes
 FraserBrownMackenna Architects
 1 080 7251 043

Working on:
Proposed Eighth Floor

PLANNING
 10/08/17 (20/21) 1021 P 1008 A
 10/08/17 (20/21) 1021 P 1008 A
 10/08/17 (20/21) 1021 P 1008 A



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Landscape shown indicatively. Please refer to landscape architect's drawings.



REV. BY: (DATE) DATE: AMENDMENT/DETAILS

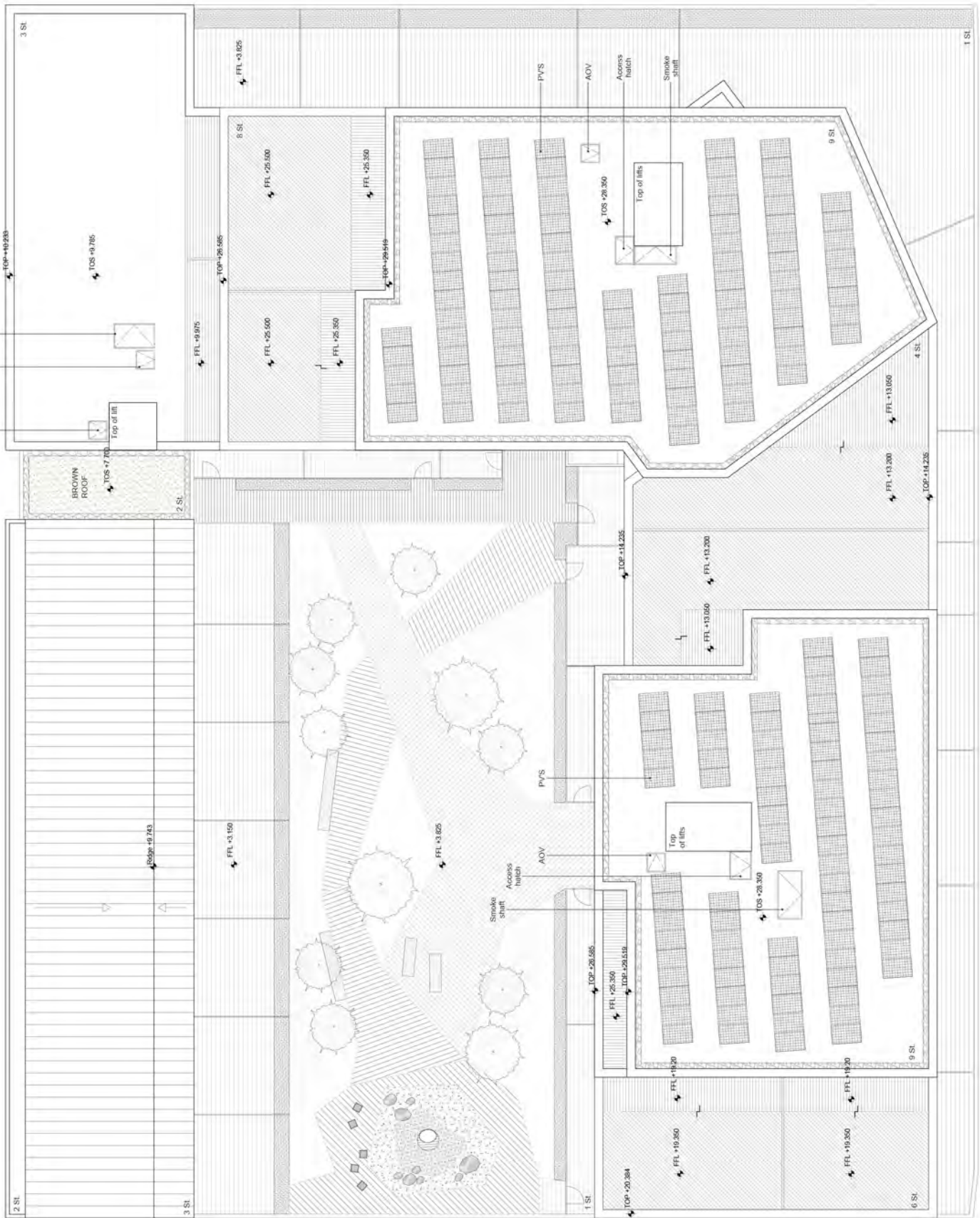
Blyth Road
 30-32 Blyth Road, Inverc 1001 1011
Baylway Homes

FraserBrownMackenna Architects
 1/200 7251 0543

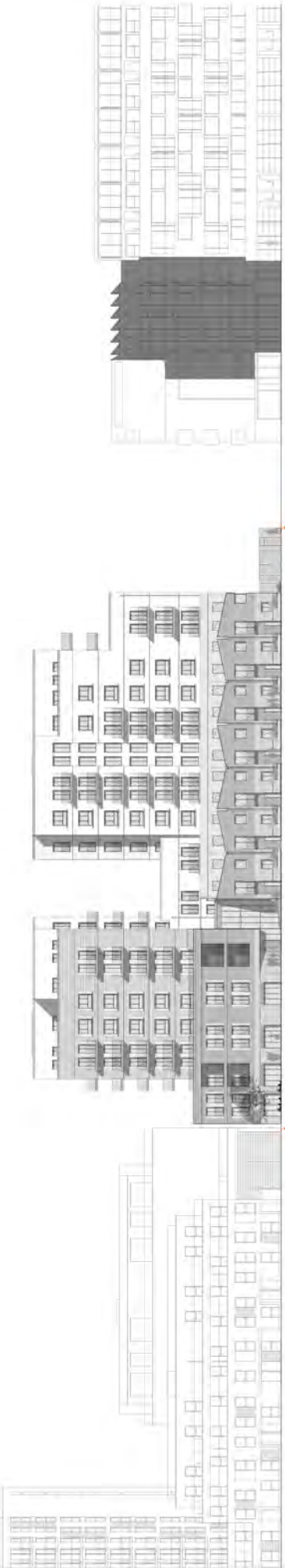
drawing no: **Proposed Roof Plan**

PLANNING

checked by: [Signature] 15/06/2018
 drawn by: [Signature] 15/06/2018
 drawing number: **1021 P 1009**

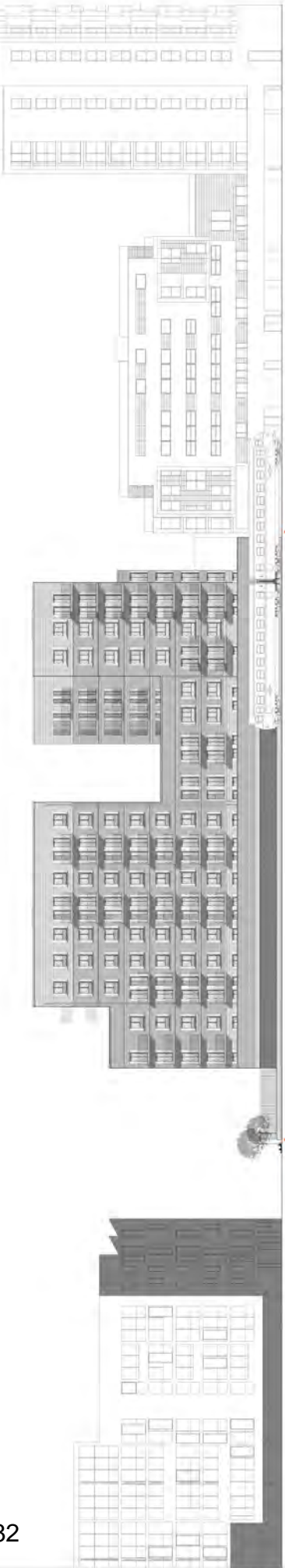


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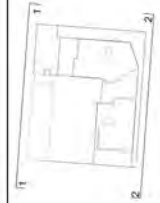
01 NORTH ELEVATION
1:250 @ A1:1500 @ A3

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02 SOUTH ELEVATION
1:250 @ A1:1500 @ A3

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drawing notes



REV BY CHGD DATE AMENDMENT DETAILS

Project: Blyth Road
30-32 Blyth Road, Hayes, UB3 1BY
Client: Bellway Homes
FraserBrownMacKenna Architects
1209 721 0033
1209 721 0033
1209 721 0033

Drawing Title: Proposed Context Elevations North and South
Drawing Number: 1021 P 2010
Date: 30.05.2010
Drawn by: JSM
Checked by: JSM

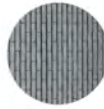
Materiality



Brick Type A-



Brick Type B-



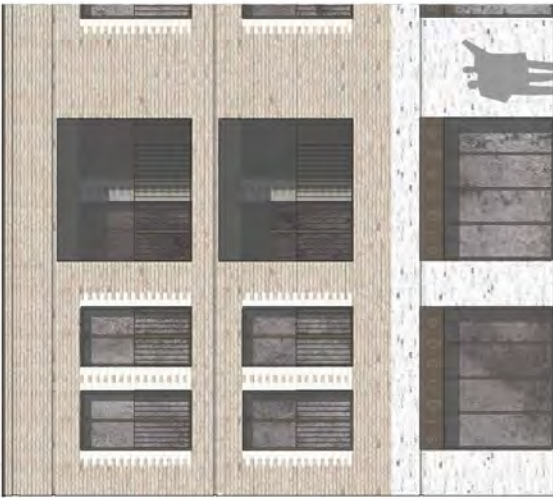
Sloped roof



Balustrade



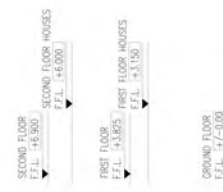
2 Detailed Elevation - Townhouses



1 Detailed Elevation - Block A



3 Detailed Elevation - Blyth Road



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* packages shown hatched only.
Please refer to landscape architect's drawings.

- 1. Powder coated steel plate to our palette, colour: warm grey
- 2. Brick Type A - multi half-town brick with flush joints
- 3. Brick Type B - light multi brick with flush joints
- 4. 10mm recessed horizontal brick course detail
- 5. Double glazed window / door unit, colour: warm grey
- 6. Powder coated aluminium framed double glazed curtain wall, colour: warm grey
- 7. Powder coated aluminium framed double glazed curtain wall, colour: warm grey
- 8. Powder coated hollowed steel doors, colour: warm grey
- 9. Powder coated hollowed steel doors, colour: warm grey
- 10. Four-wheeled overheads, colour: warm grey
- 11. Rainwater hopper, colour: warm grey
- 12. Balustrade shown hatched only.
- 13. Powder coated plate to our palette, colour: warm grey
- 14. Powder coated aluminium parapet coping, colour: warm grey
- 15. Half panel

REV BY CHD DATE AMENDMENT DETAILS

REV BY CHD DATE AMENDMENT DETAILS

drawing title
**Proposed detailed Elevations
Block A**

project
Blyth Road
30-32 Blyth Road, Haynes, UB3 1BY

client
Bellway Homes

FraserBrownMacKenna Architects
100-1100 Lakeside Drive, Suite 100, Westborough, MA 01581
Tel: 413-253-7251 Fax: 413-253-7252

scale
1:50 (A1) 1:100 (A3) 1:200 (A4)

checked by
FBM

drawn by
FBM

date
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PLANNING

DRAWING NUMBER
1021 P 2104

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 drawing notes



Landscape shown indicatively. Please refer to landscape architect's drawings.



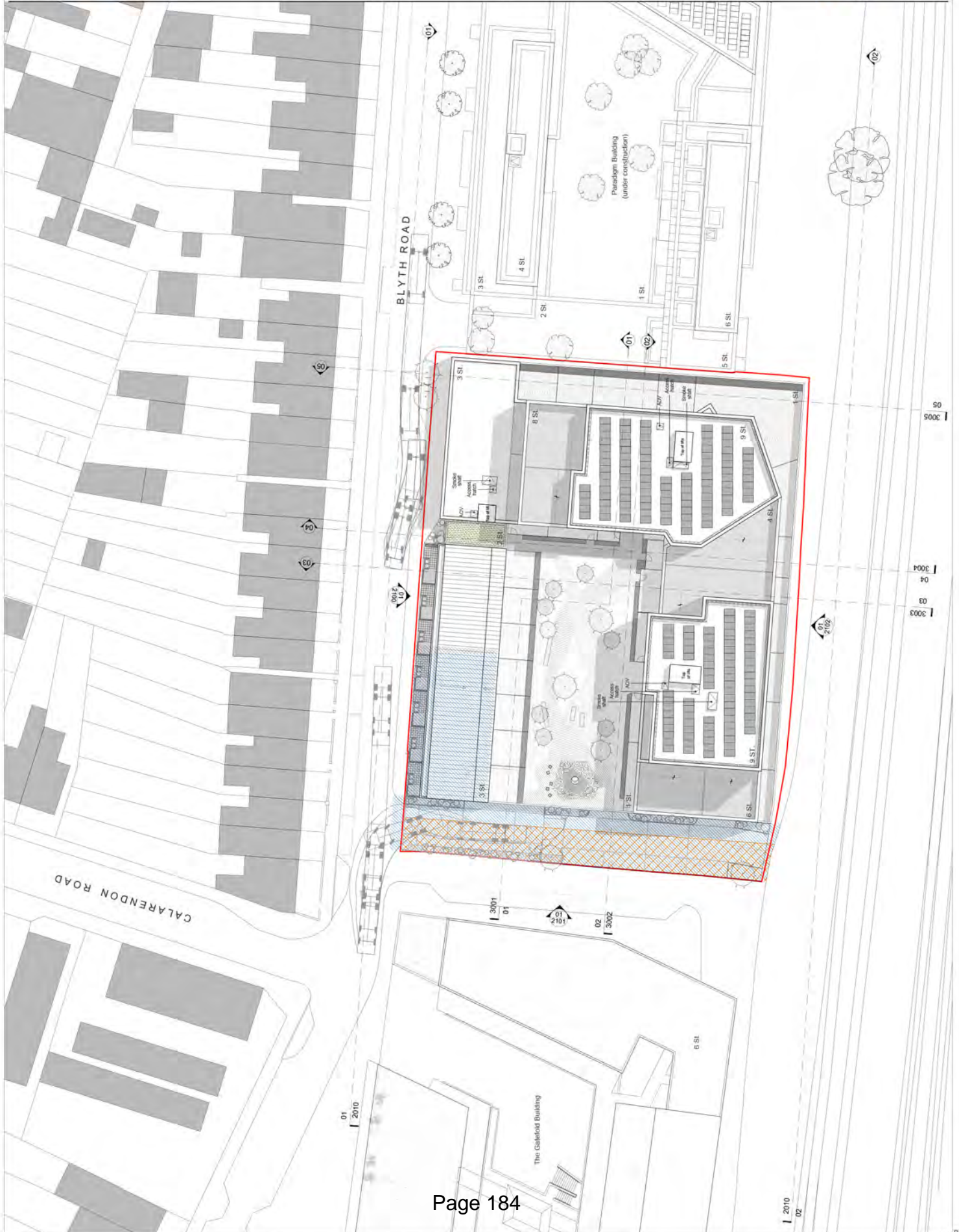
A 18 FEB 15/2015 Customer assessment zone and compound plan
 REV BY (USER) DATE AMENDMENT DETAILS

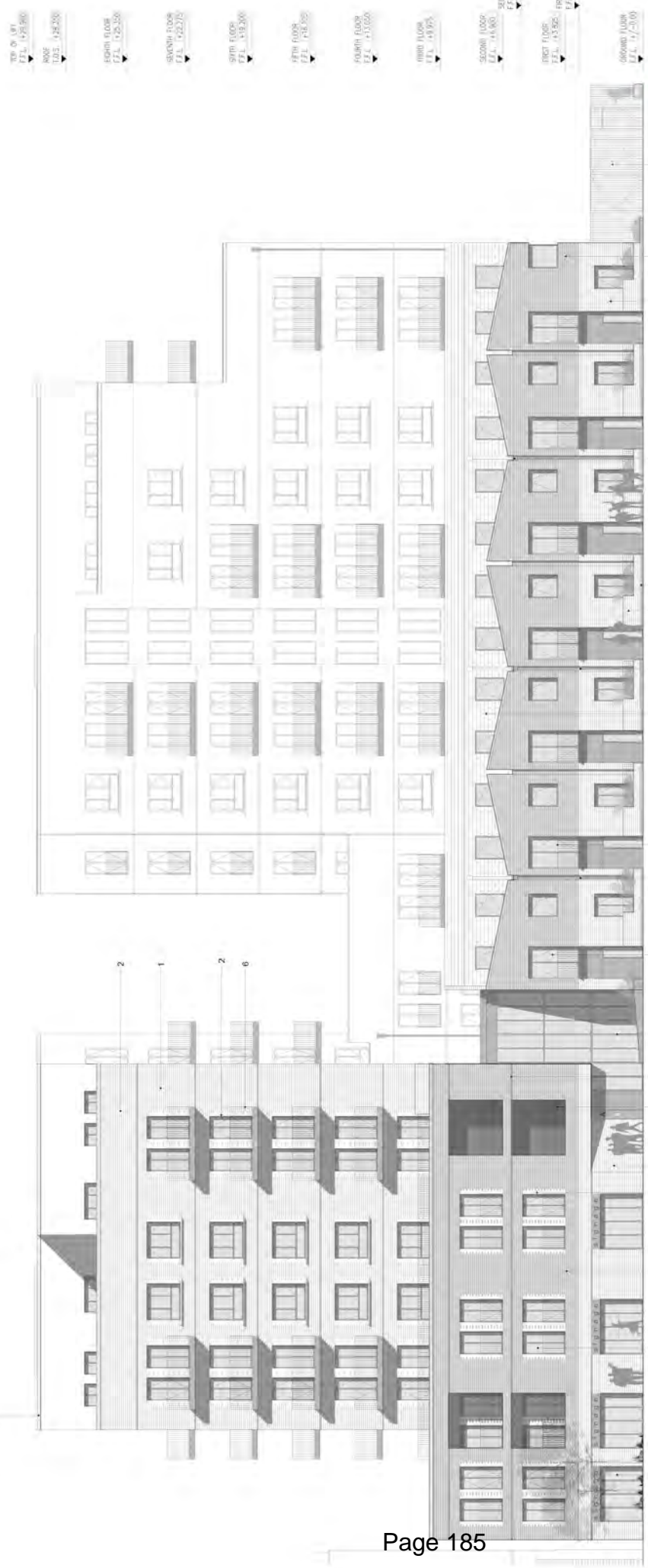
Blyth Road
 30-32 Blyth Road, Hayes, VIC 3101
Bellway Homes

FraserBrownMackenna Architects
 1/200 T251 0543

drawing title
Proposed Masterplan

PLANNING
 DRAWING NUMBER: **1021 P 0109 A**
 DATE: 03/03/2015
 CHECKED BY: [Name]
 DRAWN BY: [Name]





- TOP OF VENT F.L. +25.900
- ROOF F.L. +24.200
- EIGHTH FLOOR F.L. +23.250
- SEVENTH FLOOR F.L. +22.275
- SIXTH FLOOR F.L. +19.200
- FIFTH FLOOR F.L. +18.250
- FOURTH FLOOR F.L. +13.000
- THIRD FLOOR F.L. +11.975
- SECOND FLOOR F.L. +11.000
- FIRST FLOOR F.L. +1.000
- GROUND FLOOR F.L. -1.200

APPLICATION BOUNDARY

01 NORTH ELEVATION
STUDENT TOWNHOMES

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Read this drawing in conjunction with all other drawings and specifications. Notify architect immediately of any discrepancy found herein.
PLEASE REFER TO ARCHITECTURE ARCHITECT'S DRAWINGS.

- drawing notes
1. Brick Type A - multi full-tower brick with flush joints
 2. Brick Type B - light multi girth with flush joints
 3. 15mm horizontal concrete with square detail
 4. 15mm horizontal concrete with square detail
 5. Double glazed window (8000 unit, colour: warm grey)
 6. Double glazed window (8000 unit, colour: warm grey)
 7. Powder coated aluminium framed double glazed curtain wall (colour: warm grey)
 8. Powder coated aluminium framed double glazed curtain wall (colour: warm grey)
 9. Powder coated aluminium framed double glazed curtain wall (colour: warm grey)
 10. Powder coated aluminium framed double glazed curtain wall (colour: warm grey)
 11. Powder coated aluminium framed double glazed curtain wall (colour: warm grey)
 12. Double glazed window (8000 unit, colour: warm grey)
- * L1: Landscape shown individually.

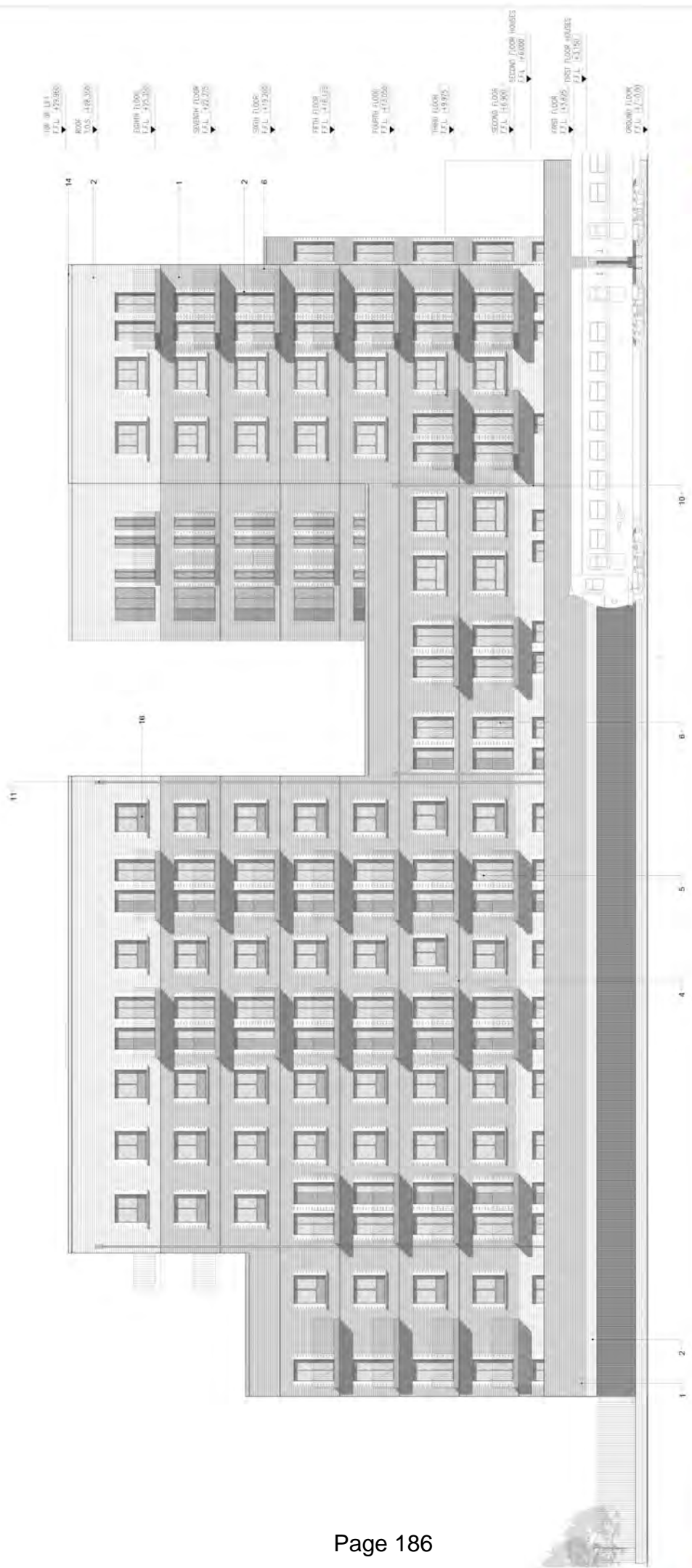
13. Powder coated gable to one pane, colour: warm grey
14. Powder coated aluminium parapet coping (colour: warm grey)
15. 150mm parapet
16. 150mm parapet



A 18 FEB 2024
REV BY CAD DATE AUTOCAD DETAIL

Project: **Blyth Road**
36.32 Blyth Road, Hayes, VIC 3078
Client: **Bellway Homes**
FraserBrownMacKenna Architects
11-11 Falkenstein St, Launceston, TAS 7250, www.fraserbrownmackenna.com.au
1 800 725 1543

Drawing Title: **Proposed North Elevation**
Discipline: **PLANNING**
Drawing No: **1021 P**
Scale: **2100 A**
Date: 03/02/2018



APPLICATION BOUNDARY | PARADIGM SCHEME

APPLY TO: **Proposed South Elevation**

PROJECT: **Blyth Road**
 38.32 Blyth Road, Hayes, VIC 3075
 CLIENT: **Bellway Homes**

DESIGNED BY: **FraserBrownMacKenna Architects**
 11-11 FARMERS DRIVE, MELBOURNE VIC 3000
 1 300 725 6543

DATE: 10/01/2018
 DRAWN BY: **2102 A**

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* Landscape shown illustratively. Please refer to landscape architect's drawings.

- drawing notes:
1. Brick Type A - multi surface brick with large joints
 2. Brick Type B - light matt brick with large joints
 3. 15mm stainless horizontal zinc colour steel
 4. 15mm stainless horizontal zinc colour steel
 5. Double glazed window / door unit, colour: warm grey
 6. Powder coated aluminium framed double glazed curtain wall, colour: warm grey
 7. Powder coated aluminium framed double glazed curtain wall, colour: warm grey
 8. Powder coated aluminium framed double glazed curtain wall, colour: warm grey
 9. Powder coated aluminium framed double glazed curtain wall, colour: warm grey
 10. Slanwater doorsteps, colour: warm grey
 11. Slanwater doorsteps, colour: warm grey
 12. Sandbed like sand, colour: warm grey

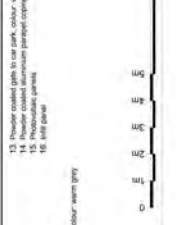


13. Double coated glass to car park, colour: warm grey

14. Powder coated aluminium parapet coping, colour: warm grey

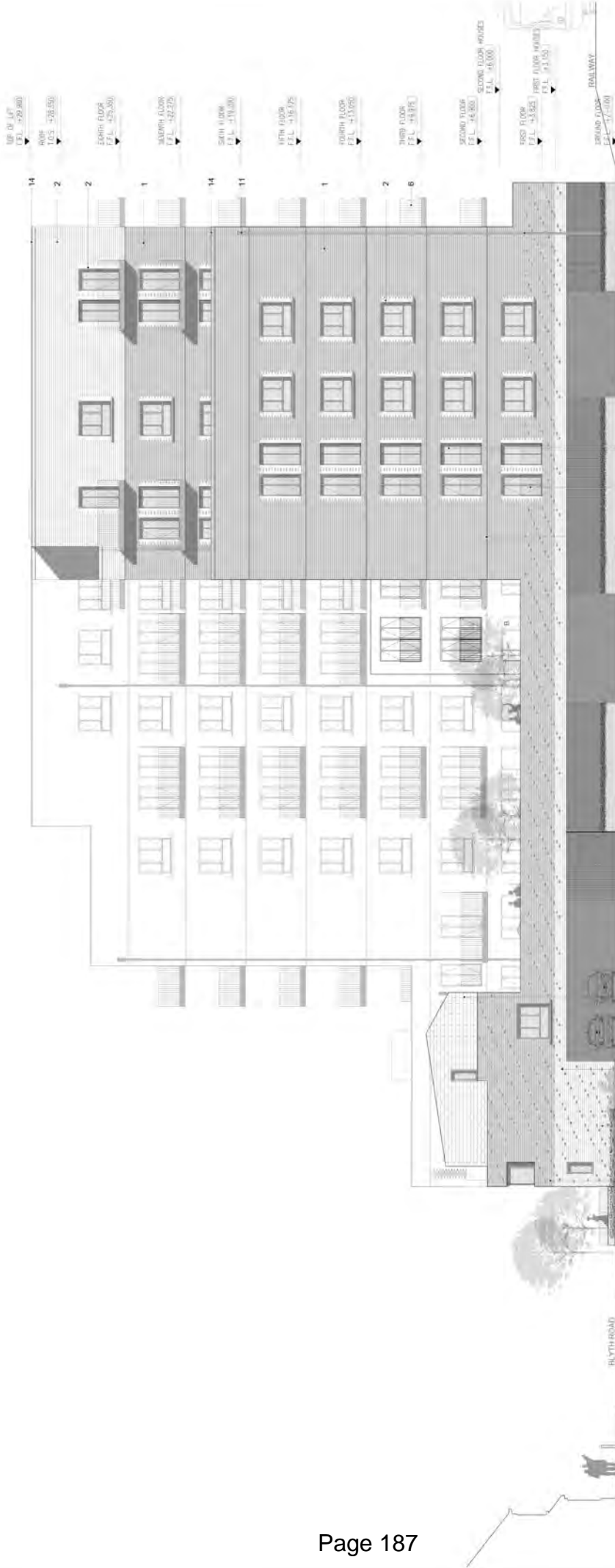
15. 15mm stainless horizontal zinc colour steel

16. 15mm stainless horizontal zinc colour steel



REV BY: CAD DATE: 18/08/2018

DESCRIPTION: 18/08/2018



01 WEST ELEVATION
11008/AT/2008/03

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- please refer to landscape architect's drawings.

- drawing notes
1. Brick Type A - multi full-tower brick with bush joints
 2. Brick Type B - light multi-tone with bush joints
 3. Timber cladding - vertical, light oak
 4. Stone recessed horizontal brick course detail
 5. Powder coated metal mesh sunshade, colour warm grey
 6. Powder coated metal mesh sunshade, colour warm grey
 7. Powder coated aluminium framed double glazed curtain wall, colour warm grey
 8. Aluminium framed double glazed curtain wall, colour warm grey
 9. Aluminium frame, colour, bush brick
 10. Aluminium downpipes, colour warm grey
 11. Shinkler like mesh
 12. Shinkler like mesh

13. Powder coated gate to car park, colour warm grey
14. Powder coated aluminium pergola canopy, colour warm grey
15. Metal mesh pergola
16. Metal panel



REV. BY. CHANGED DATE. AMENDMENT DETAILS

A. 03. 19.08.2018. 11008/AT/2008/03. 11008/AT/2008/03

Project: Blyth Road
30-32 Blyth Road, Hayes, UB3 3BY
Bellway Homes
FraserBrownMacKenna Architects
1021 P 2101 A

PLANNING

drawn by: JSM
checked by: JSM
date: 20.05.2018



Brick Type A-



Brick Type B-



Balustrade

- TOP OF LEFT F.F.L. (+29.560)
- ROOF (+28.350)
- EIGHTH FLOOR F.F.L. (+25.350)
- SEVENTH FLOOR F.F.L. (+22.275)
- SIXTH FLOOR F.F.L. (+19.200)
- FIFTH FLOOR F.F.L. (+16.125)
- FOURTH FLOOR F.F.L. (+13.050)
- THIRD FLOOR F.F.L. (+9.975)
- SECOND FLOOR F.F.L. (+6.900)
- FIRST FLOOR F.F.L. (+3.825)



1 Detailed Elevation - Block C - Courtyard
T1100

notes
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Do not scale drawings - use figured dimensions only.
Read the drawing in conjunction with all related drawings and specifications. Verify all details.
The drawing is for information only.

- 1. Brick Type A - multi-buff brick with bush joints
- 2. Brick Type B - light multi buff brick with bush joints
- 3. Brick Type C - single course perforated multi-buff brick
- 4. Double glazed window (floor unit, colour, warm grey)
- 5. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
- 6. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
- 7. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
- 8. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
- 9. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
- 10. Balustrade (over-sight), colour, warm grey
- 11. Balustrade (over-sight), colour, warm grey
- 12. Detailed door handle
- 13. Powder coated path to car park, colour, warm grey
- 14. Powder coated aluminium parapet coping, colour, warm grey
- 15. Interlocking panels
- 16. Wall panel

drawing notes:
1. Brick Type A - multi-buff brick with bush joints
2. Brick Type B - light multi buff brick with bush joints
3. Brick Type C - single course perforated multi-buff brick
4. Double glazed window (floor unit, colour, warm grey)
5. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
6. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
7. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
8. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
9. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
10. Balustrade (over-sight), colour, warm grey
11. Balustrade (over-sight), colour, warm grey
12. Detailed door handle
13. Powder coated path to car park, colour, warm grey
14. Powder coated aluminium parapet coping, colour, warm grey
15. Interlocking panels
16. Wall panel

drawing notes:
1. Brick Type A - multi-buff brick with bush joints
2. Brick Type B - light multi buff brick with bush joints
3. Brick Type C - single course perforated multi-buff brick
4. Double glazed window (floor unit, colour, warm grey)
5. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
6. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
7. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
8. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
9. Powder coated aluminium framed double glazed curtain wall, colour, warm grey
10. Balustrade (over-sight), colour, warm grey
11. Balustrade (over-sight), colour, warm grey
12. Detailed door handle
13. Powder coated path to car park, colour, warm grey
14. Powder coated aluminium parapet coping, colour, warm grey
15. Interlocking panels
16. Wall panel

- 13. Powder coated path to car park, colour, warm grey
- 14. Powder coated aluminium parapet coping, colour, warm grey
- 15. Interlocking panels
- 16. Wall panel

REV	BY	CHKD	DATE	AMENDMENT DETAILS

Project
Blyth Road
30-32 Blyth Road, Hayes, UB3 1BY
Client
Bellway Homes
FraserBrownMacKenna Architects
1000 725 0025
www.fraserbrownmackenna.com

Drawing title
**Proposed Detailed Elevations
Block C**

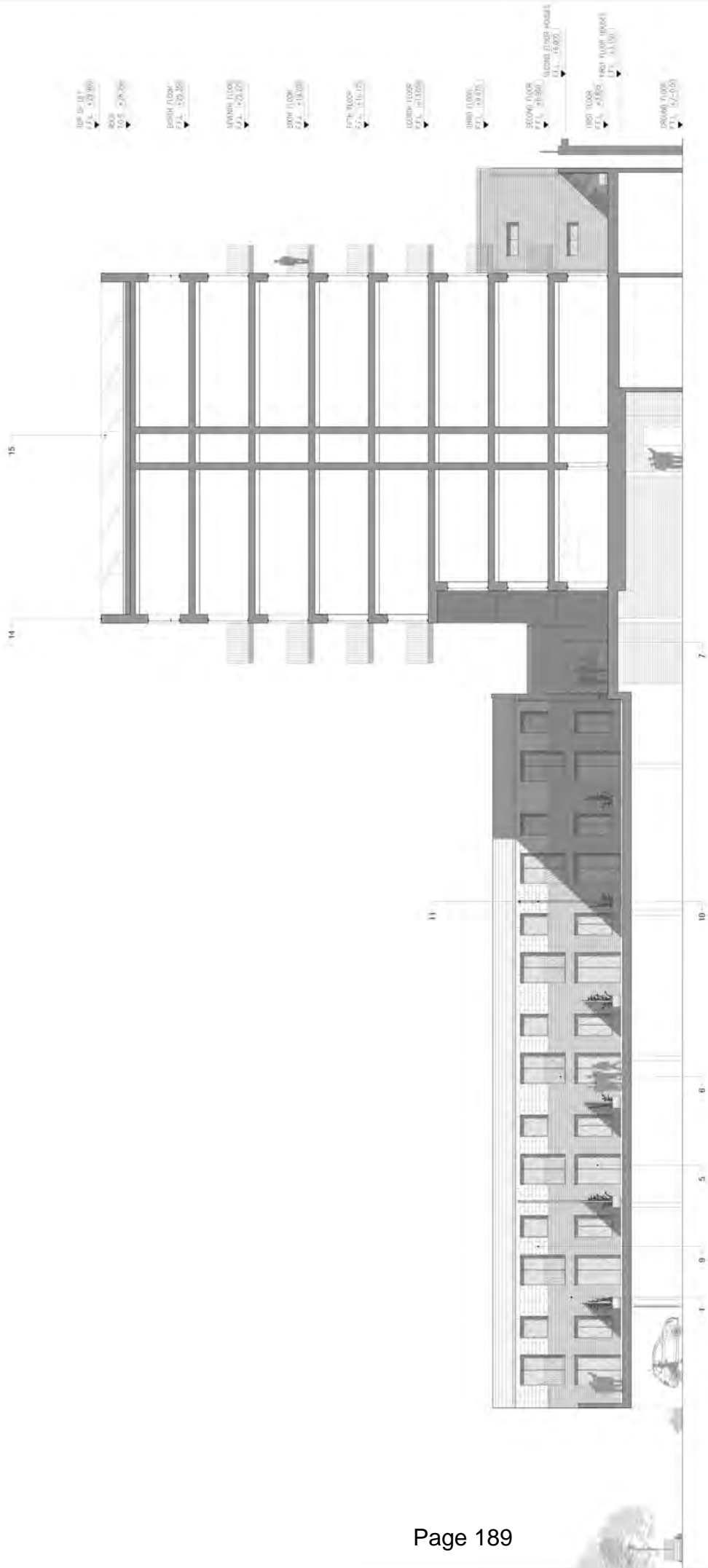
Scale
1:50 (A1 1:100) A3 1:200
Date
© 2020/2018

Checked by
FJM
Drawn by
FJM
PLANNING

Drawing number
1021 P 2105

2 Detailed Elevation - Block C - Entrance
T130





- TOP OF 2/F FLOOR ELEVATION 2.000
- TOP OF 1/F FLOOR ELEVATION 1.000
- TOP OF G/F FLOOR ELEVATION 0.000
- TOP OF B1/F FLOOR ELEVATION -1.000
- TOP OF B2/F FLOOR ELEVATION -2.000
- TOP OF B3/F FLOOR ELEVATION -3.000
- TOP OF B4/F FLOOR ELEVATION -4.000
- TOP OF B5/F FLOOR ELEVATION -5.000
- TOP OF B6/F FLOOR ELEVATION -6.000
- TOP OF B7/F FLOOR ELEVATION -7.000
- TOP OF B8/F FLOOR ELEVATION -8.000
- TOP OF B9/F FLOOR ELEVATION -9.000
- TOP OF B10/F FLOOR ELEVATION -10.000
- TOP OF B11/F FLOOR ELEVATION -11.000
- TOP OF B12/F FLOOR ELEVATION -12.000
- TOP OF B13/F FLOOR ELEVATION -13.000
- TOP OF B14/F FLOOR ELEVATION -14.000
- TOP OF B15/F FLOOR ELEVATION -15.000

APPLICABLE TO: COMMERCIAL PARKING | CAR PARKING | PLAY ROOM | CYCLE STORE | APPLICABLE TO: COMMERCIAL PARKING | CAR PARKING | PLAY ROOM | CYCLE STORE

APPLICABLE TO: COMMERCIAL PARKING | CAR PARKING | PLAY ROOM | CYCLE STORE

01 SECTION / INTERNAL SOUTH ELEVATION

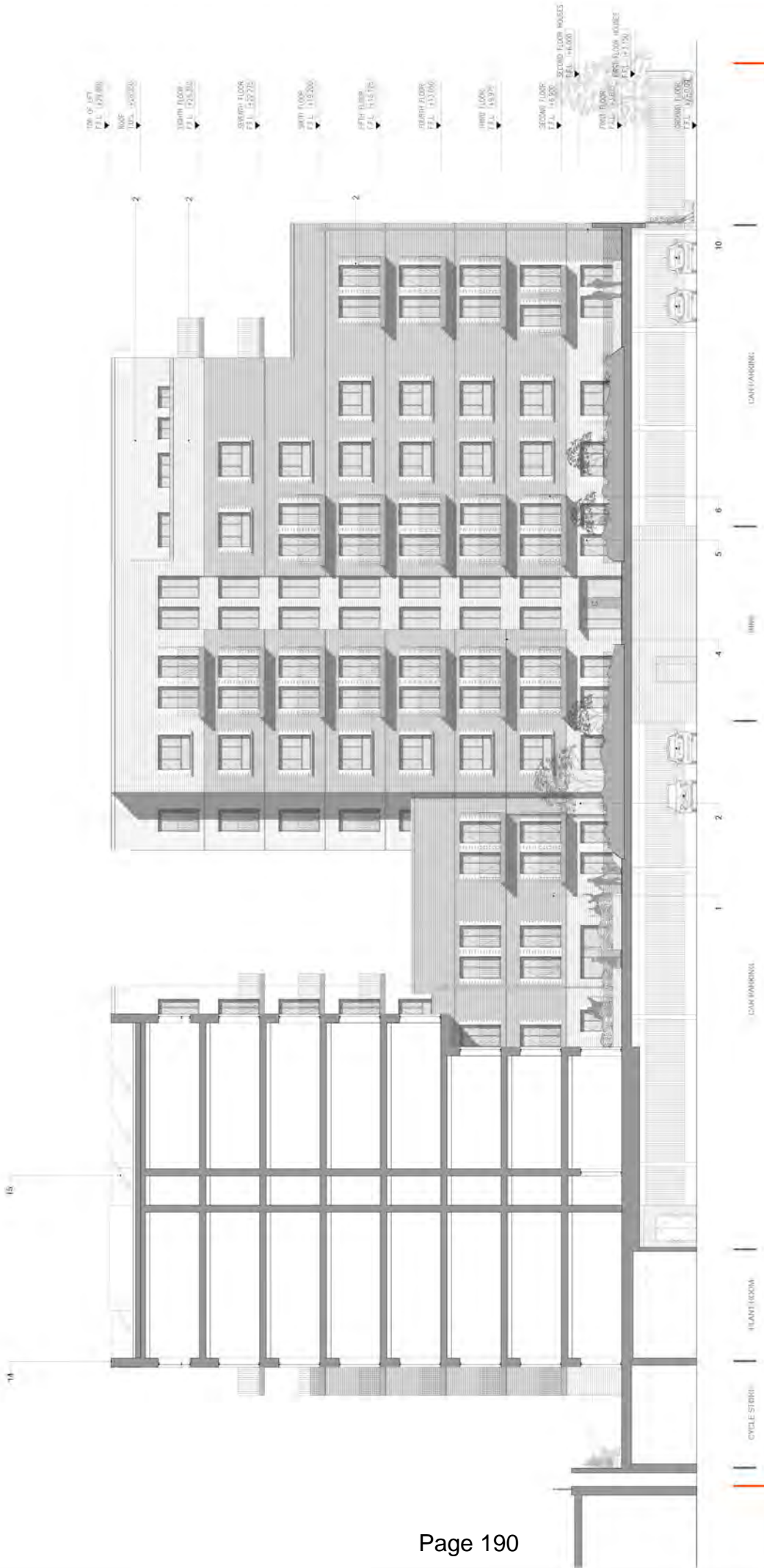
- notes
1. Brick Type A - multi-buff/terracotta with bush joints
 2. Brick Type B - light multi-buff/terracotta with bush joints
 3. Concrete - light grey
 4. Downward sloped aluminium parapet coping colour: warm grey
 5. Downward sloped aluminium parapet coping colour: warm grey
 6. Downward sloped aluminium parapet coping colour: warm grey
 7. Powder coated aluminium parapet coping double glazed curtain wall colour: warm grey
 8. Powder coated aluminium parapet coping double glazed curtain wall colour: warm grey
 9. Downward sloped aluminium parapet coping double glazed curtain wall colour: warm grey
 10. Downward sloped aluminium parapet coping double glazed curtain wall colour: warm grey
 11. Downward sloped aluminium parapet coping double glazed curtain wall colour: warm grey
 12. Downward sloped aluminium parapet coping double glazed curtain wall colour: warm grey
 13. Powder coated gate to car park, colour: warm grey
 14. Powder coated aluminium parapet coping, colour: warm grey
 15. 100mm parapet
 16. 100mm parapet
 17. 100mm parapet
 18. 100mm parapet
 19. 100mm parapet
 20. 100mm parapet
- please refer to building architect's drawings



Project: **Blyth Road**
 30-32 Blyth Road, Hayes, UB3 1BY
 Bellway Homes
 FraserBrownKenna Architects
 170064112026/UB3A
 17007251003

Proposed Section 1
 (Internal Courtyard South Elevation)

PLANNING
 Approved by: []
 Date: 30/09/2018
 Drawing Number: 1021 P 3001 A



TOP OF 1ST FLOOR
E.L. 107.180
ROOF
T.O.S. 108.350

TOP OF 2ND FLOOR
E.L. 108.350

TOP OF 3RD FLOOR
E.L. 109.700

TOP OF 4TH FLOOR
E.L. 111.050

TOP OF 5TH FLOOR
E.L. 112.400

TOP OF 6TH FLOOR
E.L. 113.750

TOP OF 7TH FLOOR
E.L. 115.100

TOP OF 8TH FLOOR
E.L. 116.450

TOP OF 9TH FLOOR
E.L. 117.800

TOP OF 10TH FLOOR
E.L. 119.150

TOP OF 11TH FLOOR
E.L. 120.500

TOP OF 12TH FLOOR
E.L. 121.850

TOP OF 13TH FLOOR
E.L. 123.200

TOP OF 14TH FLOOR
E.L. 124.550

TOP OF 15TH FLOOR
E.L. 125.900

APPLICATION BOUNDARY

02 SECTION / INTERNAL NORTH ELEVATION
17/02/2024

notes
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Read the drawing in conjunction with all related drawings and specifications. Refer to the project brief for any discrepancies and details.
Please refer to the project brief for any discrepancies and details.

- drawing notes
- Block Type A - multi-brown brick with dark joints
 - Block Type B - light red brick with dark joints
 - Block Type C - multi-brown brick with dark joints
 - Block Type D - multi-brown brick with dark joints
 - Block Type E - multi-brown brick with dark joints
 - Block Type F - multi-brown brick with dark joints
 - Block Type G - multi-brown brick with dark joints
 - Block Type H - multi-brown brick with dark joints
 - Block Type I - multi-brown brick with dark joints
 - Block Type J - multi-brown brick with dark joints
 - Block Type K - multi-brown brick with dark joints
 - Block Type L - multi-brown brick with dark joints
 - Block Type M - multi-brown brick with dark joints
 - Block Type N - multi-brown brick with dark joints
 - Block Type O - multi-brown brick with dark joints
 - Block Type P - multi-brown brick with dark joints
 - Block Type Q - multi-brown brick with dark joints
 - Block Type R - multi-brown brick with dark joints
 - Block Type S - multi-brown brick with dark joints
 - Block Type T - multi-brown brick with dark joints
 - Block Type U - multi-brown brick with dark joints
 - Block Type V - multi-brown brick with dark joints
 - Block Type W - multi-brown brick with dark joints
 - Block Type X - multi-brown brick with dark joints
 - Block Type Y - multi-brown brick with dark joints
 - Block Type Z - multi-brown brick with dark joints

13. Powder coated gate to car park, colour: warm grey
14. Powder coated aluminium pergola coping, colour: warm grey
15. Iron post
16. Iron post
17. Iron post
18. Iron post
19. Iron post
20. Iron post
21. Iron post
22. Iron post

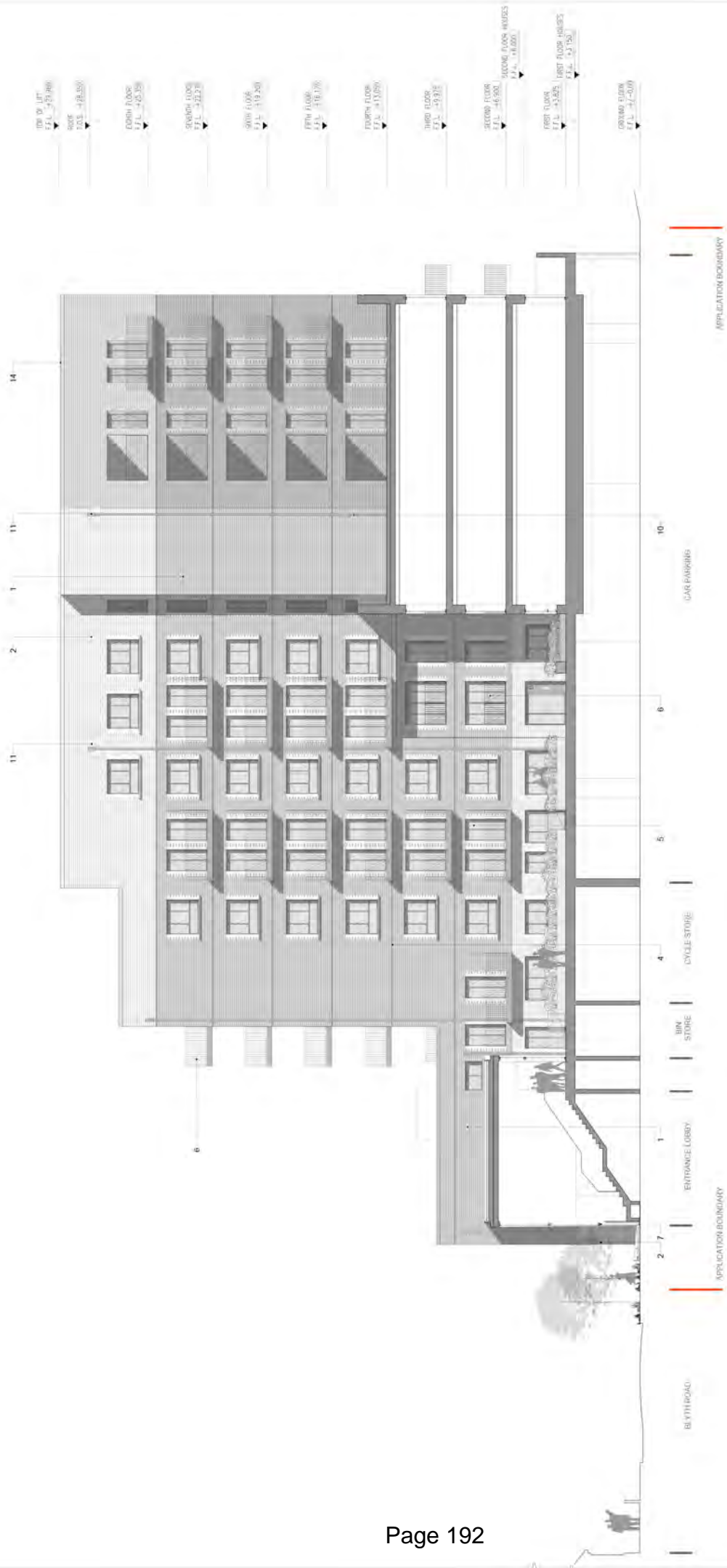


REV: BY: DATE: DESCRIPTION: AMENDMENT DETAILS

Project: **Blyth Road**
30-32 Blyth Road, Hayes, UB3 1BY
Client: **Bellway Homes**
FraserBrownMackinnon Architects
1209 725 1000

Drawing title: **Proposed Section 2 (Internal Courtyard North Elevation)**
Drawing number: **1021 P 3002 A**
Drawing date: **17/02/2024**
Drawing by: **JSM**
Checked by: **JSM**
Date: **17/02/2024**

PLANNING



- TOP OF LIFT
F.L. = 19.980
- ROOF
F.L. = 18.850
- GROUND FLOOR
F.L. = 0.000
- FIRST FLOOR
F.L. = 2.275
- SECOND FLOOR
F.L. = 4.550
- THIRD FLOOR
F.L. = 6.825
- FOURTH FLOOR
F.L. = 9.100
- FIFTH FLOOR
F.L. = 11.375
- SIXTH FLOOR
F.L. = 13.650
- SEVENTH FLOOR
F.L. = 15.925
- EIGHTH FLOOR
F.L. = 18.200
- NINTH FLOOR
F.L. = 20.475
- TENTH FLOOR
F.L. = 22.750
- ELEVENTH FLOOR
F.L. = 25.025
- TWELFTH FLOOR
F.L. = 27.300
- THIRTEENTH FLOOR
F.L. = 29.575
- FOURTEENTH FLOOR
F.L. = 31.850
- FIFTEENTH FLOOR
F.L. = 34.125
- SIXTEENTH FLOOR
F.L. = 36.400
- SEVENTEENTH FLOOR
F.L. = 38.675
- EIGHTEENTH FLOOR
F.L. = 40.950
- NINETEENTH FLOOR
F.L. = 43.225
- TOP OF ROOF
F.L. = 45.500

04 SECTION / INTERNAL COURTYARD WEST ELEVATION
17/10/2024 11:20:00 AM

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 Read the drawing in conjunction with all related drawings and specifications. Mark all dimensions in millimetres.
 All dimensions are to face unless otherwise stated.
 All dimensions are to face unless otherwise stated.

- 1. Brick Type A - multi half-tower brick with face joints
- 2. Brick Type B - light red brick with face joints
- 3. Powder coated aluminium painted cladding, colour warm grey
- 4. System installed horizontal zinc cornice detail
- 5. Powder coated aluminium painted cladding, colour warm grey
- 6. Powder coated aluminium painted cladding, colour warm grey
- 7. Powder coated aluminium painted cladding, colour warm grey
- 8. Powder coated aluminium painted cladding, colour warm grey
- 9. Powder coated aluminium painted cladding, colour warm grey
- 10. Aluminium composite panels, colour warm grey
- 11. Aluminium composite panels, colour warm grey
- 12. Landscaped area
- 13. Powder coated pipe to air park, colour warm grey
- 14. Powder coated aluminium painted cladding, colour warm grey
- 15. Half panel
- 16. Half panel



REV BY CHGZ DATE / AMENDMENT DETAILS
 A. Rick 18/10/2024 Accommodate site principles and RPA

Project: **Blyth Road**
 30-32 Blyth Road, Hayes, UB3 1BY
 Client: **Bellway Homes**
 Drawing Number: **1021 P 3004 A**

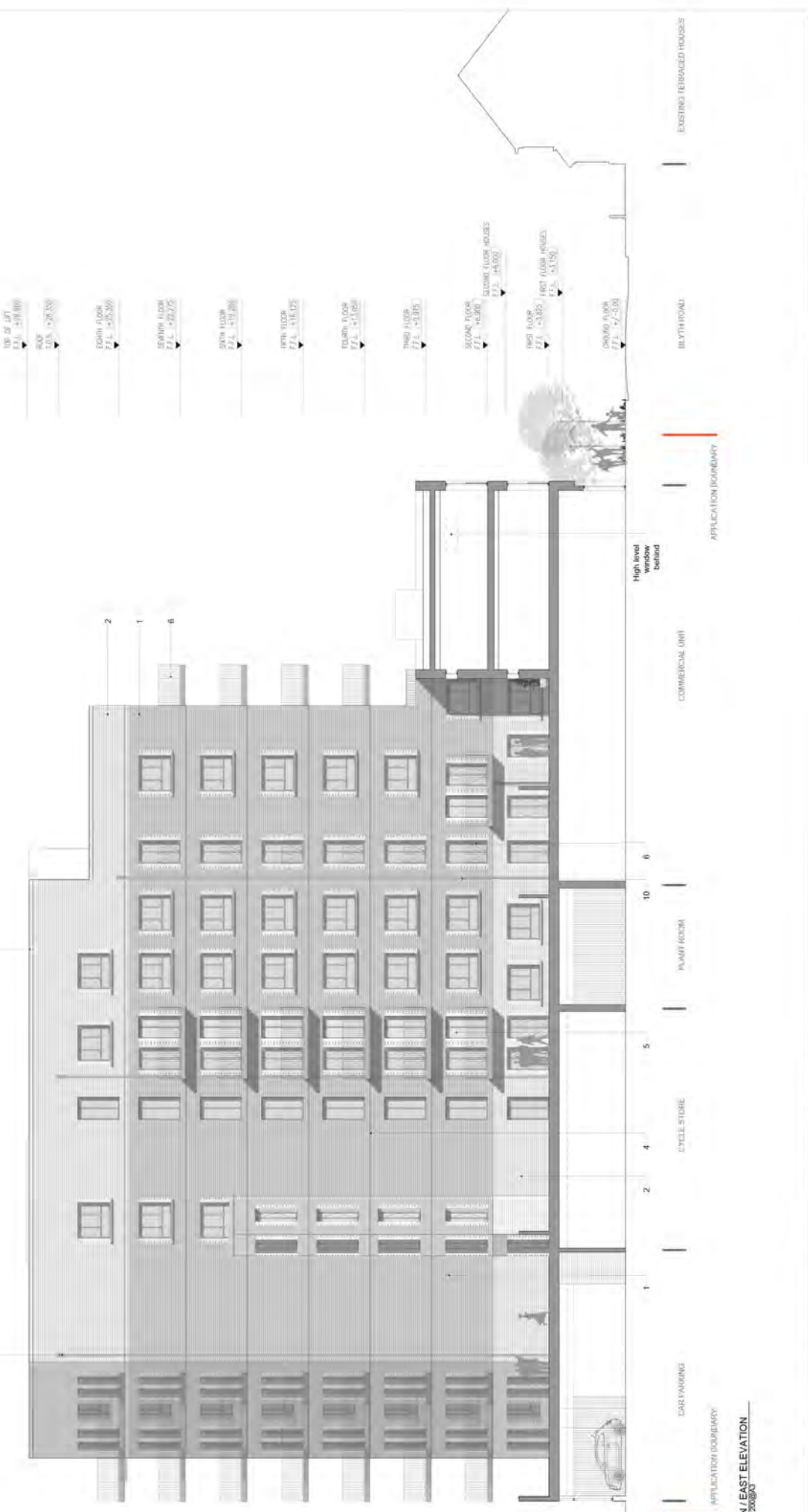
Proposed Section 4
 (Internal Courtyard West Elevation)

FraserBrownMacKenna Architects
 17/10/2024 11:20:00 AM
 17/10/2024 11:20:00 AM

DATE: 17/10/2024
 TIME: 11:20:00 AM

14

11



- ↑ 10th FLOOR F.L. +9.00
- ↑ 9th FLOOR F.L. +8.25
- ↑ 8th FLOOR F.L. +7.50
- ↑ 7th FLOOR F.L. +6.75
- ↑ 6th FLOOR F.L. +6.00
- ↑ 5th FLOOR F.L. +5.25
- ↑ 4th FLOOR F.L. +4.50
- ↑ 3rd FLOOR F.L. +3.75
- ↑ 2nd FLOOR F.L. +3.00
- ↑ 1st FLOOR F.L. +2.25
- ↑ 0th FLOOR F.L. +1.50
- ↑ 1st FLOOR F.L. +0.75
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- ↑ 20th FLOOR F.L. -15.00
- ↑ 21st FLOOR F.L. -15.75
- ↑ 22nd FLOOR F.L. -16.50
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- ↑ 24th FLOOR F.L. -18.00
- ↑ 25th FLOOR F.L. -18.75
- ↑ 26th FLOOR F.L. -19.50
- ↑ 27th FLOOR F.L. -20.25
- ↑ 28th FLOOR F.L. -21.00
- ↑ 29th FLOOR F.L. -21.75
- ↑ 30th FLOOR F.L. -22.50
- ↑ 31st FLOOR F.L. -23.25
- ↑ 32nd FLOOR F.L. -24.00
- ↑ 33rd FLOOR F.L. -24.75
- ↑ 34th FLOOR F.L. -25.50
- ↑ 35th FLOOR F.L. -26.25
- ↑ 36th FLOOR F.L. -27.00
- ↑ 37th FLOOR F.L. -27.75
- ↑ 38th FLOOR F.L. -28.50
- ↑ 39th FLOOR F.L. -29.25
- ↑ 40th FLOOR F.L. -30.00
- ↑ 41st FLOOR F.L. -30.75
- ↑ 42nd FLOOR F.L. -31.50
- ↑ 43rd FLOOR F.L. -32.25
- ↑ 44th FLOOR F.L. -33.00
- ↑ 45th FLOOR F.L. -33.75
- ↑ 46th FLOOR F.L. -34.50
- ↑ 47th FLOOR F.L. -35.25
- ↑ 48th FLOOR F.L. -36.00
- ↑ 49th FLOOR F.L. -36.75
- ↑ 50th FLOOR F.L. -37.50
- ↑ 51st FLOOR F.L. -38.25
- ↑ 52nd FLOOR F.L. -39.00
- ↑ 53rd FLOOR F.L. -39.75
- ↑ 54th FLOOR F.L. -40.50
- ↑ 55th FLOOR F.L. -41.25
- ↑ 56th FLOOR F.L. -42.00
- ↑ 57th FLOOR F.L. -42.75
- ↑ 58th FLOOR F.L. -43.50
- ↑ 59th FLOOR F.L. -44.25
- ↑ 60th FLOOR F.L. -45.00
- ↑ 61st FLOOR F.L. -45.75
- ↑ 62nd FLOOR F.L. -46.50
- ↑ 63rd FLOOR F.L. -47.25
- ↑ 64th FLOOR F.L. -48.00
- ↑ 65th FLOOR F.L. -48.75
- ↑ 66th FLOOR F.L. -49.50
- ↑ 67th FLOOR F.L. -50.25
- ↑ 68th FLOOR F.L. -51.00
- ↑ 69th FLOOR F.L. -51.75
- ↑ 70th FLOOR F.L. -52.50
- ↑ 71st FLOOR F.L. -53.25
- ↑ 72nd FLOOR F.L. -54.00
- ↑ 73rd FLOOR F.L. -54.75
- ↑ 74th FLOOR F.L. -55.50
- ↑ 75th FLOOR F.L. -56.25
- ↑ 76th FLOOR F.L. -57.00
- ↑ 77th FLOOR F.L. -57.75
- ↑ 78th FLOOR F.L. -58.50
- ↑ 79th FLOOR F.L. -59.25
- ↑ 80th FLOOR F.L. -60.00
- ↑ 81st FLOOR F.L. -60.75
- ↑ 82nd FLOOR F.L. -61.50
- ↑ 83rd FLOOR F.L. -62.25
- ↑ 84th FLOOR F.L. -63.00
- ↑ 85th FLOOR F.L. -63.75
- ↑ 86th FLOOR F.L. -64.50
- ↑ 87th FLOOR F.L. -65.25
- ↑ 88th FLOOR F.L. -66.00
- ↑ 89th FLOOR F.L. -66.75
- ↑ 90th FLOOR F.L. -67.50
- ↑ 91st FLOOR F.L. -68.25
- ↑ 92nd FLOOR F.L. -69.00
- ↑ 93rd FLOOR F.L. -69.75
- ↑ 94th FLOOR F.L. -70.50
- ↑ 95th FLOOR F.L. -71.25
- ↑ 96th FLOOR F.L. -72.00
- ↑ 97th FLOOR F.L. -72.75
- ↑ 98th FLOOR F.L. -73.50
- ↑ 99th FLOOR F.L. -74.25
- ↑ 100th FLOOR F.L. -75.00

05 SECTION / EAST ELEVATION
 11/2024/12005/8

Project
 Blyth Road
 30-32 Blyth Road, Hayes, UB3 1BY
 Bellway Homes

Drawing Number
 1021 P 3005 A

Planning

Notes

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Read the drawing in conjunction with all related drawings and specifications. Mark any discrepancies immediately if any discrepancies found then contact the architect.

drawing notes

1. Brick Type A - red buff/rose brick with flush joints
2. Brick Type B - light red brick with flush joints
3. Painted masonry - white masonry paint
4. Stone masonry - natural stone masonry
5. Double glazed windows / floor to ceiling doors - warm grey
6. Single glazed windows / floor to ceiling doors - warm grey
7. Powder coated aluminium framed double glazed curtain wall - colour: warm grey
8. Aluminium framed double glazed curtain wall - colour: warm grey
9. Flat roof - grey roof tiles
10. Aluminium cladding, colour: warm grey
11. Aluminium cladding, colour: warm grey
12. Aluminium cladding, colour: warm grey

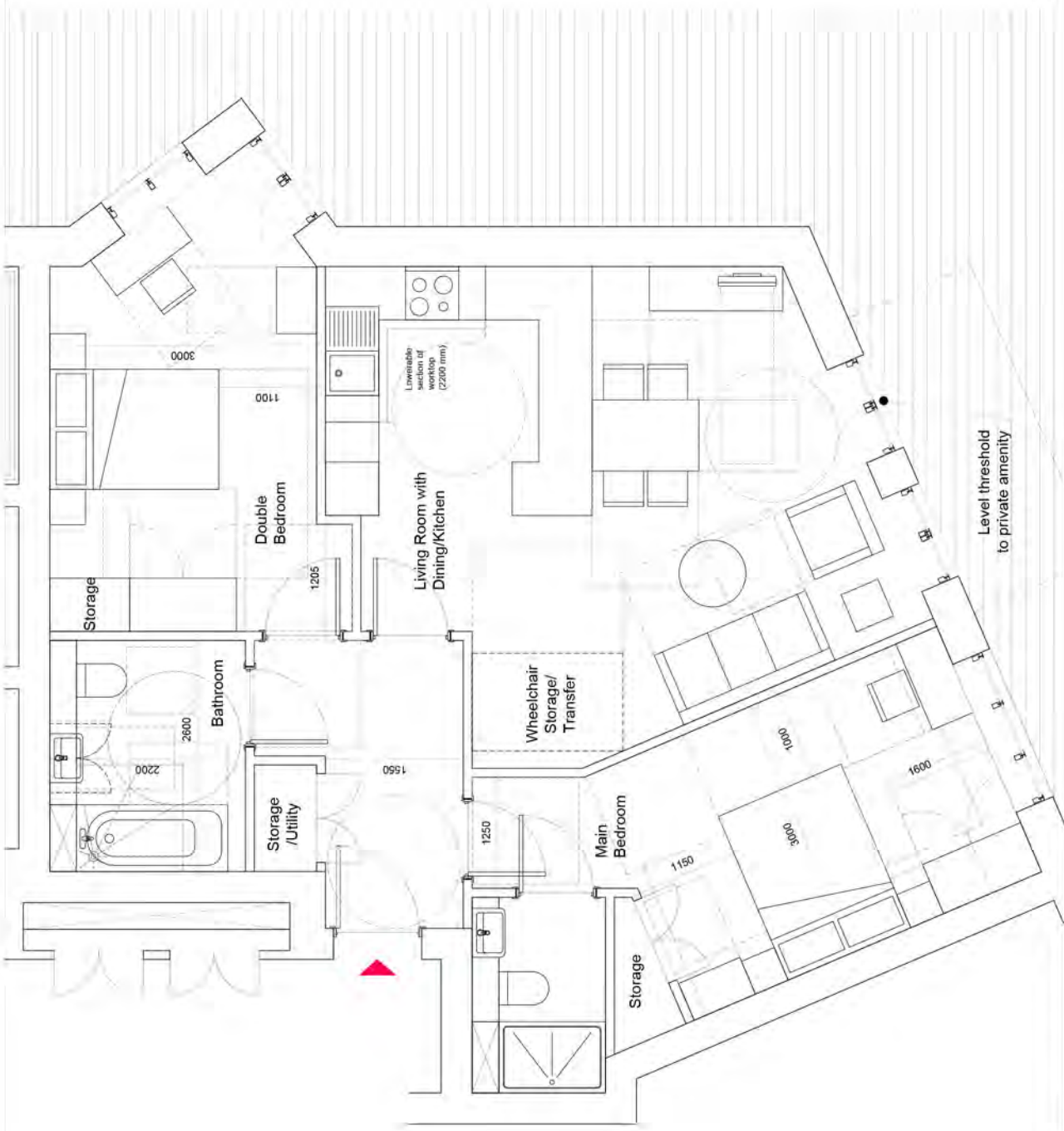
13 Powder coated glass to car park, colour: warm grey
14 Powder coated aluminium powder coating, colour: warm grey
15 100mm concrete
16 100mm panel

17 Please refer to landscape architect's drawings.

18 Please refer to landscape architect's drawings.

REV: BY: CHSD: DATE: 11/2024: AMENDMENT DETAILS

4/18



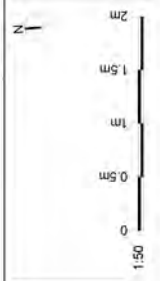
FLAT 2B4P (Accessible)

DESCRIPTION	NDSS (m ²)	PART M4(3) (m ²)	PROVIDED (m ²)
UNIT SIZE	70	-	77.6
MAIN BEDROOM	11.5	13.5	14.7
DOUBLE BEDROOM	11.5	12.5	14.6
LIVING/KITCHEN/DINING	-	29	29.3
STORAGE	2.5	2.0	2.1

PLOT NUMBER
Unit 13
Unit 29
Unit 44
Unit 60
Unit 74

Refer to drawings 1021-P-1001 to 1021-P-1004 for location.

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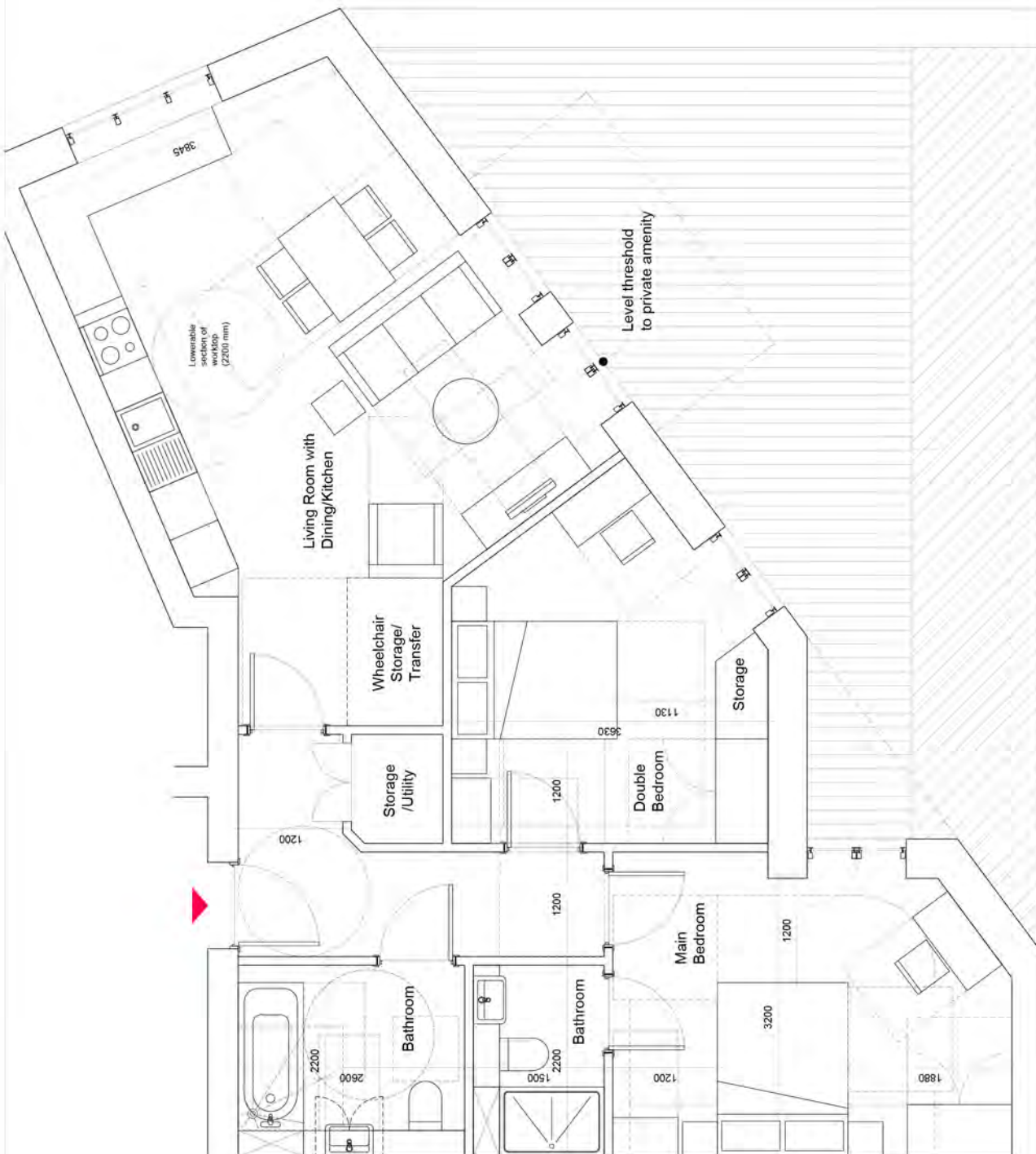
Blyth Road
30-32 Blyth Road, Hays, W3 1BY
Bellway Homes

FraserBrownMacKenzie Architects Ltd
15-17 Fairweather St, London, E.C1A 1BE, www.fraserbrownmckenzie.com
T 020 7251 0543

Wheelchair Accessible Unit
2B4P/Type 1

PLANNING

1021 P 4001



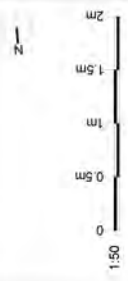
FLAT 2B4P (Accessible)

DESCRIPTION	NDSS (m ²)	PART M(3) (m ²)	PROVIDED (m ²)
UNIT SIZE	70	-	76.3
MAIN BEDROOM	11.5	13.5	14.7
DOUBLE BEDROOM	11.5	12.5	12.8
LIVING/KITCHEN/DINING	-	29	29.4
STORAGE	2.5	2.0	2.0

PLOT NUMBER
Unit 61
Unit 75

Notes
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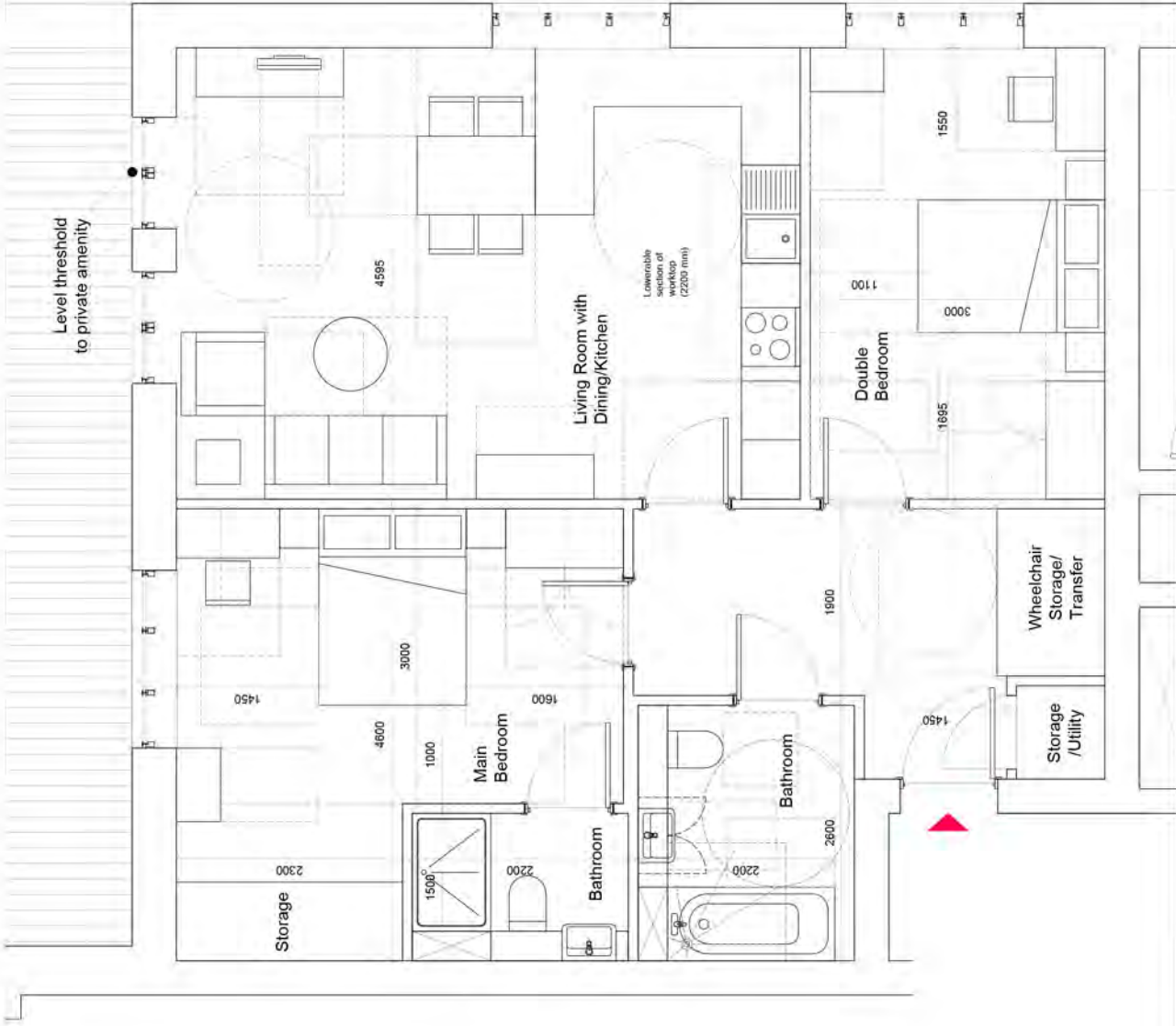
Refer to drawing 1021-P-1004 for location.



REV: BY: DATE: AMENDMENT DETAILS

Address: **Blyth Road**
 30-32 Blyth Road, Hays, 1031 BRY
 Developer: **Bellway Homes**
 Architect: **Fraser Brown MacKenna Architects Ltd**
 15-17 Fairweather St, London, E11 1BN, www.fraserbrownmckenaa.com
 T: 020 7251 0543

Product Name: **Wheelchair Accessible Unit 2B4P/Type 2**
PLANNING
 Application No: 1506/AJ
 Date: 06/06/2018
 Drawing Number: **1021 P 4002**



FLAT 2B4P (Accessible)

DESCRIPTION	NDSS (m ²)	PART M4(3) (m ²)	PROVIDED (m ²)
UNIT SIZE	70	-	83.1
MAIN BEDROOM	11.5	13.5	17.3
DOUBLE BEDROOM	11.5	12.5	13.7
LIVING/KITCHEN/DINING	-	29	29.1
STORAGE	2.5	2.0	2.7

PLOT NUMBER
Unit 110

Drawing notes

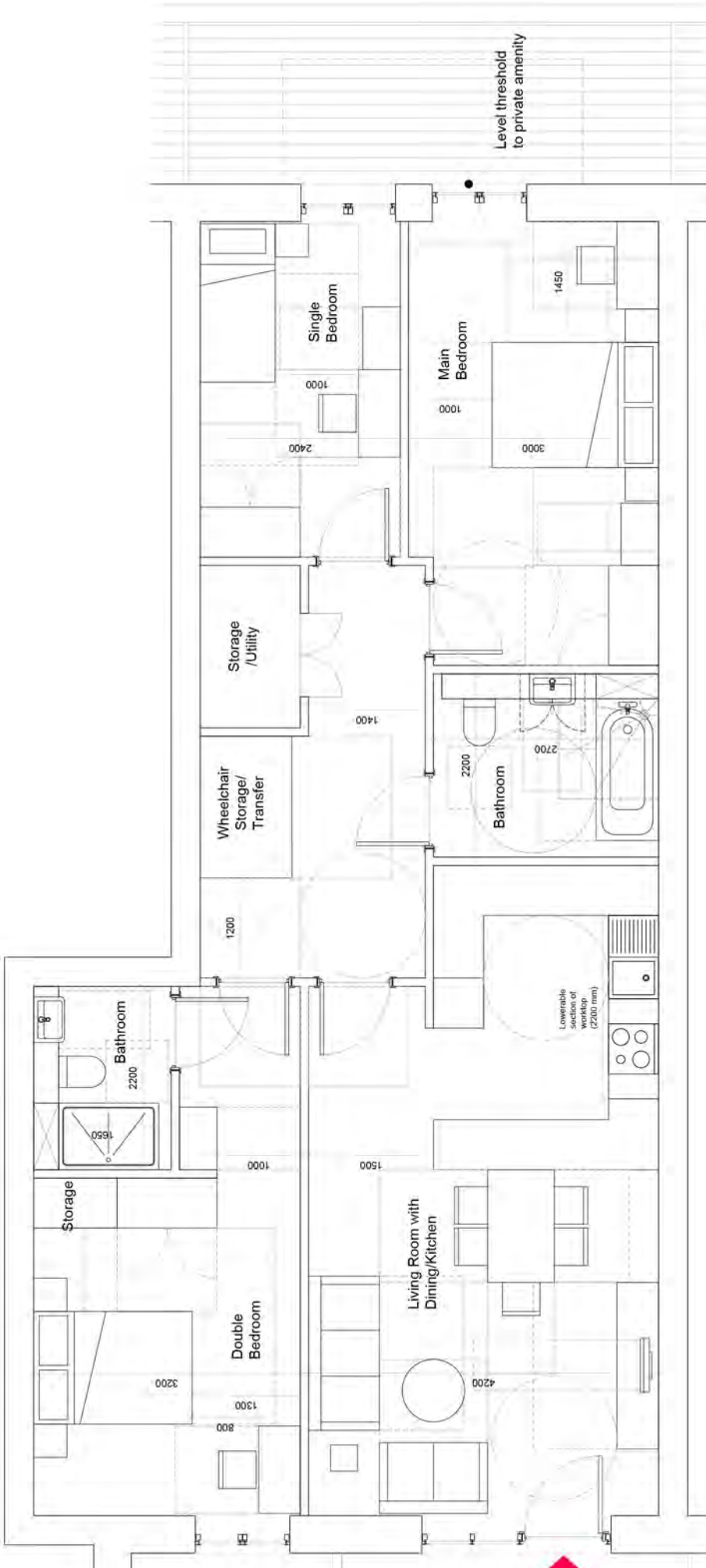
Refer to drawing 1021-P-1008 for location.

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Blyth Road
30-32 Blyth Road, Blyth, NSW 1513
Bellway Homes
Fraser Brown MacKenzie Architects Ltd.
1000 751 0543

Project Name: **Wheelchair Accessible Unit 2B4P Type 3**
Project No: **PLANNING**
Date: **1021 P 4003**



FLAT 3B5P (Accessible)

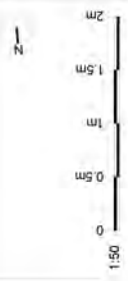
DESCRIPTION	NDSS (m2)	PART M(3) (m2)	PROVIDED (m2)
UNIT SIZE	86	-	98.1
MAIN BEDROOM	11.5	13.5	15.6
DOUBLE BEDROOM	11.5	12.5	16.3
SINGLE BEDROOM	7.5	8.5	9.7
LIVING/KITCHEN/DINING	-	31	31.1
STORAGE	3.5	2.5	2.9

PLOT NUMBER
Unit 15

Refer to drawing 1021-P-1001 for location.

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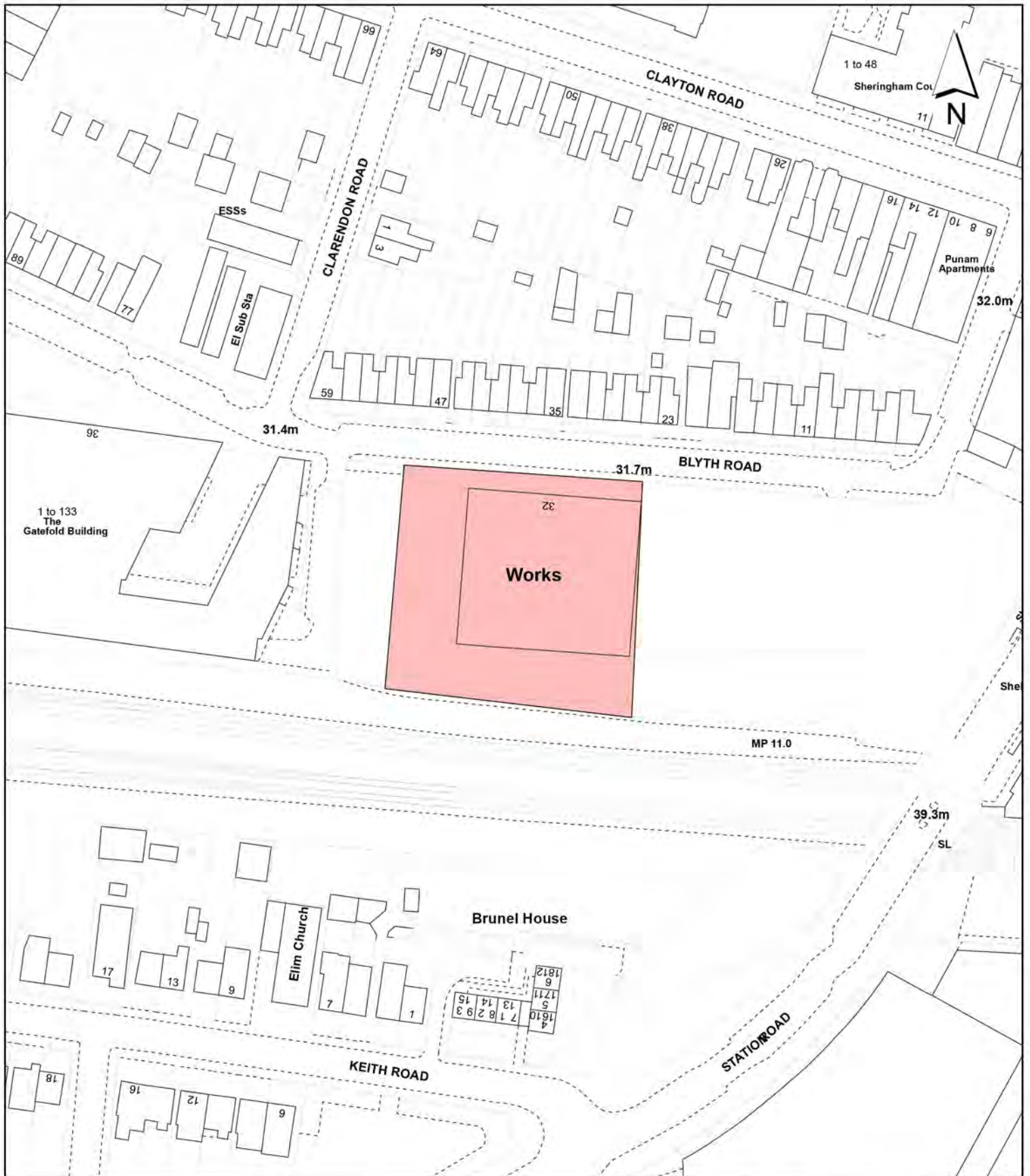
1:50



REV: BY: DATE: AMENDMENT DETAILS

Blyth Road
30-32 Blyth Road, Hays, 1031 Blyth
Bellway Homes
FraserBrownMacKenna Architects Ltd
15 Fairbank St, Linton, CO16 5LW, West Lothian
T: 020 7251 0543

3B5P Wheelchair Accessible Unit
DRAWING NUMBER: **1021 P 4004**
DATE: 06.06.2018
PROJECT: PLANNING



Notes:

 Site boundary

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Site Address:

**30-32 Blyth Road
 Hayes**

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

Planning Application Ref:

68974/APP/2018/2146

Scale:

1:1,250

Planning Committee:

Major Page 198

Date:

November 2018



HILLINGDON
 LONDON

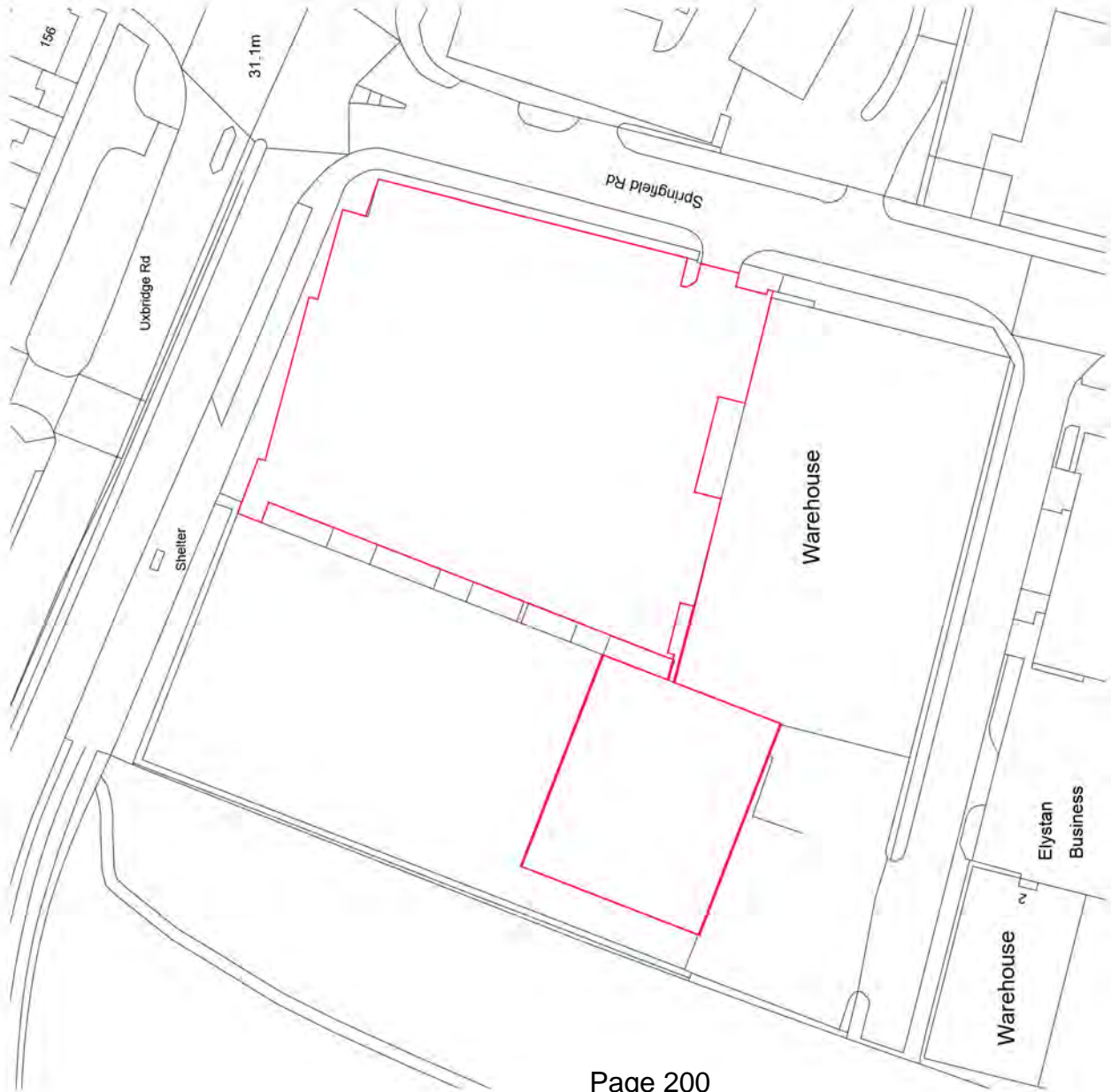
Report of the Head of Planning, Transportation and Regeneration

Address UNIT 1, ELYSTAN BUSINESS CENTRE SPRINGFIELD ROAD HAYES
Development: Change of use from a retail (Carpentry) (Use Class A1) to a 24-hour gym (Use Class D2) with associated alterations to the facade
LBH Ref Nos: 36985/APP/2018/2970

Date Plans Received:	09/08/2018	Date(s) of Amendment(s):	09/08/2018
Date Application Valid:	09/08/2018		20/08/2018
			25/09/2018



Existing Site Location Plan (Scale 1:1250)



Existing Site Location Plan (Scale 1:500)

Key

Red line indicates extent of town planning application area



D	12.10.18	Red line extended to include car park.	EGP/PG
C	24.02.18	Extent of application area adjusted to incorporate 2 road names.	EGP/PG
B	30.07.18	Extent of application area adjusted.	LM/PG
A	28.07.18	Extent of application area adjusted to incorporate new bicycle parking area.	LM/PG
Rev. Date Description			Drawn/Checked

Haynes Unit B, 25 Springfield Rd, Hayes, Kent, UB4 0TU		Location Plan	
RSPPG	12.10.18	1:500/0A21:1:250/0A2:2137	007 LP
TOWN PLANNING		D	



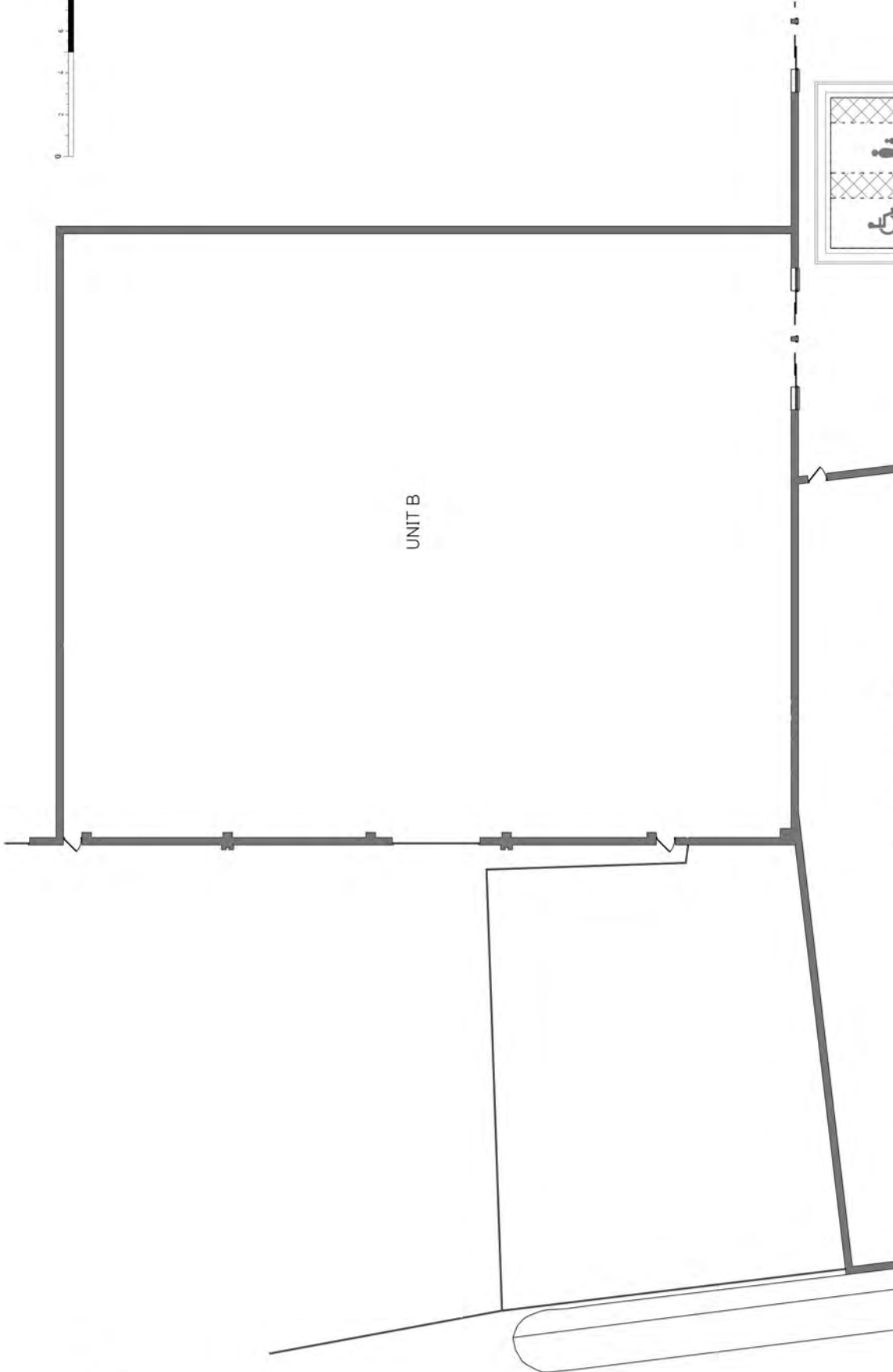
 Pure Gym Ltd
 Town Centre House
 The Millen Centre
 LS2 8LY
 e: enquiries@puregym.com
 t: 0113 215 1170
 w: www.puregym.com



No.	Code	Description	Material
A	25.07.18	Tile back splash and ground work in toilet	UNPG

Project: Hayes - Springfield Rd, Hayes, Kent, LE14 0TL
 Drawing: Existing Site Plan
 Date: 25.07.18
 Scale: 1:100 @ A1
 Drawn: [Name]
 Checked: [Name]

TOWN PLANNING
 Part of the
 The Hayes
 LE14 0TL
 01753 600000
 www.townplanning.co.uk



Existing Ground Floor Plan

Existing Demise Area (Red Line)

Ground 1005.1 m² / 10818.5 ft²

Total 1,005.1 m² / 10,818.5 ft²

Rev. No. Description Date Checked

A 26.07.18 Title block updates and device area omitted. DM/PG

Hayes
110 Springfield Rd, Hayes, Kent UB8 3TU

Existing Ground Floor Plan

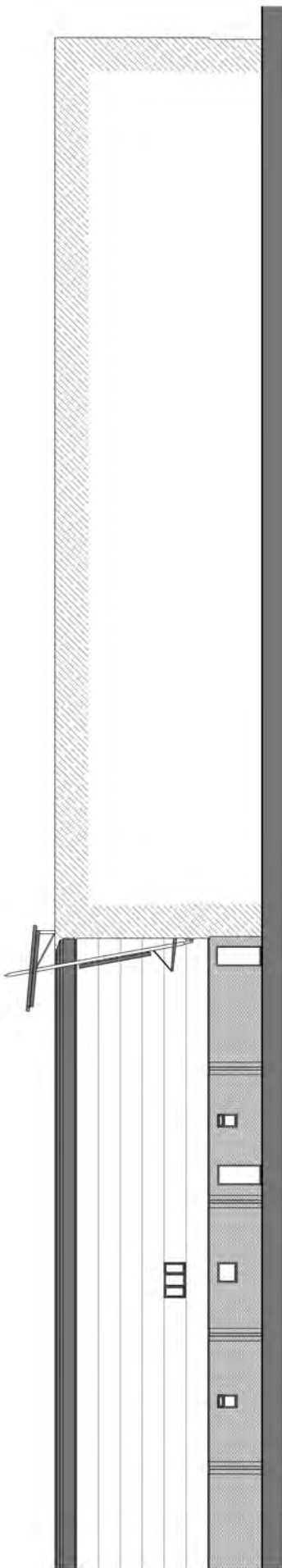
25.07.18 1:100 @ A1 1:200 @ A1 1:200 @ A1 1:200 @ A1

IBD:EP A

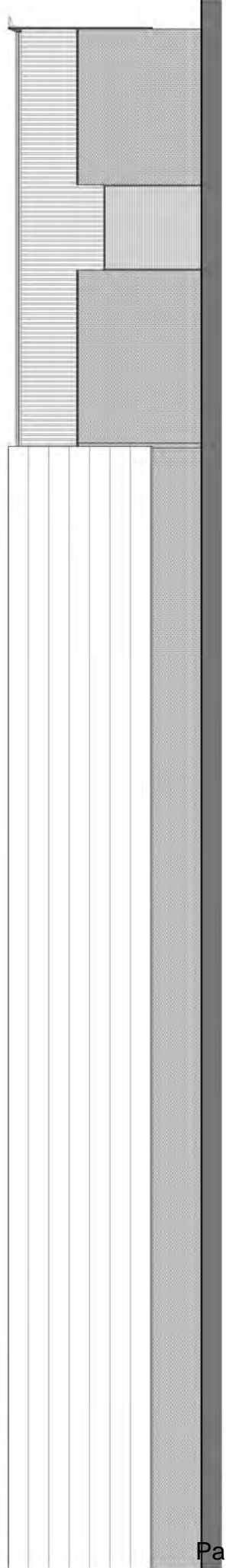
TOWN PLANNING

PureGym
The Gym
100
Leeds
LS11 3JY
t: 0113 282 9337
w: www.puregym.com

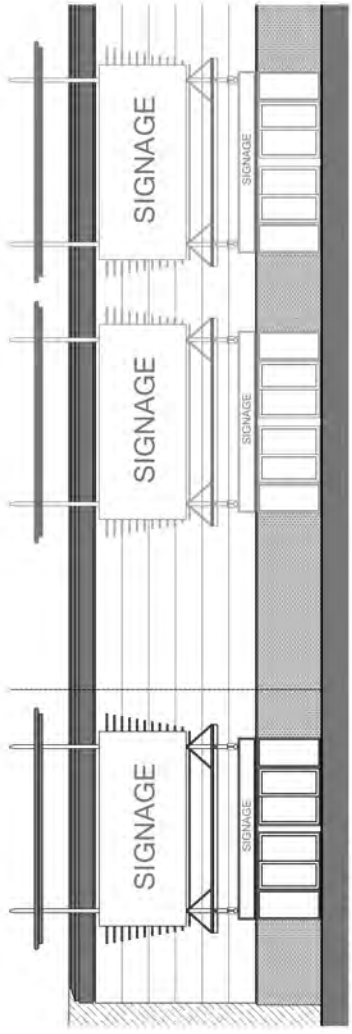




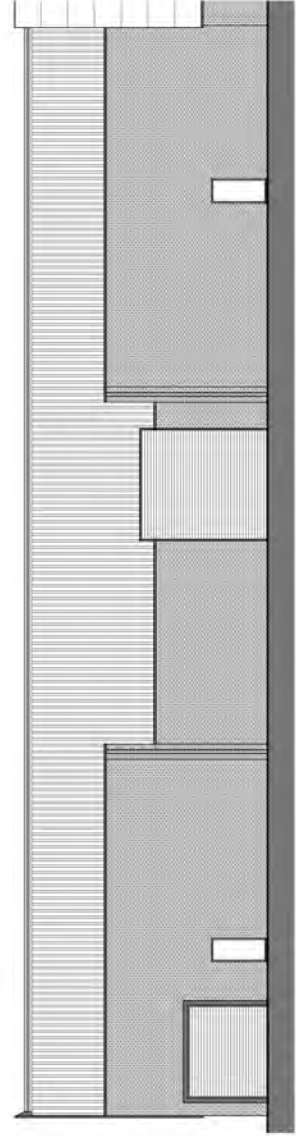
Existing Side Elevation



Existing Side Elevation



Existing Front Elevation



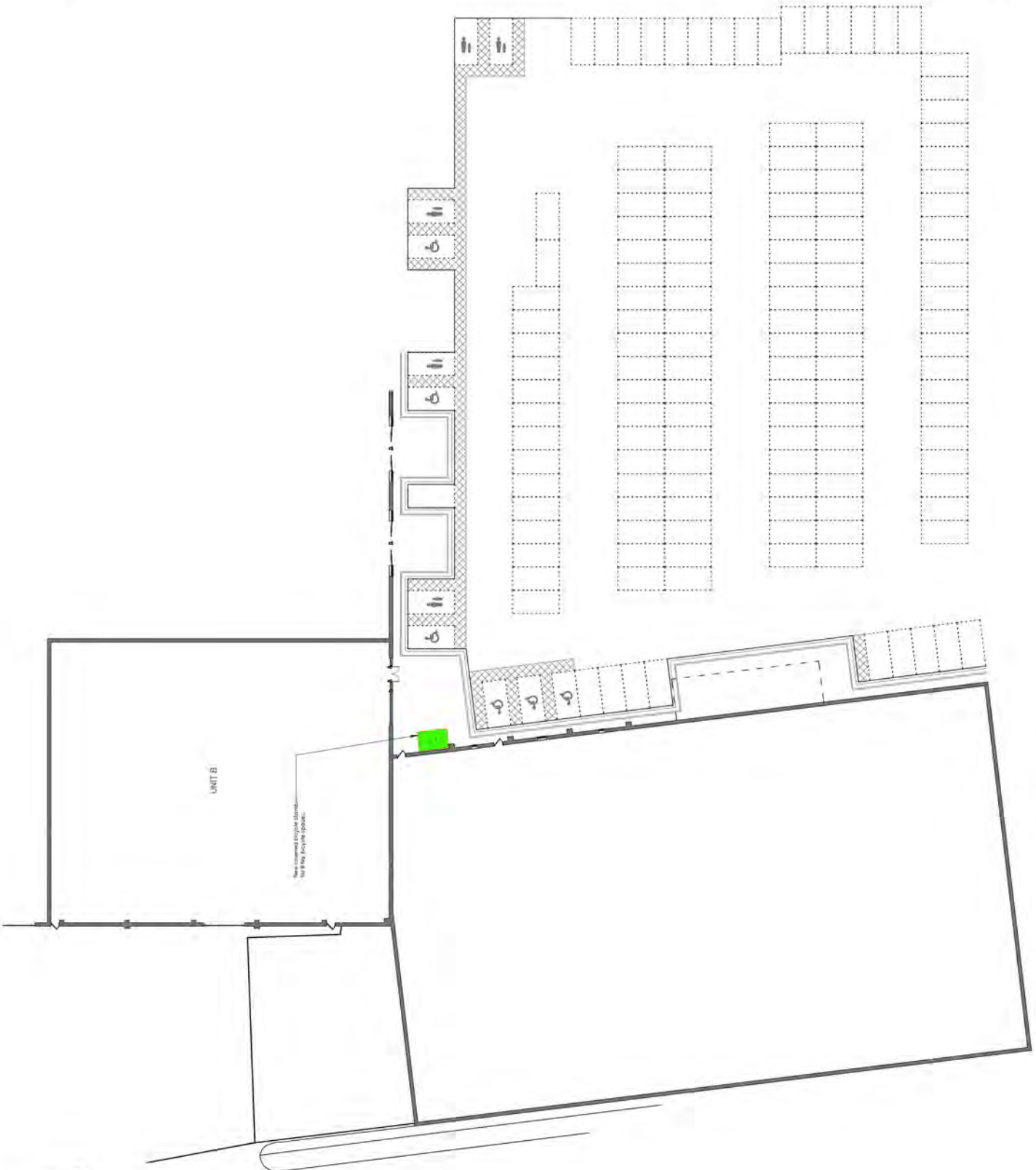
Existing Rear Elevation



Rev.	Date	Description	Drawn/Checked
A	26.07.18	Title block updated.	DM/PG

Project	Hayes - Springfield Bldg - Hayes, Kent, LB4 0TL	Existing Elevations
Location	123.07.18	123.07.18
Client	TOWN PLANNING	

Paul Quillan	01753 606000
The Planning Centre	
Leeds, W	
0113 2527977	
www.ppcplanning.com	



New proposed lift shaft location - lift the PureGym platform.

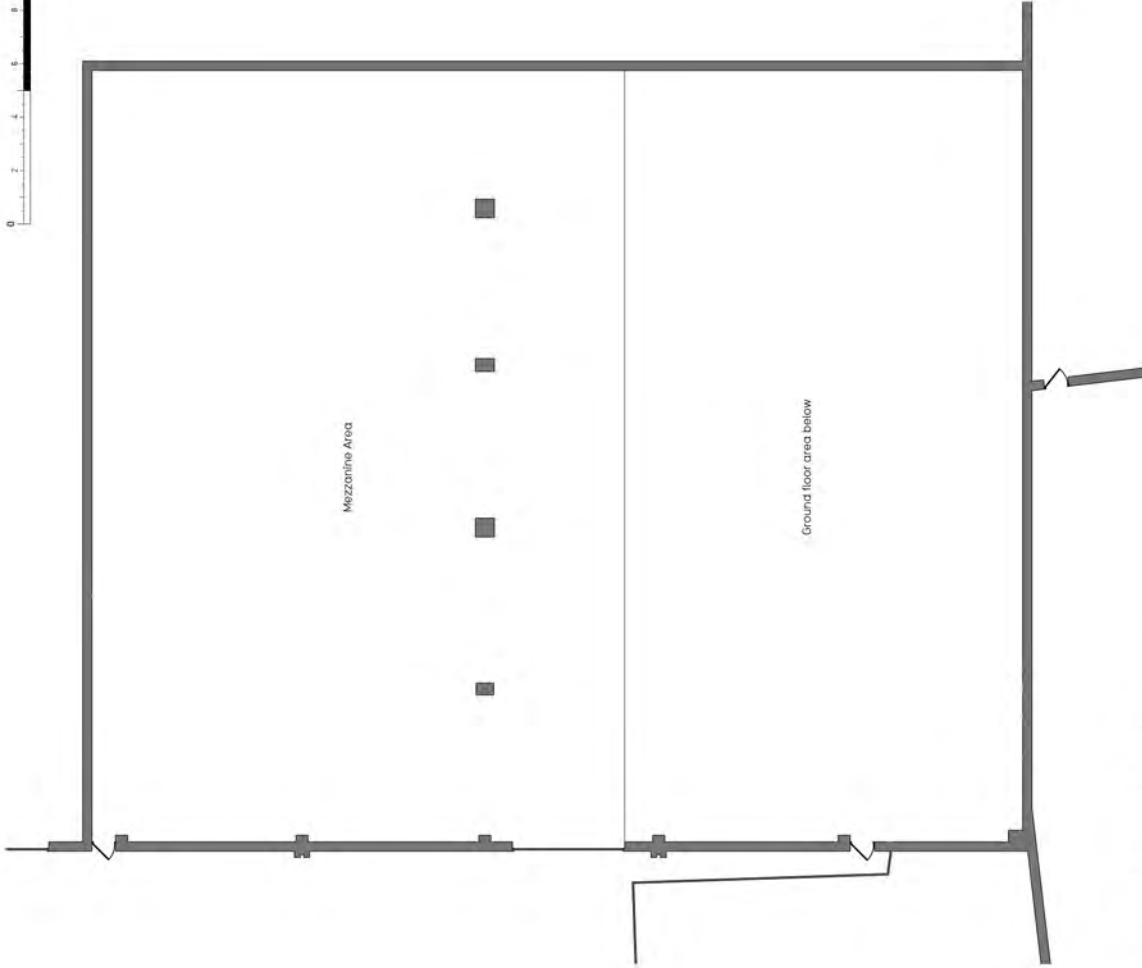
UNIT B

No.	Type	Description	Revision
1	Proposed	Proposed Site Plan	
2	Revised	Hayes Sport Spangford Rd, Hayes, Kent, LB4 0TU	
3	Revised	25.07.18	1:200 @ A1
4	Revised	25.07.18	1:200 @ A1
5	Revised	25.07.18	1:200 @ A1

TOWN PLANNING

Paul Quinn
 The Planning
 Experts
 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000





Demise Area (Red Line)

Ground	1005.1 m ²	/	10988.5 ft ²
Mezzanine	574.7 m ²	/	6186.4 ft ²
Total	1,579.8 m ²	/	17,004.9 ft ²

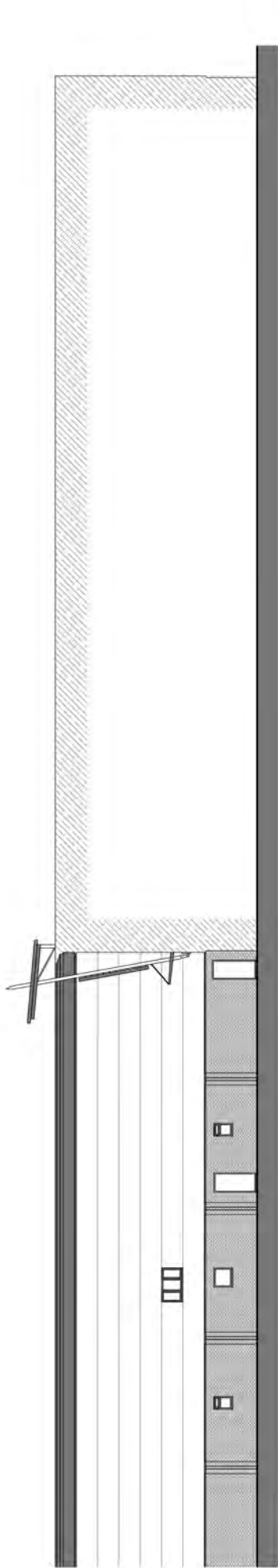
No.	Date	Description	Drawn/Checked
A	26.07.18	Title block updated and device area omitted.	DM/PG

Hayes
110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

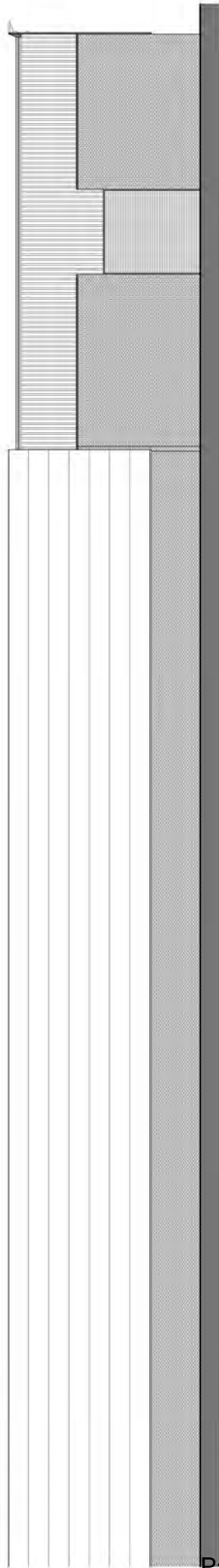
TOWN PLANNING

Paul Quinn
The Quinns
The Quinns Centre
100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

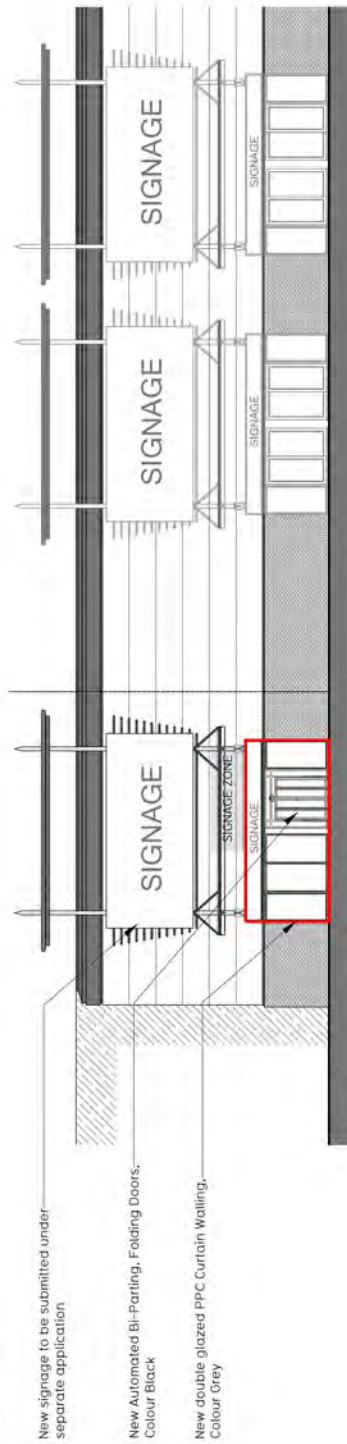
PUREGYM



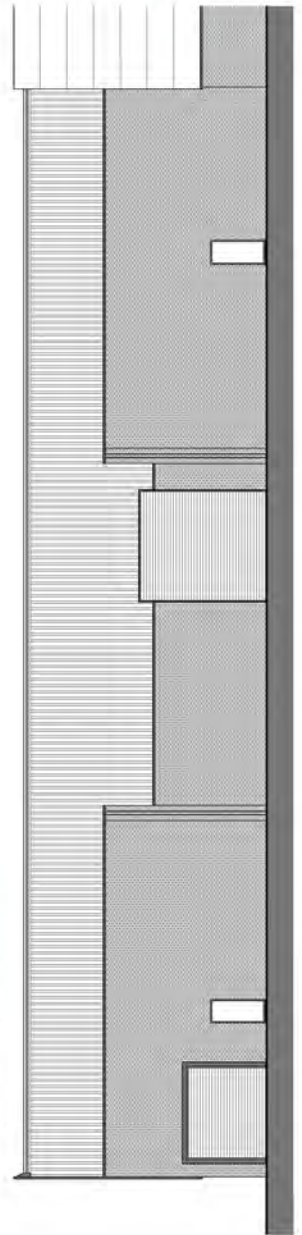
Proposed Side Elevation



Proposed Side Elevation

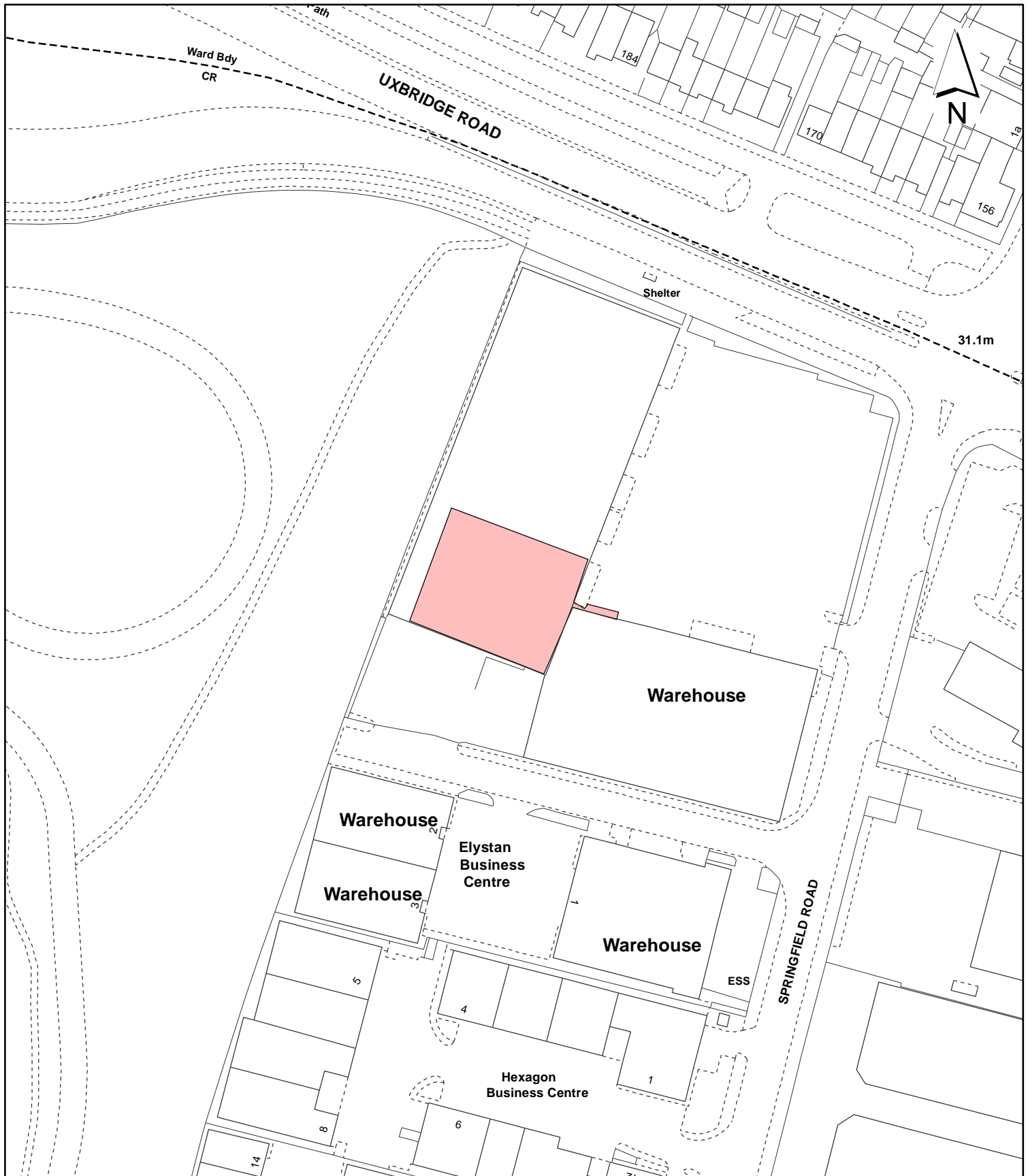


Proposed Front Elevation



Proposed Rear Elevation

A	25.07.18	Title block update.	DM/PG	Drawn/Checked
		Revised	Submissions	
Hayes 141, 142, 143, Spangfield Rd, Hayes, Kent, UB8 3DU Proposed Elevations BOARD 25.07.18 1:100 @ A1 1:200 1004.1E A				
TOWN PLANNING				
 PureGym Ltd The Community Centre 1007-1009 L20 7JY 01173 267797 www.puregym.com				



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Unit 1 Elystan Business Centre
 Springfield Road
 Hayes**

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

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

Planning Application Ref:

36985/APP/2018/2970

Scale:

1:1,250

Planning Committee:

Major Page 207

Date:

November 2018



HILLINGDON
 LONDON

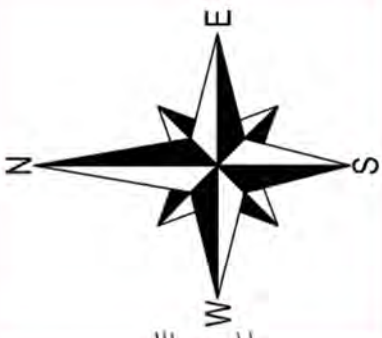
Report of the Head of Planning, Transportation and Regeneration

Address LAND OPPOSITE DS SMITH RECYCLING DEPOT WALLINGFORD ROAD
UXBRIDGE

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

LBH Ref Nos: 50677/APP/2017/4537

Date Plans Received:	15/12/2017	Date(s) of Amendment(s):	15/12/2017
Date Application Valid:	15/12/2017		07/02/2018
			05/07/2018
			10/05/2018



REVISIONS			
DRWG No.	09/2017	SCALE	1:500 at A4
DATE	09/2017	CHECKED	
DRAWN BY	02E	CHECKED	

Do not scale from this drawing, use dimensions only.
All dimensions must be reported to T.D.C.

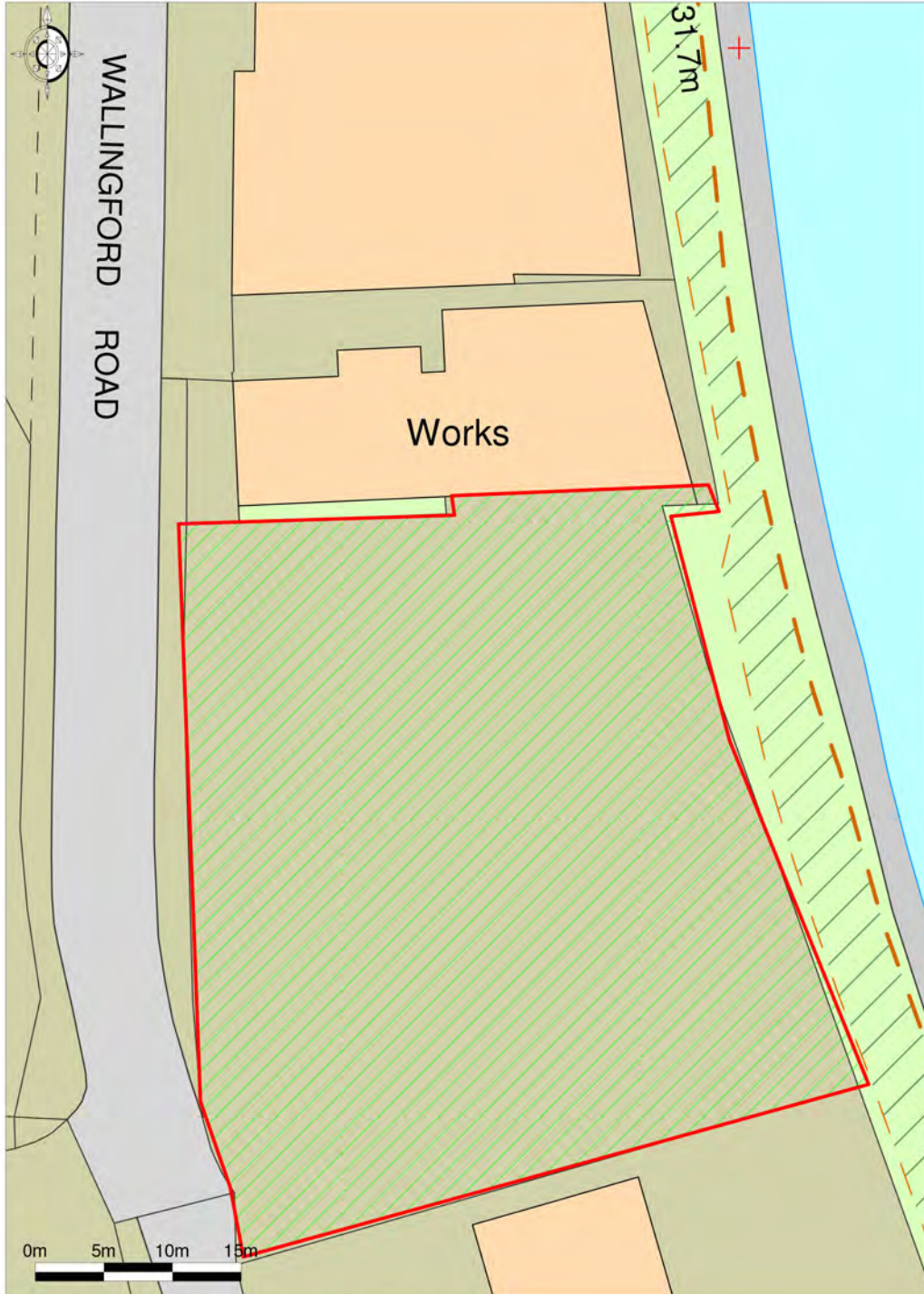
**Site,
Wallingford Road,
Uxbridge,
Middlesex, UB8 2RW.**

HAWKINS EADES ASSOCIATES
ARCHITECTURAL
PLANNING & DESIGN CONSULTANTS

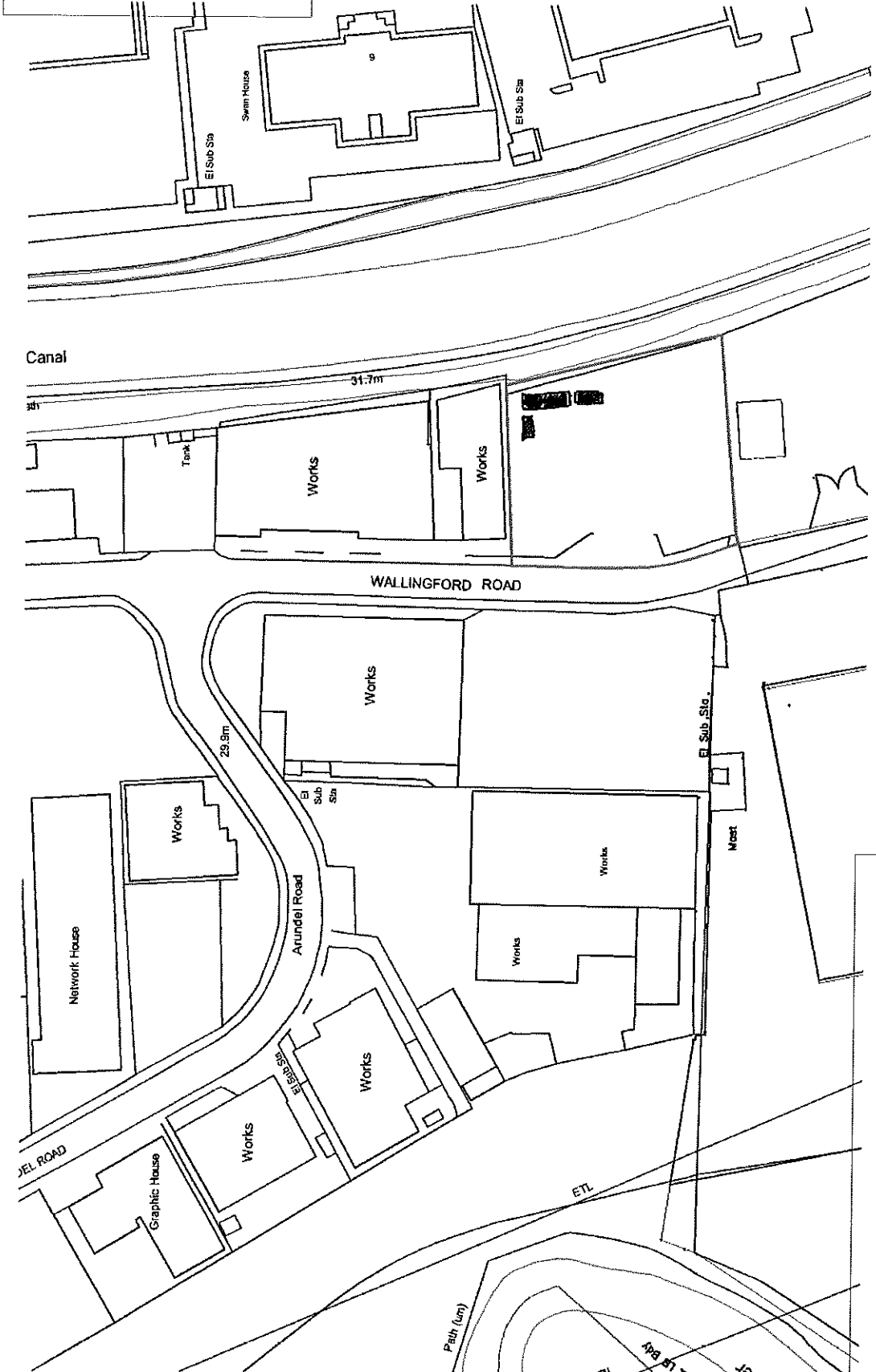
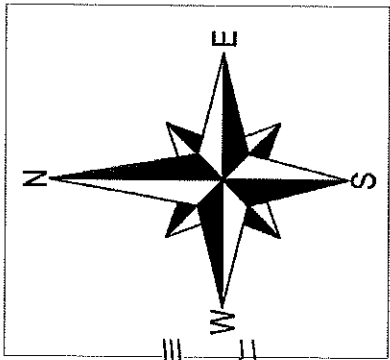


100 High Street
Great Missenden
Bucks HP16 0BE
Tel: (01494) 891555/891066
Fax: (01494) 891222
E-mail: mal@hawkinsades.co.uk

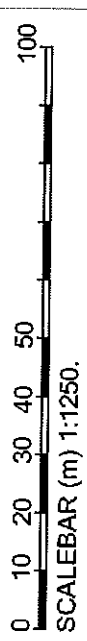
Metroline, Uxbridge
Site Plan
(1:500)



Ordnance Survey © Crown Copyright 2017. All rights reserved.
Licence number 100022432. Plotted Scale - 1:500



1 x 20FT container
 1 x 10FT Toilet container
 1 x 10FT storage container



Site,
Wallingford Road,
Uxbridge,
Middlesex, UB8 2RW.

REVISIONS	DATE	BY	CHECKED	SCALE	CL
	09/2017			1:500	A4
DRAWN BY		CHECKED			
Do not scale from this drawing. All dimensions are as shown on the site plan.					

HAIKINS EADES ASSOCIATES
 ARCHITECTURAL
 PLANNING & DESIGN CONSULTANTS

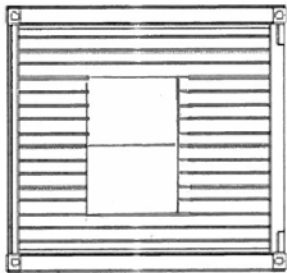
100 High Street
 Great Missenden
 Bucks HP16 0BE
 Tel: (01494) 891553/891666
 Fax: (01494) 891222
 e-mail: info@haikinsades.co.uk

Proposed Bus Park
Wallingford Road
Uxbridge
UB8 2RP

Drawing 17OKE2000
Scale: 1:50 @ A3

Proposed Changing Room and Staff Office

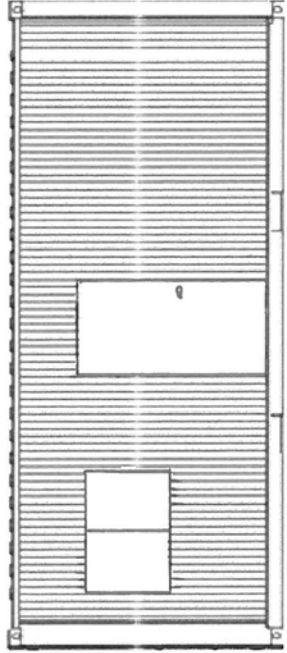
East Elevation



North Elevation



South Elevation



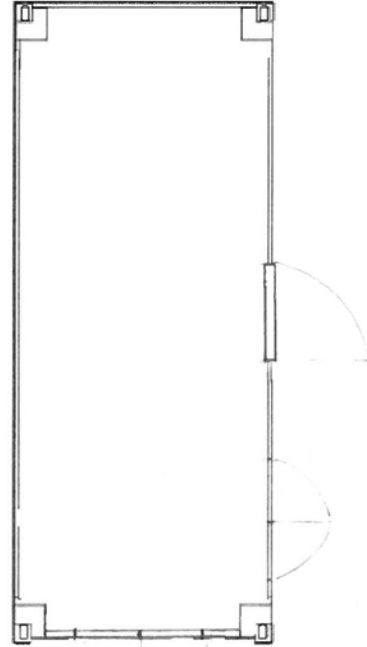
West Elevation



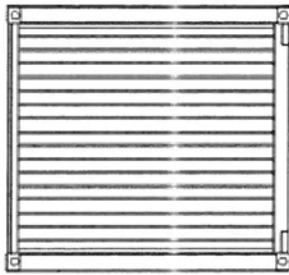
Roof Plan



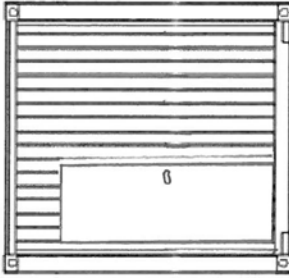
Floor Plan



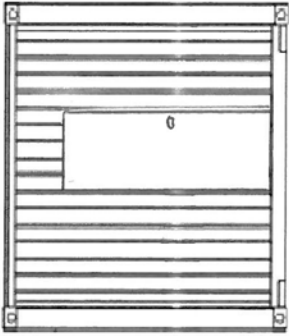
West Elevation



East Elevation



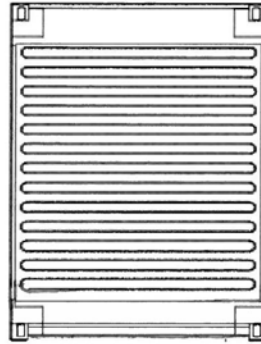
South Elevation



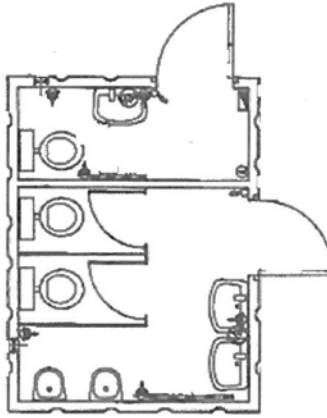
North Elevation



Roof Plan



Floor Plan

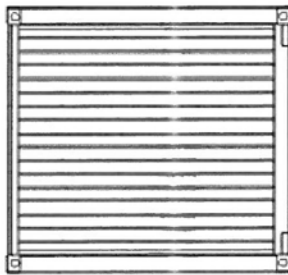


Bus Park
Wallingford Road
Uxbridge
UB8 2RP

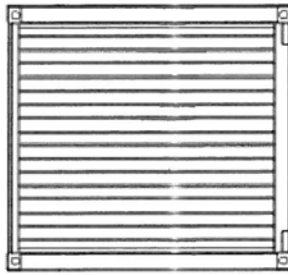
Proposed Store Block

Drawing 170KE2002
Scale: 1:50 @ A3

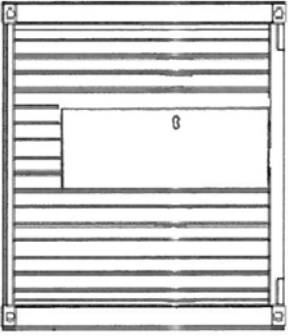
West Elevation



East Elevation



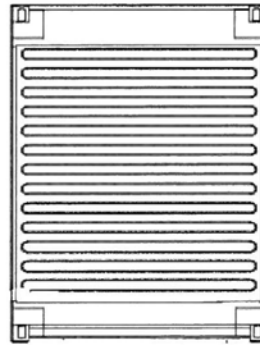
South Elevation



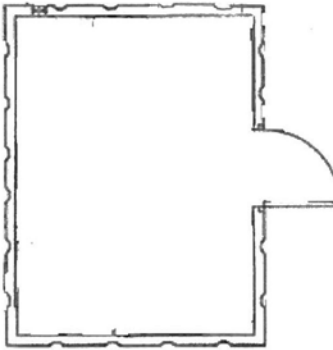
North Elevation

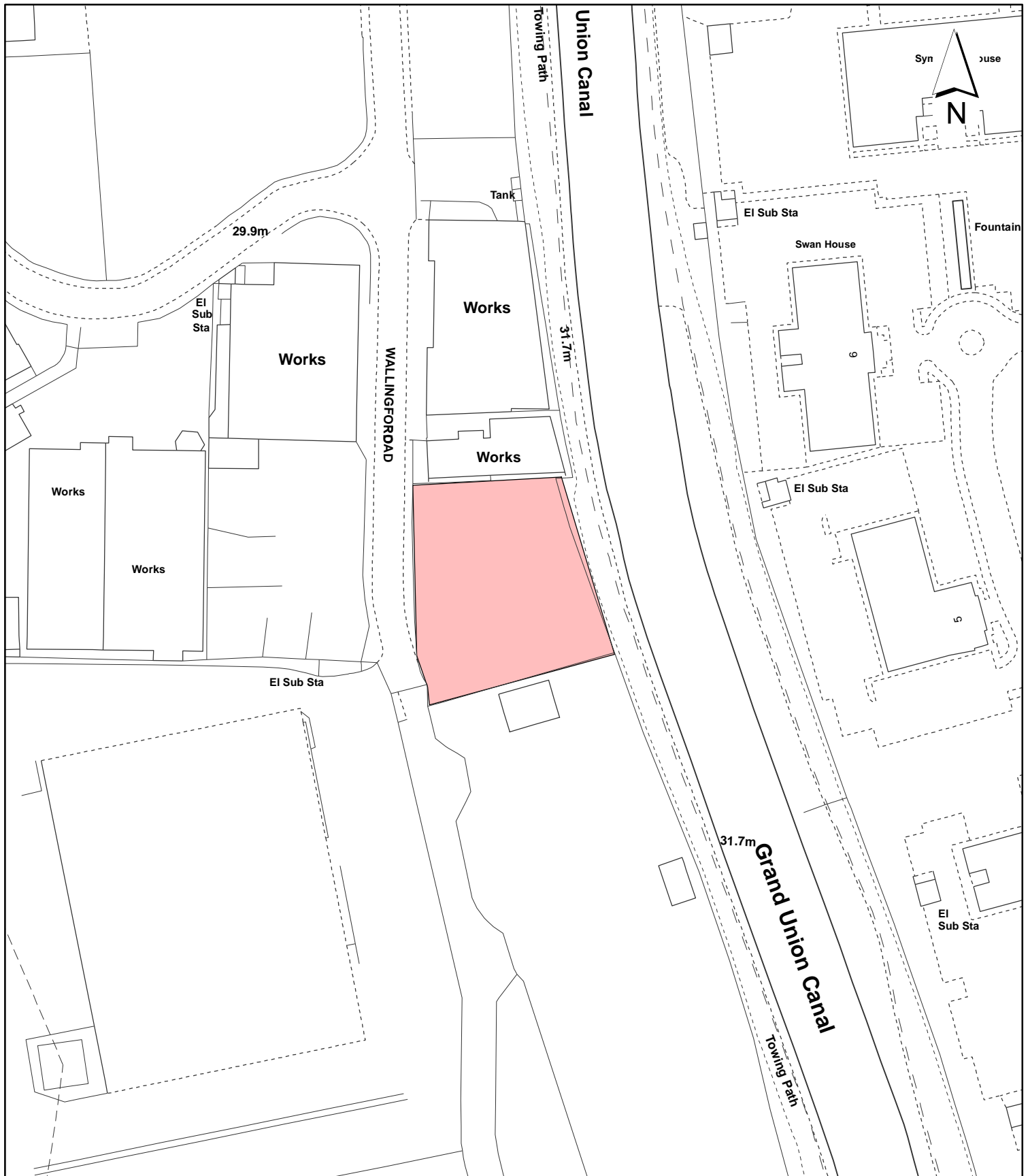


Roof Plan



Floor Plan





Notes:

 Site boundary

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Site Address: **Land Opposite DS Smith
 Recycling Depot
 Wallingford Road
 Uxbridge**

Planning Application Ref:
50677/APP/2017/4537

Planning Committee:
Major Page 215

Scale:
1:1,250

Date:
November 2018

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



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address LAND REAR OF 2-24 HORTON ROAD YIEWSLEY

Development: Variation of Condition 2 (approved plans) of planning permission ref: 71582/APP/2016/4582, dated 31/08/2017 (Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station) for improved fire safety, circulation and ventilation, alterations to sub-station and cycle store, revised feature brick work and increase in building height.

LBH Ref Nos: 71582/APP/2018/2871

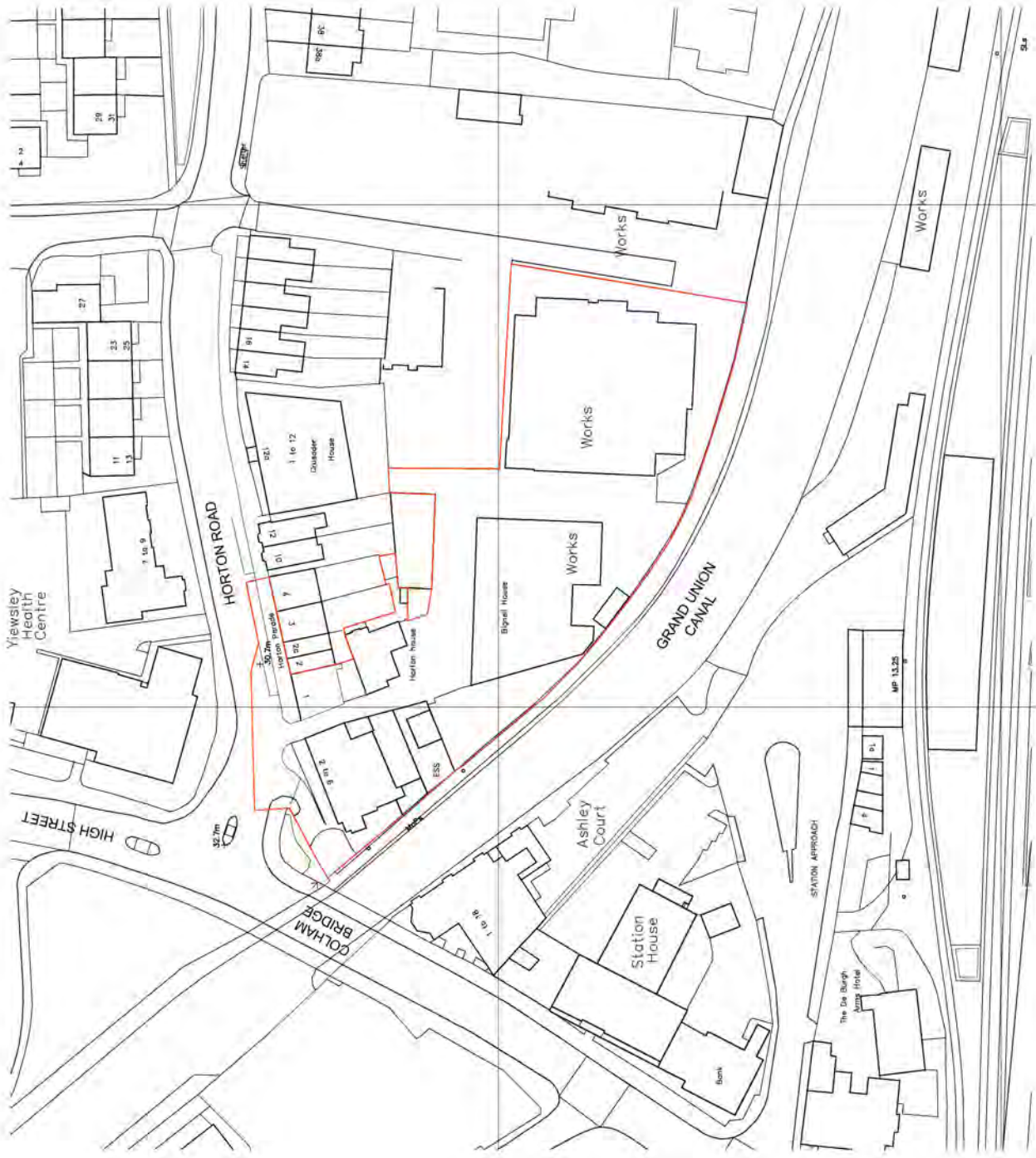
Date Plans Received: 03/08/2018

Date(s) of Amendment(s): 08/08/2018

Date Application Valid: 03/08/2018

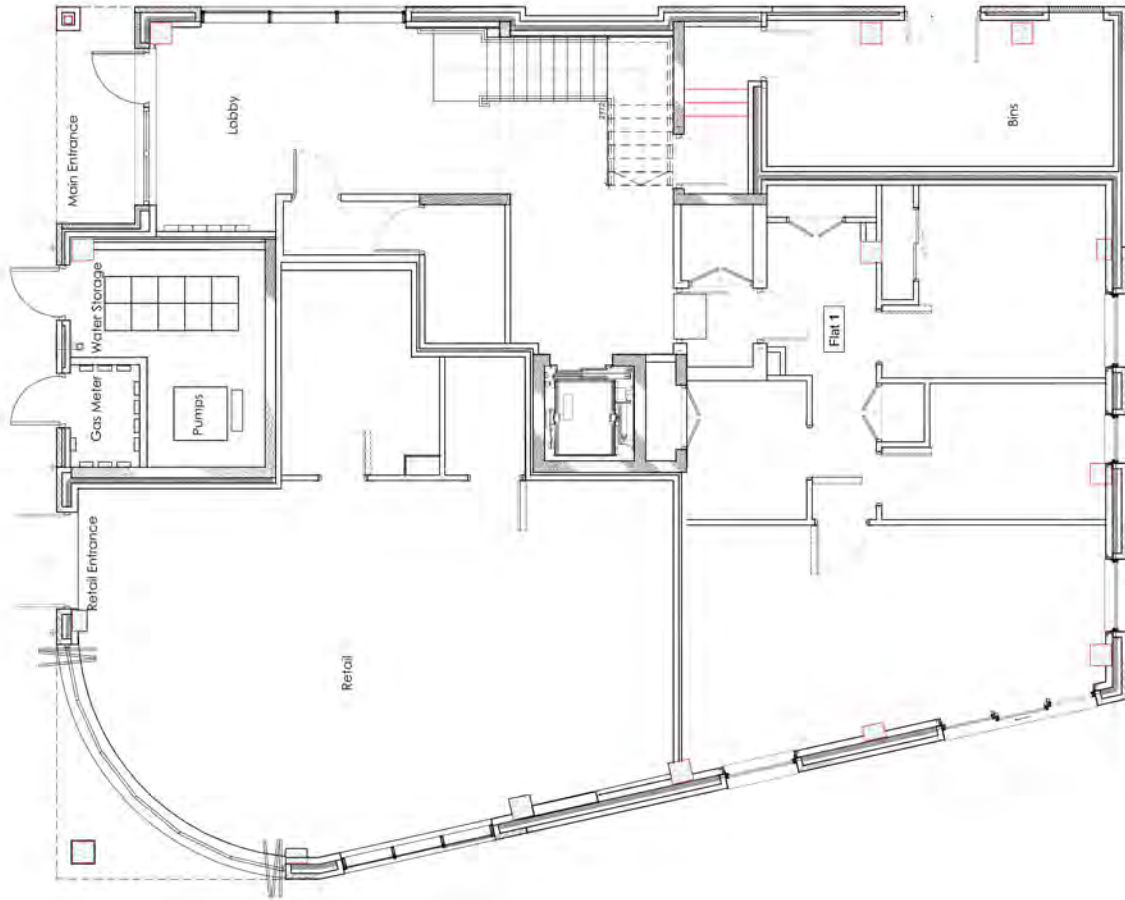
29/10/2018

03/08/2018



Rev	Date	Description	Rev By	Checked By
001	16/03/2018	PROPOSED DEVELOPMENT		
Project Name LAND TO THE REAR OF 2-24 HORTON ROAD YIEWSLEY WEST DRAYTON UB7 8JD				
Category PDR CONSTRUCTION				
Status PLANNING				
Scale	1:1250	Drawing Size	A4	
Date	16/03/2018	Drawn By	TVT	Checked By IDC
Drawing Title LOCATION PLAN				
Job Number	15344-100			
<input type="checkbox"/> 2-1, John North, Wakefield, WF1 3QA I: 01924 291800 <input type="checkbox"/> Carven Warehouse, 77 Dale Street, Manchester, M1 2HG I: 0161 2388555 <input type="checkbox"/> The Old Rectory, 79 High Street, West Drayton, UB7 8JH I: 01892 219224, M16 6AB <input checked="" type="checkbox"/> 101 London Road, Reading, RG1 5RT I: 0118 9507700 <input type="checkbox"/> 10 Gee Court, St Chelphost Place, London, W1U 1JJ I: 0207 4671215				





Project Name	Residential Development Horizon Road West Devon, Cornwall	Block / Floor	BLOCK A GROUND FLOOR PLAN
Client	UBZ SEH	Reference	15344-106
Scale	FEB CONTINUATION	Drawn By	
Issue	PLANNING	Checked By	
Date	1:20 03/09/18	Project No.	A1

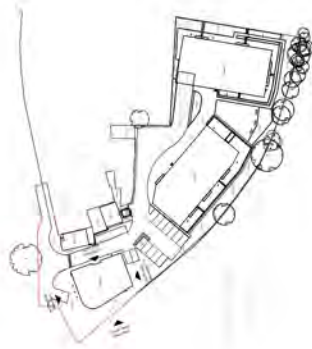


- 2d WALLS
- 2d FLOORS
- 2d DOORS
- 2d STAIRS
- 2d WINDOWS
- 2d FURNITURE
- 2d LIGHTING
- 2d PLUMBING
- 2d ELECTRICAL
- 2d MECHANICAL
- 2d LANDSCAPE
- 2d EXTERIOR
- 2D SECTION

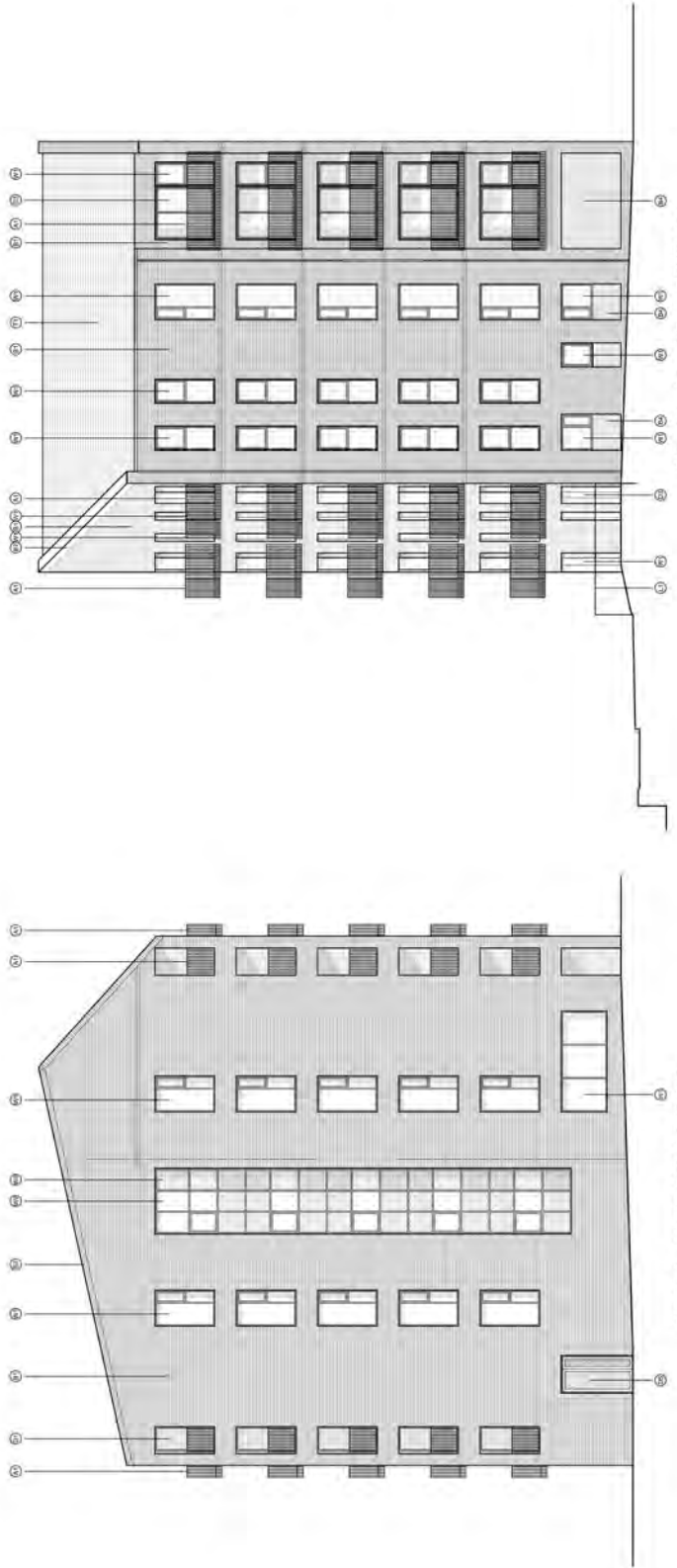


KEY

- A1 Balcony - grey PPC contemporary flat metal railing
- B1 Brick - Light Red multi
- B2 Brick - Glazed turquoise
- B4 Brick panel - Light Red recessed
- B7 Brick header - Solid course
- D1 Metal frame door with glazed panel - grey frame
- D2 Metal louvre door - grey
- D3 Sliding balcony door with glazed panel - grey frame
- D4 Double glazed door for commercial unit
- D5 Colour Coated Steel Door and Frame
- L1 low brick wall (1200mm)
- T1 Roof tiles - slate effect grey - with PV panels above
- T3 Canopy - grey PPC metal folded
- T4 RWP / Hoppers/ Gutters - grey metal
- W1 windows - dark grey frames
- W2 windows - dark grey framed curtain walling
- W3 windows - Sloping and vertical combination window
- W4 windows - rooflight
- W5 windows - fixed louvres
- W6 windows - curved glazing for commercial unit

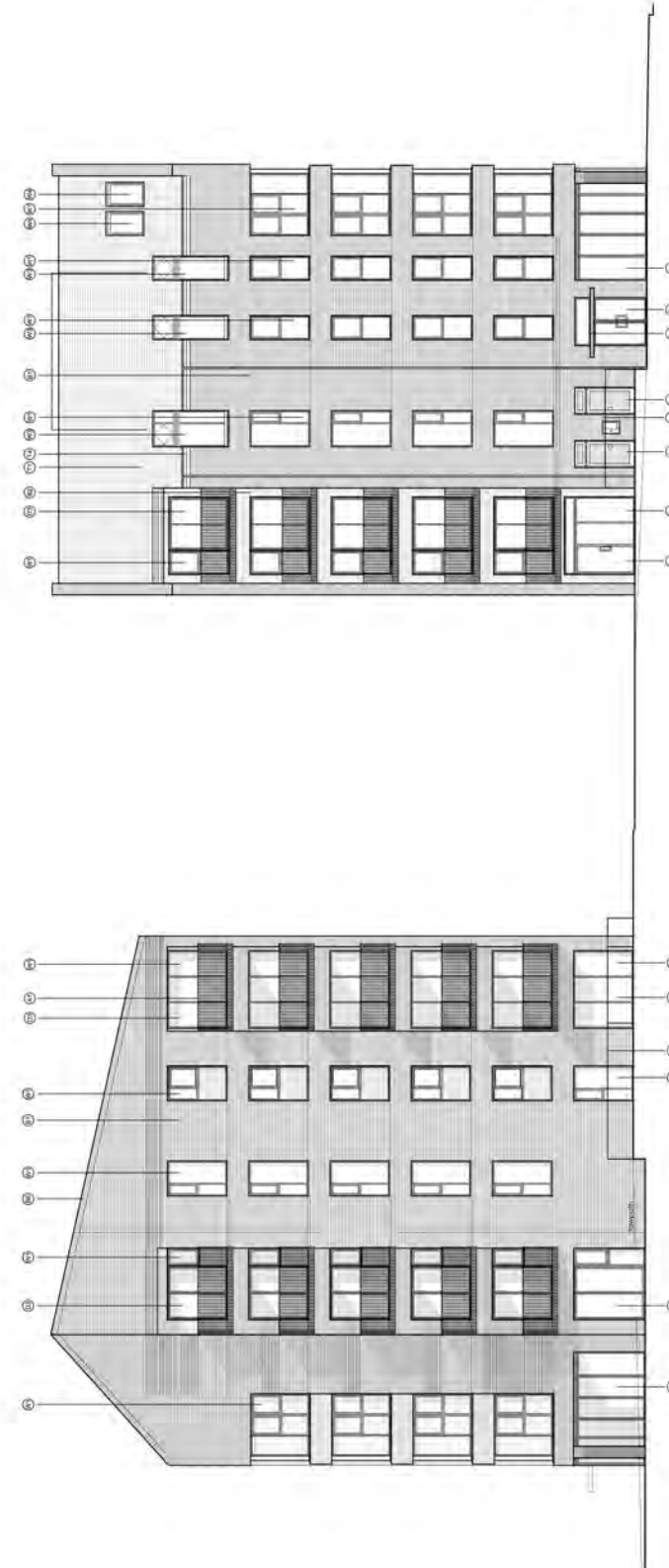


Project Name: Residential Development		Block A, Elevations	
Address: Horton Road, West Drayton, Wrexham, UB7 8EH		Drawing No: 15344-107	
Client: PCB Construction	Architect: A1	Scale: 1:100	Date: 03.08.18
Project: PLANNING		Author: JRM	Checked: JRM
Drawing: 15344-107		Project: 15344-107	Client: PCB Construction



Block A - South East Elevation

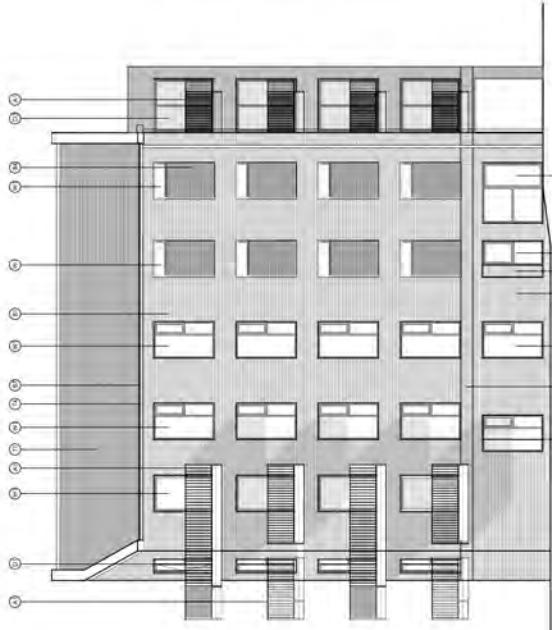
Block A - North East Elevation



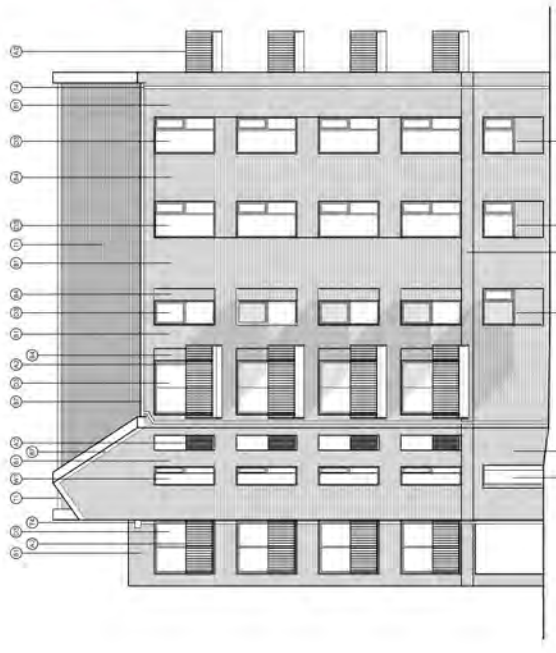
Block A - North West Elevation

Block A - South West Elevation

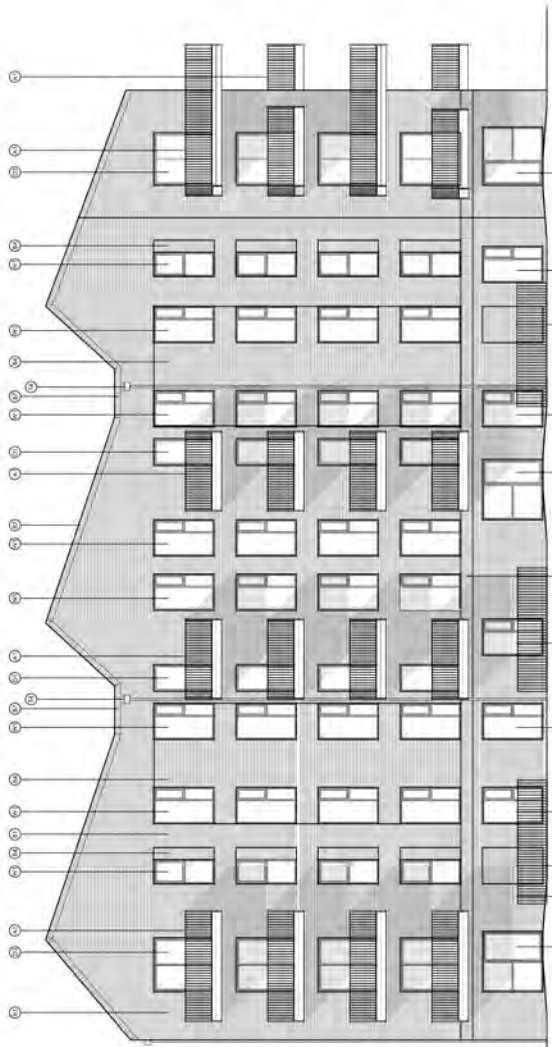
- A1 Balcony - grey PPC contemporary flat metal railing
- B1 Brick - Light Red multi
- B4 Brick panel - Light Red recessed
- B6 Brick panel - Double stock soldier course
- B7 Brick header - Soldier course
- D1 Metal frame door with glazed panel - grey frame
- D2 Metal louvre door - grey
- D3 Sliding balcony door with glazed panel - grey frame
- D5 Colour coated steel door & frame
- T1 Roof tiles - slate effect grey with PV panels.
- T3 Canopy - grey PPC metal folded
- T4 RWP/ Hoppers/ Gutters - grey metal
- T5 Postboxes
- W1 Windows - dark grey frames
- W4 Windows - rooflight
- W5 Windows - fixed louvres
- W7 Windows - dark grey frames at high level!



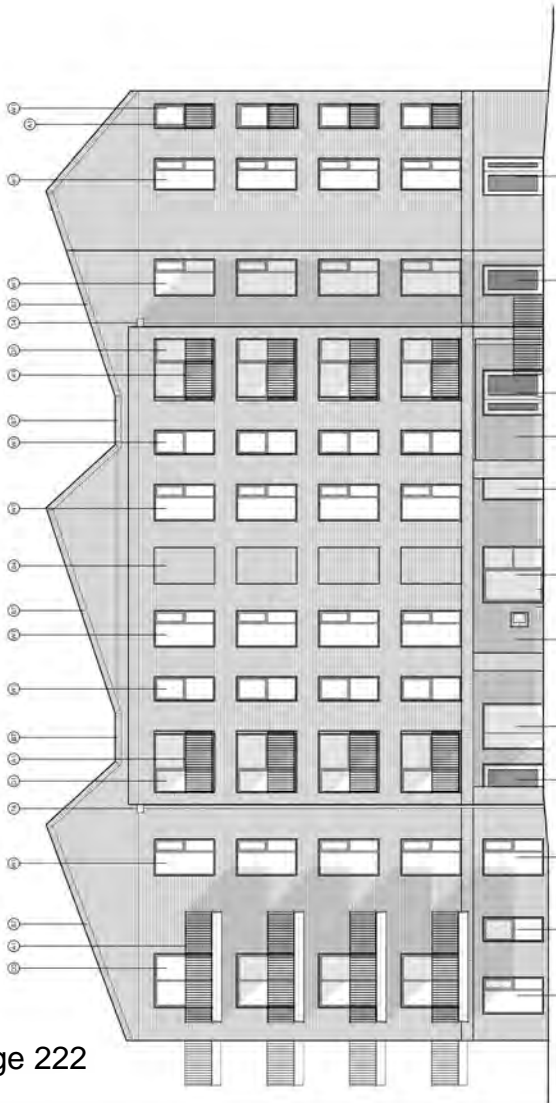
South East Elevation



North West Elevation



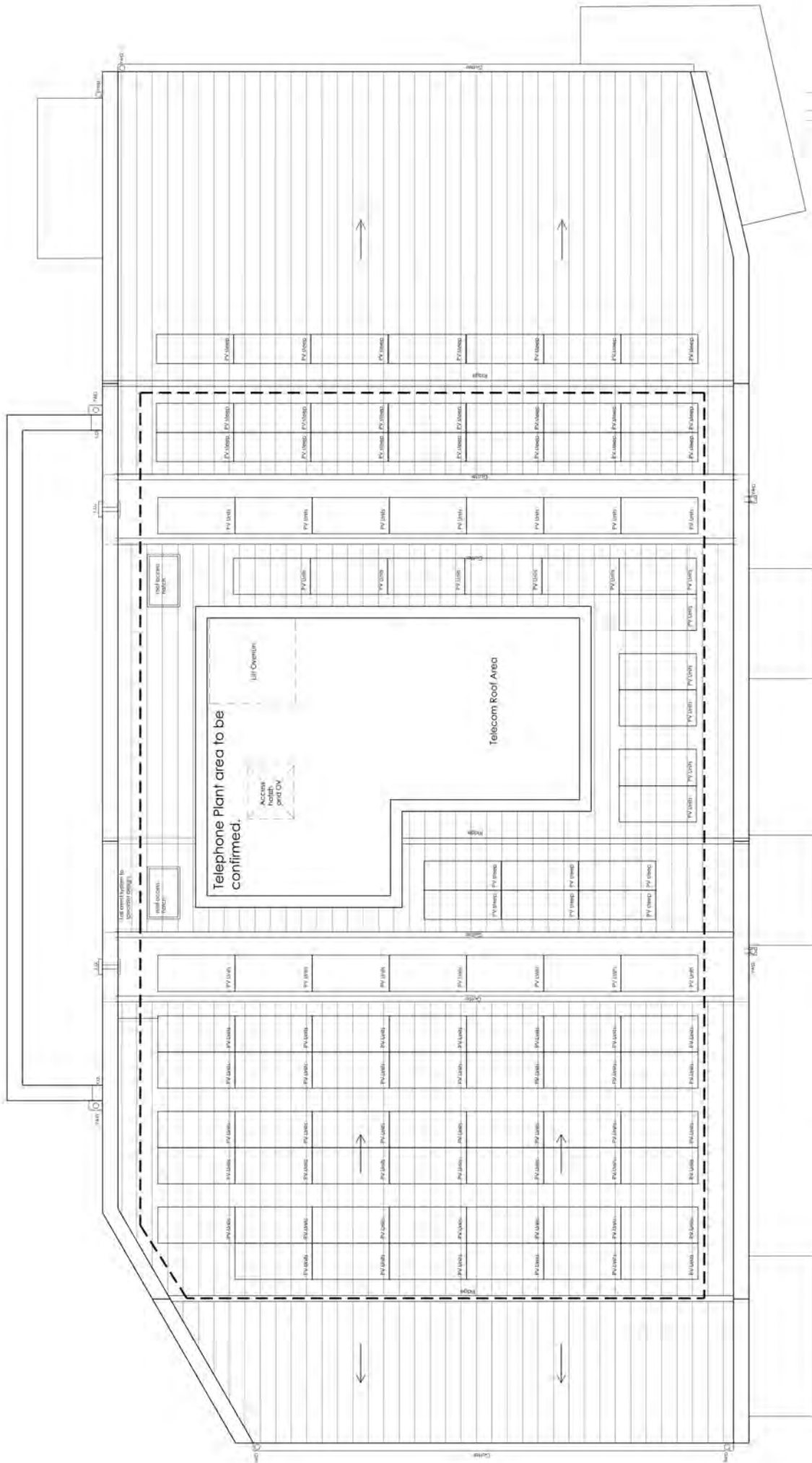
South West Elevation



North East Elevation

Project Name	RESIDENTIAL DEVELOPMENT
Address	HORTON ROAD WEST DRAYTON
UBR	UB7 8EN
Client	FOR CONSTRUCTION
Phase	PLANNING
Scale	1:100
Date	03/08/18
Drawn by	JJC
Checked by	A1
Project No.	15344-109

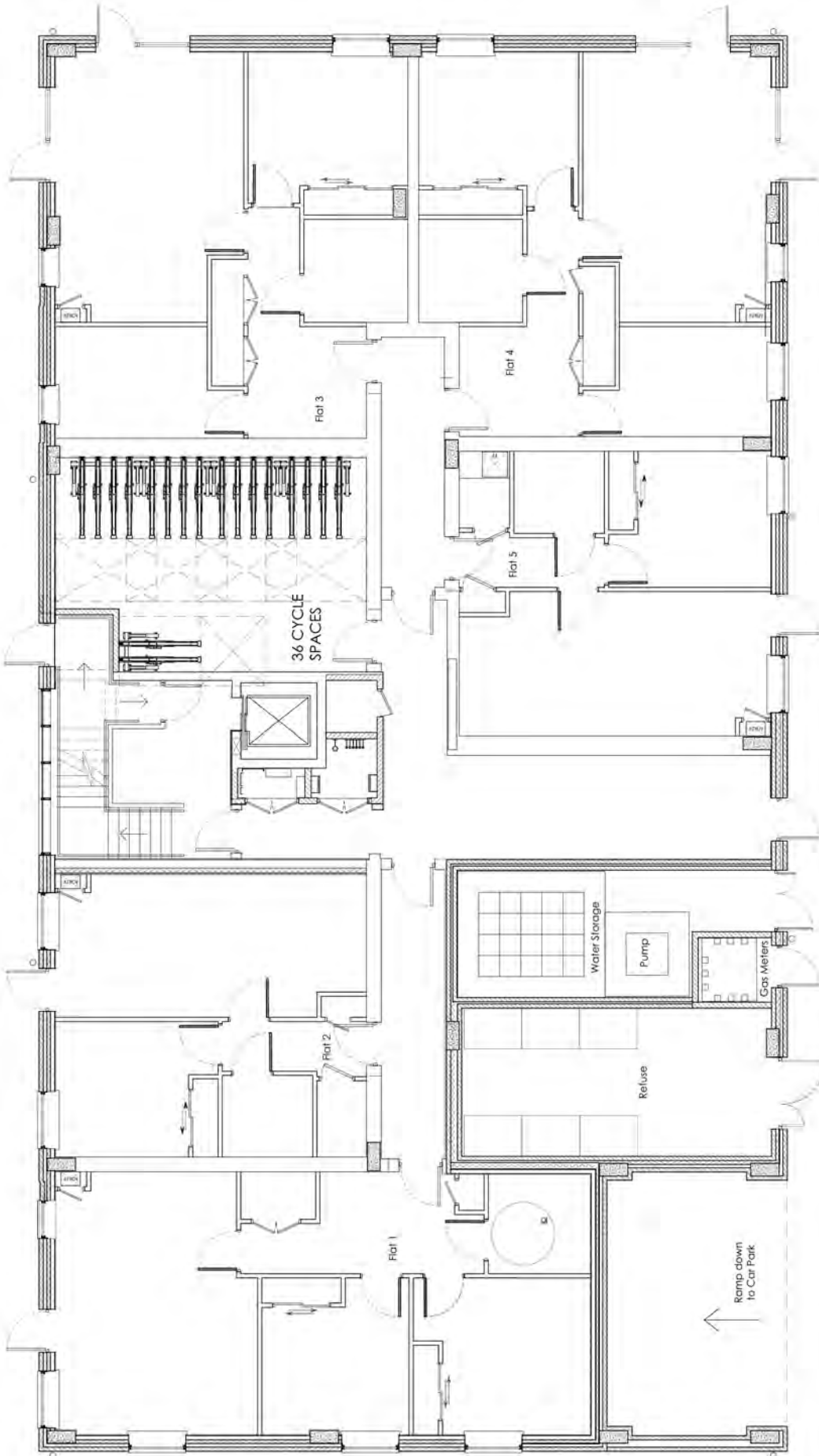




PV Layout to be confirmed.

Project No.	Regional Development Horton Road West Division, Madison.	Block B - Roof Plan
Sheet No.	UB7.25H	15344-110
Scale	1:20	
Date	03/09/18	
Author	UB7.25H	
Checker	PLANNING	
Drawn	PLANNING	
Approved		
Discipline	AI	
System	BY	
Project	PLANNING	

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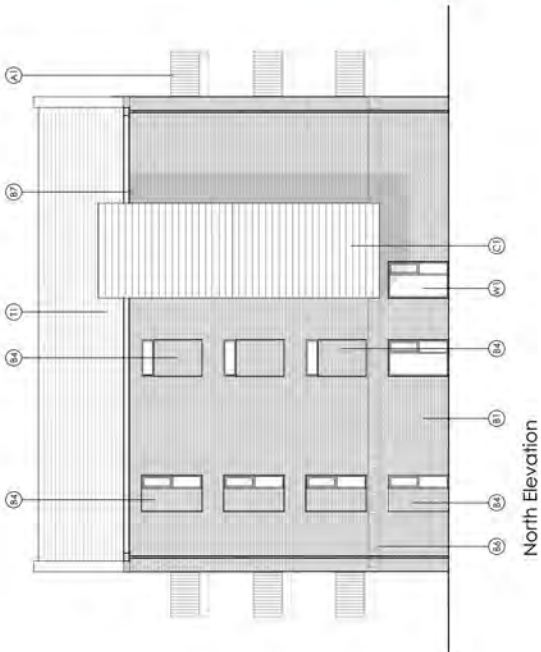
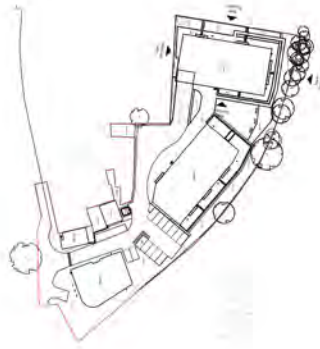
Project Name		Block C Ground Floor Plan	
Project No.	15344-111	Scale	As Shown
Client	Residential Development Horizon Road West Division, Melbourne.	Contract No.	15344-111
Design	UBZ SEH	Contract Date	15/08/18
Discipline	FBC CONTINUATION	Contract Value	-\$
Phase	PLANNING	Contract No.	15344-111
Version	1.00	Contract Date	15/08/18
Author		Contract Value	-\$
Checker		Contract No.	15344-111
Approver		Contract Date	15/08/18
Project Manager		Contract Value	-\$



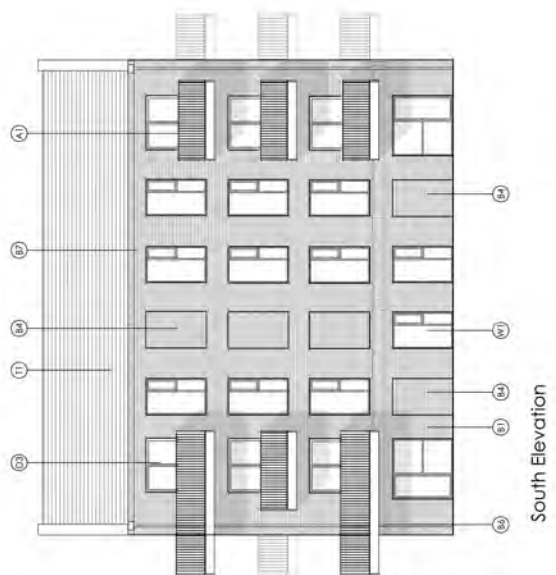
- 200mm concrete floor
- 100mm concrete slab
- 100mm concrete screed
- 100mm concrete base
- 100mm concrete top
- 100mm concrete edge
- 100mm concrete corner
- 100mm concrete wall
- 100mm concrete ceiling
- 100mm concrete floor

Scale: 1:50
 Date: 15/08/18
 Drawing No: A1
 Drawing Title: FBC CONTINUATION

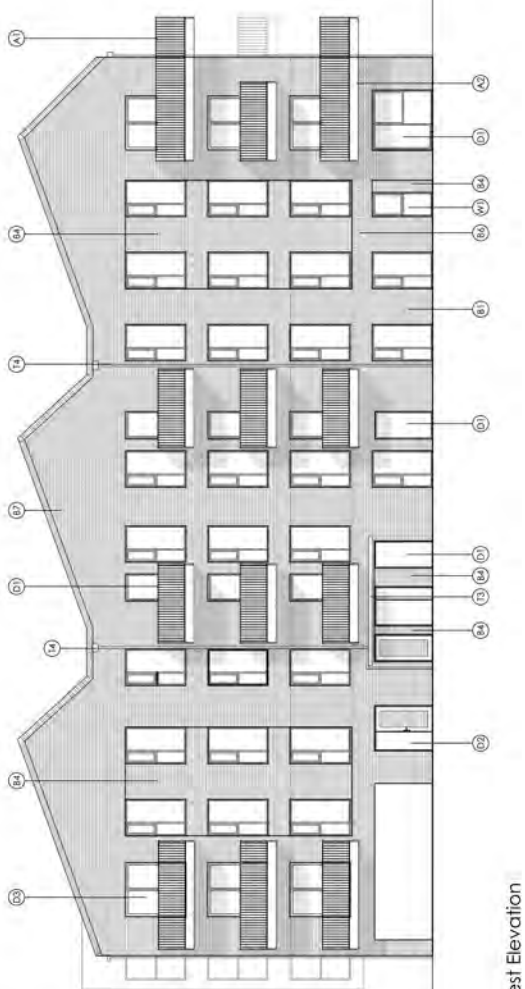
- A1 Mid-grey - grey PVC composite panel lift
- A2 Mid-grey - grey PVC composite panel lift
- A3 Brick - Light Natural
- A4 Brick - Light Natural
- A5 Brick - Light Natural
- A6 Brick - Light Natural
- A7 Brick - Light Natural
- A8 Brick - Light Natural
- A9 Brick - Light Natural
- A10 Brick - Light Natural
- A11 Brick - Light Natural
- A12 Brick - Light Natural
- A13 Brick - Light Natural
- A14 Brick - Light Natural
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- A99 Brick - Light Natural
- A100 Brick - Light Natural



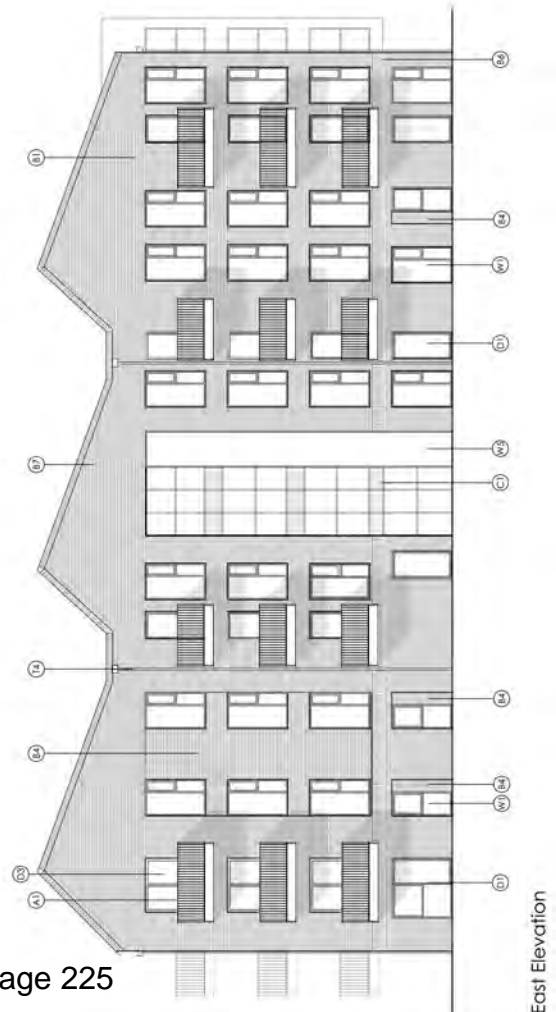
North Elevation



South Elevation

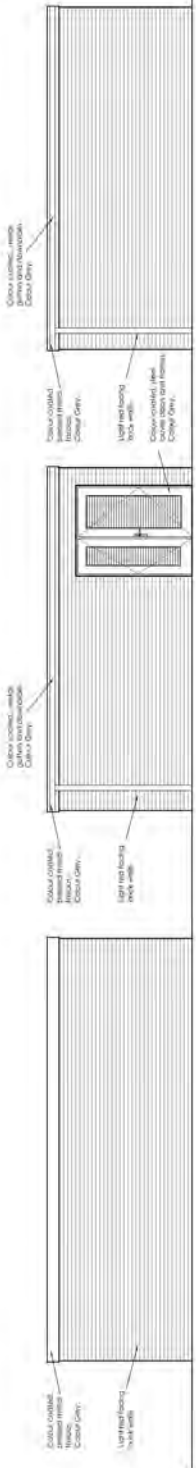


West Elevation



East Elevation

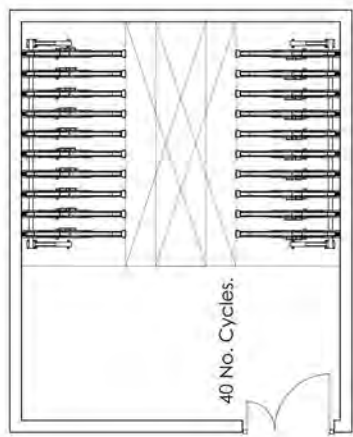
PROPOSED DEVELOPMENT		BLOCK C ELEVATIONS	
LAND TO THE REAR OF 224 HORTON ROAD WEST BRAYTON WEST AID		15344-112	
Client	FOR CONSTRUCTION	Scale	1:100
Author	PLANNING	Date	03/09/18
Checked	PLANNING	Drawn by	JY
Approved	PLANNING	Project No.	A1
THE HARRIS PARTNERSHIP		ARCHITECTS	
100 LONDON ROAD LONDON W14 9JF		020 8996 7015	



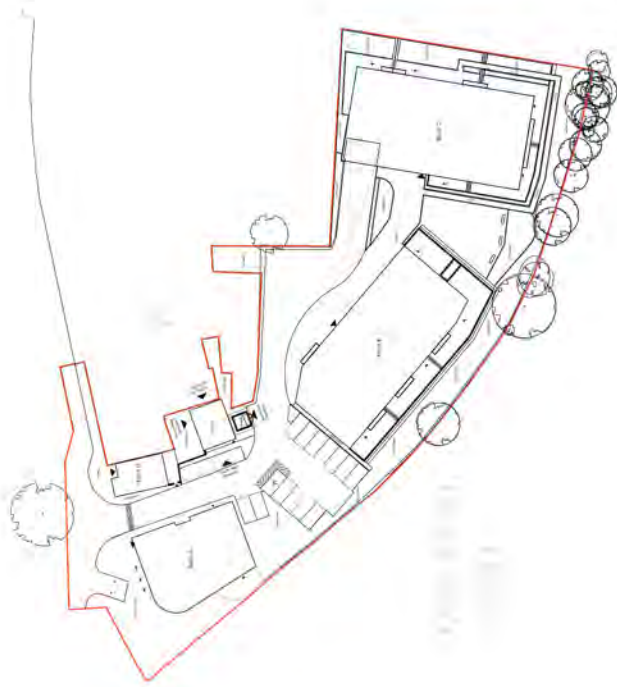
North West and South East Elevations

South West Elevation

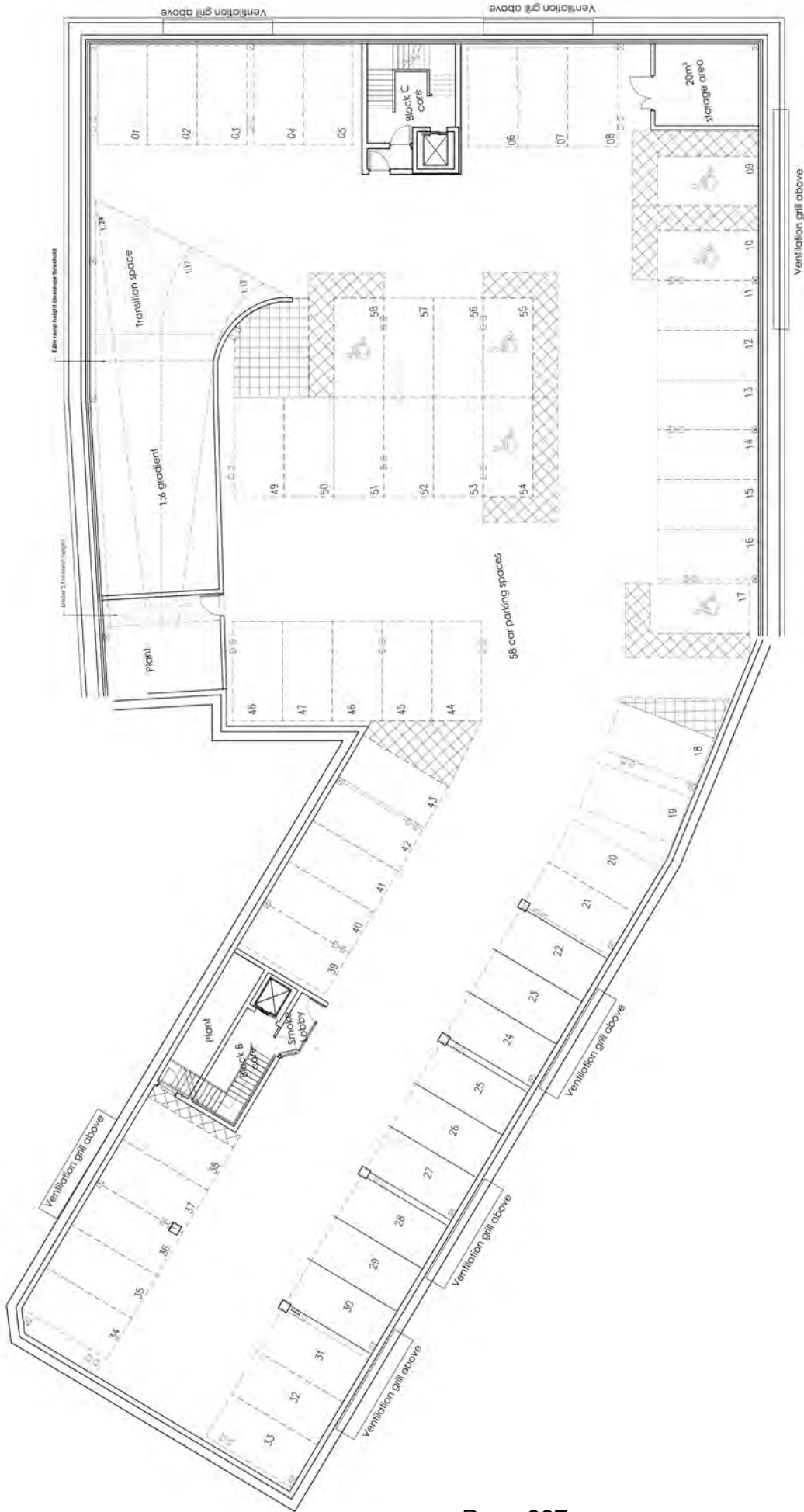
North East Elevation



Floor Plan

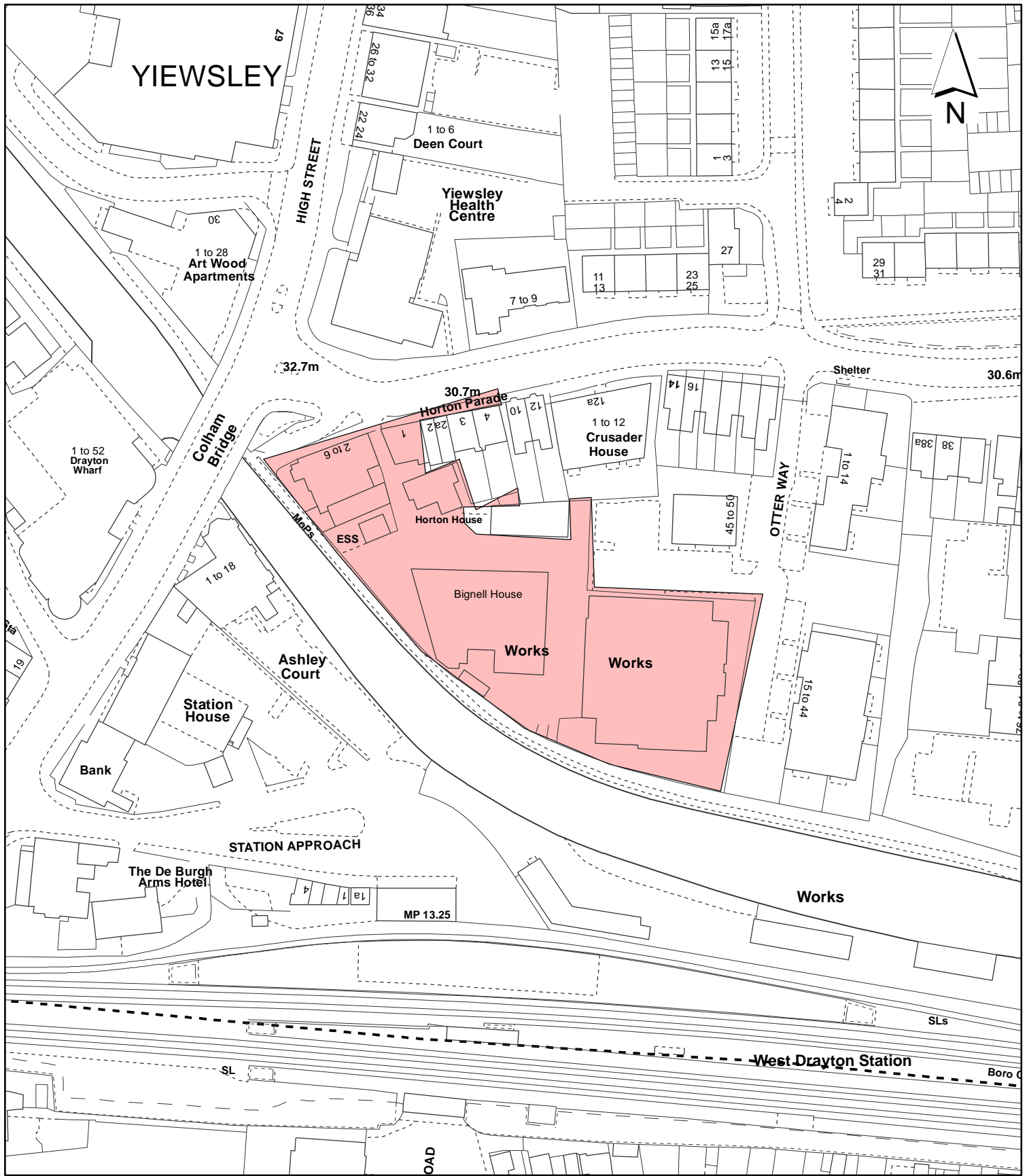


Project No.	External Cycle Stone
Reference No.	15344-104
Client	<input type="checkbox"/> M. J. ... <input type="checkbox"/> ... <input type="checkbox"/> ... <input type="checkbox"/> ... <input type="checkbox"/> ... <input type="checkbox"/> ... <input type="checkbox"/> ... <input type="checkbox"/> ... <input type="checkbox"/> ... <input type="checkbox"/> ...
Phase	Residential Development
Address	Harrison Road West Drayton
Area	UR7, RB7
Scale	FBB Construction
Drawn	PLANNING
Sheet	1-50
Project	1000104104 - FBB
Revision	1
Author	...
Check	...
Issue	...
Scale	1:50
Project	1000104104 - FBB



Project No.	15344-105
Client	Residential Development Horton Road West Droyin, Melbourne.
Design No.	UBZ-SEH
Design Stage	PLANNING
Scale	1:100
Date	27/02/2018
Drawn by	JK
Checked by	AT





Notes:

 Site boundary

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Site Address:

**Land Rear of 2-24 Horton Road
 Yiewsley**

Planning Application Ref:

71582/APP/2018/2871

Planning Committee:

Major Page 228

Scale:

1:1,250

Date:

November 2018

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

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



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 501 & 504 STONE CLOSE YIEWSLEY
Development: Demolition of existing buildings and erection of building for the purposes of Use Class B1c/B2/B8 with associated access and parking
LBH Ref Nos: 73585/APP/2018/2484

Date Plans Received:	05/07/2018	Date(s) of Amendment(s):	13/07/2018
Date Application Valid:	17/07/2018		22/08/2018
			28/09/2018
			05/07/2018
			25/10/2018
			06/09/2018



**LAND AT STONE CLOSE,
WEST DRAYTON**

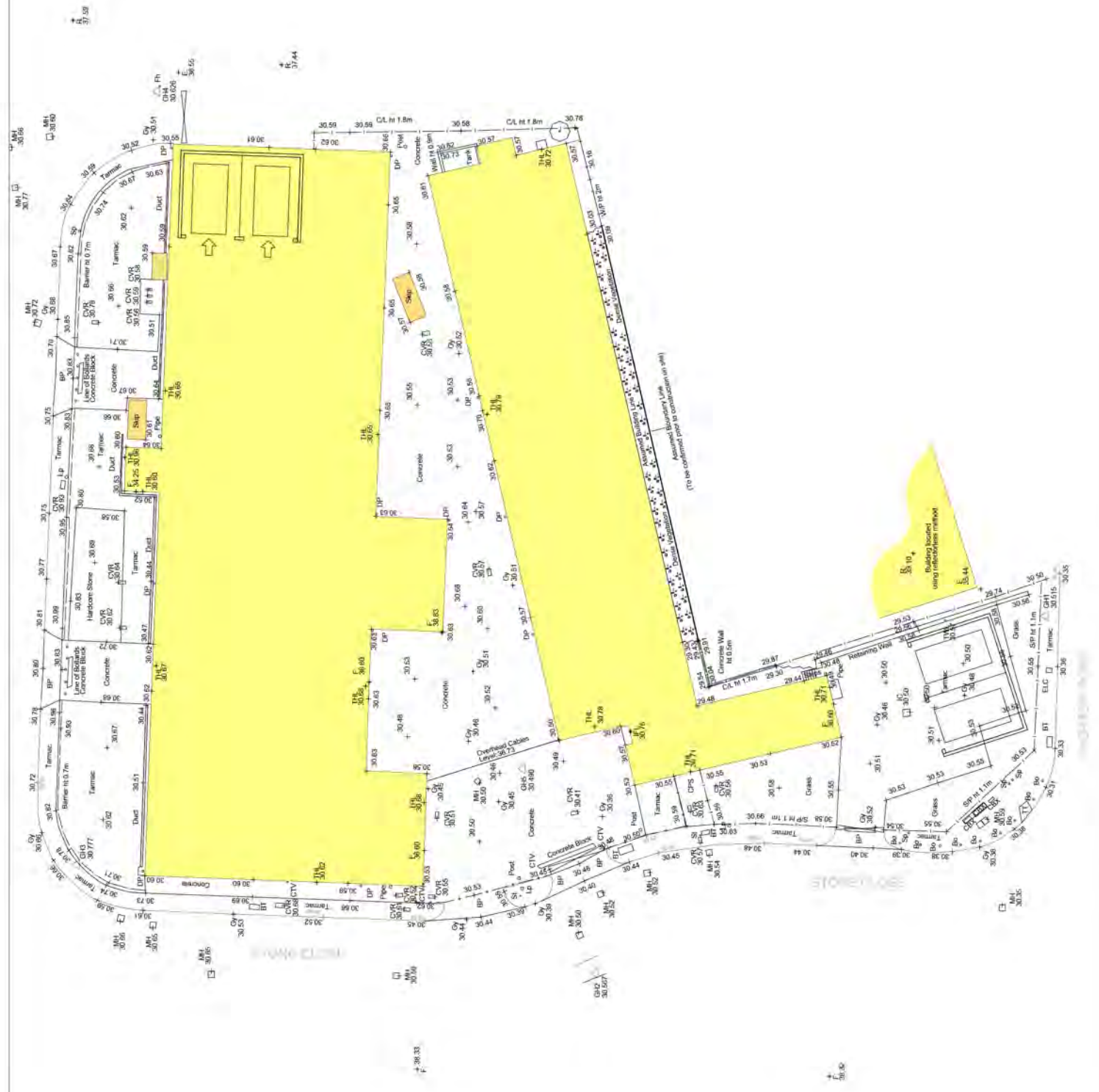
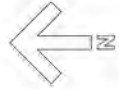
Site location plan

PROJECT NO	DRAWING NO	REV
5206	001	
DRAWN	DATE	SCALE
HP	MAY 2017	1:10,000

T: +44 (0) 1438 316 331
 planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
 Vincent and Gorbing Limited, Sterling Court
 Norton Road, Stevenage, Hertfordshire SG1 2JY
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PLANNING



PROPOSED B1cB2/88 REDEVELOPMENT

**STONE CLOSE
WEST DRAYTON**

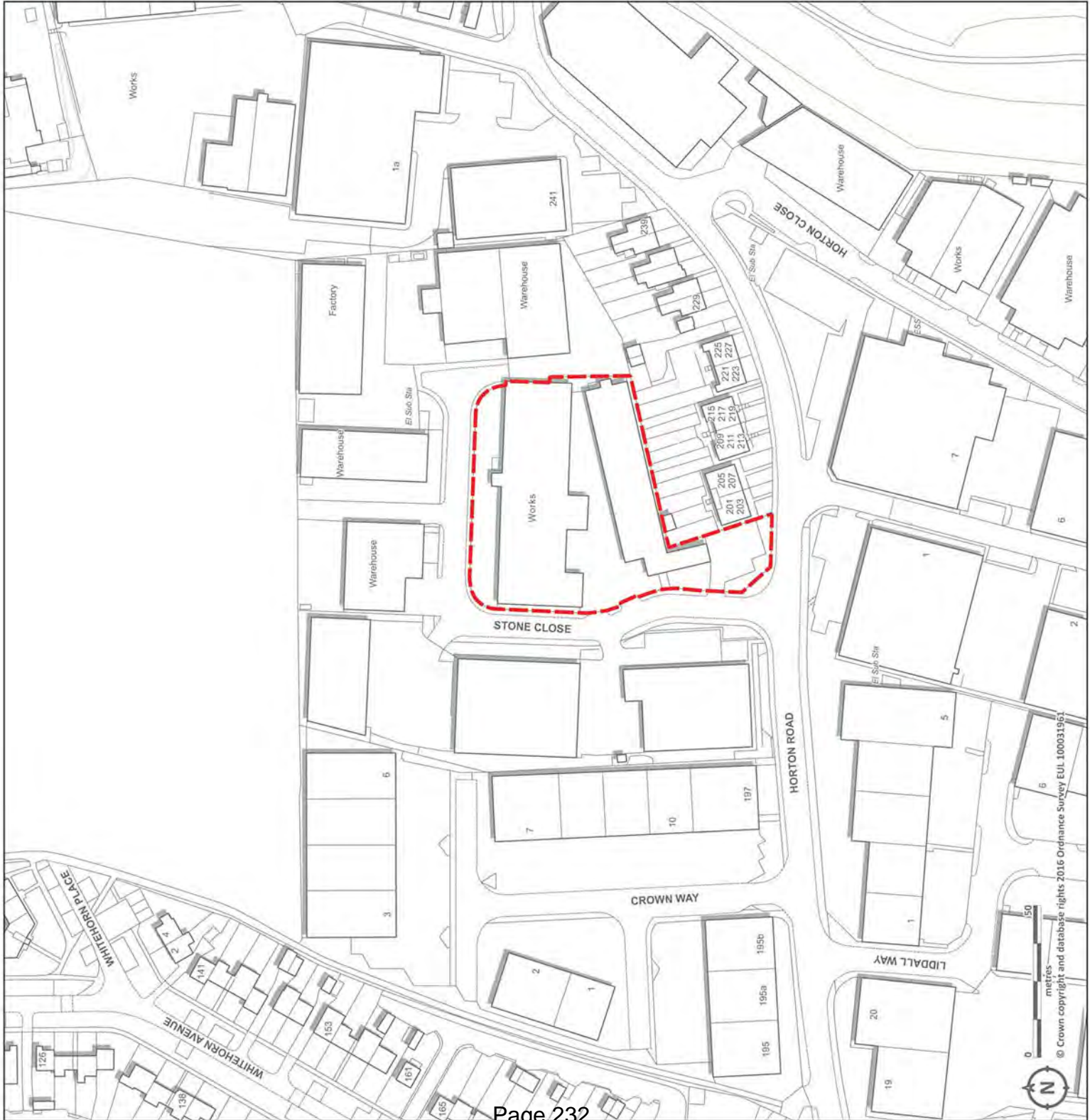
EXISTING SITE PLAN

Date: 03/01/19
Scale: 1:200 (A1)
ALL DIMENSIONS TO BE CHECKED ON SITE. DO NOT SCALE.
DESIGN & ARCHITECTURAL: POSITIVE DESIGN ARCHITECTS ASSOCIATED LTD

LHA
Royal Station Court, Twyford
Reading, Berkshire, RG10 9NF
Tel: 0119 932 0980 Fax: 0119 932 0981

4435-PL-040

SITE BOUNDARY
0.50ha 1.23ac



**LAND AT STONE CLOSE,
WEST DRAYTON**

Site identification plan

PROJECT NO	DRAWING NO	REV
5206	002	
DRAWN	DATE	SCALE
HP	MAY 2017	1:1250

T: +44 (0) 1438 316 331
 planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
 Vincent and Gorbing Limited, Sterling Court
 Norton Road, Stevenage, Hertfordshire SG1 2JY
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PLANNING

DEVELOPMENT ANALYSIS

All floor areas are Gross External and approximate and are subject to re-measurement on completion

B1 offices:	250.04m ²	2.695R
B1/C/B2/B8:	1,692.6m ²	18.220R
TOTAL:	1,943.0m²	20.915R

Site area: 0.502ha 1.24acres

Coverage: 38.7%

Cars: 21

Hillingdon parking standards:

Cars:	
B1:	1-100m ²
B2:	1-120m ²
B8:	1-120m ²

Cycles:	
B1/B2:	1-200m ²
B8:	1-400m ²

E: 23/10/18
Additional parking space shown to accord with total in schedule above

D: 18/10/18
Staff cycle parking noted
Customer cycle parking added
Location shown for tenant's bin store
Customer electric car charging points added

C: 16/10/18
Valet bays omitted

B: 15/10/18
Valet bays relocated to eastern boundary

A: 04/10/18
Valet bays relocated



PROPOSED B1/B2/B8 REDEVELOPMENT

STONE CLOSE
WEST DRAYTON

BLOCK PLAN

Date: 08/11/17
Scale: 1:500 @ A3
ALL DIMENSIONS TO BE CHECKED ON SITE. DO NOT SCALE.
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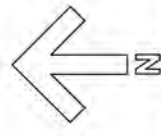
LHA
Royal Station Court, Twyford
Reading, Berkshire, RG10 9NF
Tel: 0118 932 0960 Fax: 0118 932 0961

Project: 4435-PL-002
Revision: E



HORTON ROAD

STONE CLOSE



PLANNING

DEVELOPMENT ANALYSIS

All floor areas are Gross External and approximate and are subject to re-measurement on completion

B1 offices:	250.04m ²	2,695ft ²
B1/C/B2/B8:	1,692.6m ²	18,220ft ²
TOTAL:	1,943.0m²	20,915ft²

Site area: 0.502ha 1.24acres

Coverage: 38.7%

Cars:	Customer:	21
	Operational:	61
	Total:	82

Hillingdon parking standards:

Cars:	
B1:	1-100m ²
B2:	1-120m ²
B8:	1-120m ²

Cycles:	
B1/B2:	1-200m ²
B8:	1-400m ²

- F: 23/10/18
Customer and operational parking hatched
- E: 18/10/18
Staff cycle parking noted
Customer cycle parking added
Location shown for tenant's bin store
Customer electric car charging points added
- D: 16/10/18
Valet bays omitted and operational parking amended
- C: 15/10/18
Non-functional operational parking omitted
- B: 15/10/18
Valet bays relocated to eastern boundary and operational car parking amended to suit
- A: 04/10/18
Valet bays relocated and operational car parking amended to suit



PROPOSED B1/B2/B8 REDEVELOPMENT

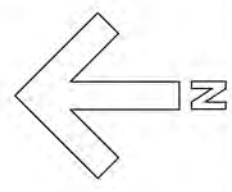
STONE CLOSE
WEST DRAYTON

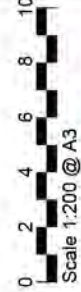
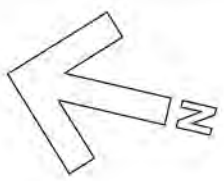
BLOCK PLAN
SHOWING OPERATIONAL CAR PARKING

Date: 08/11/17
Scale: 1:500 @ A3
ALL DIMENSIONS TO BE CHECKED ON SITE. DO NOT SCALE.
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Drawn: F
Project: 4435-PL-004





Street

PROPOSED B11B2/88 REDEVELOPMENT

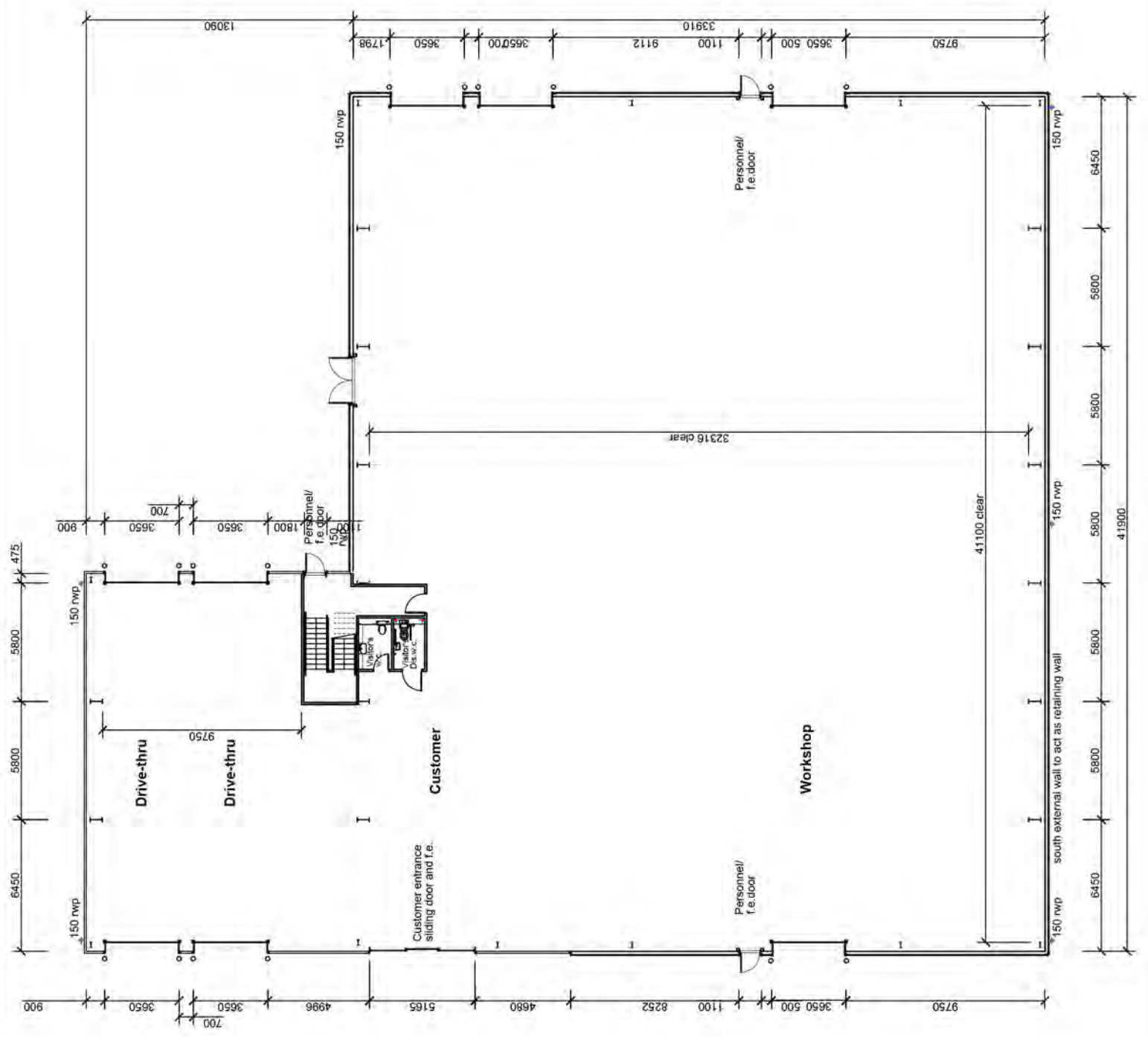
STONE CLOSE
WEST DRAYTON

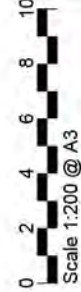
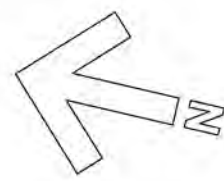
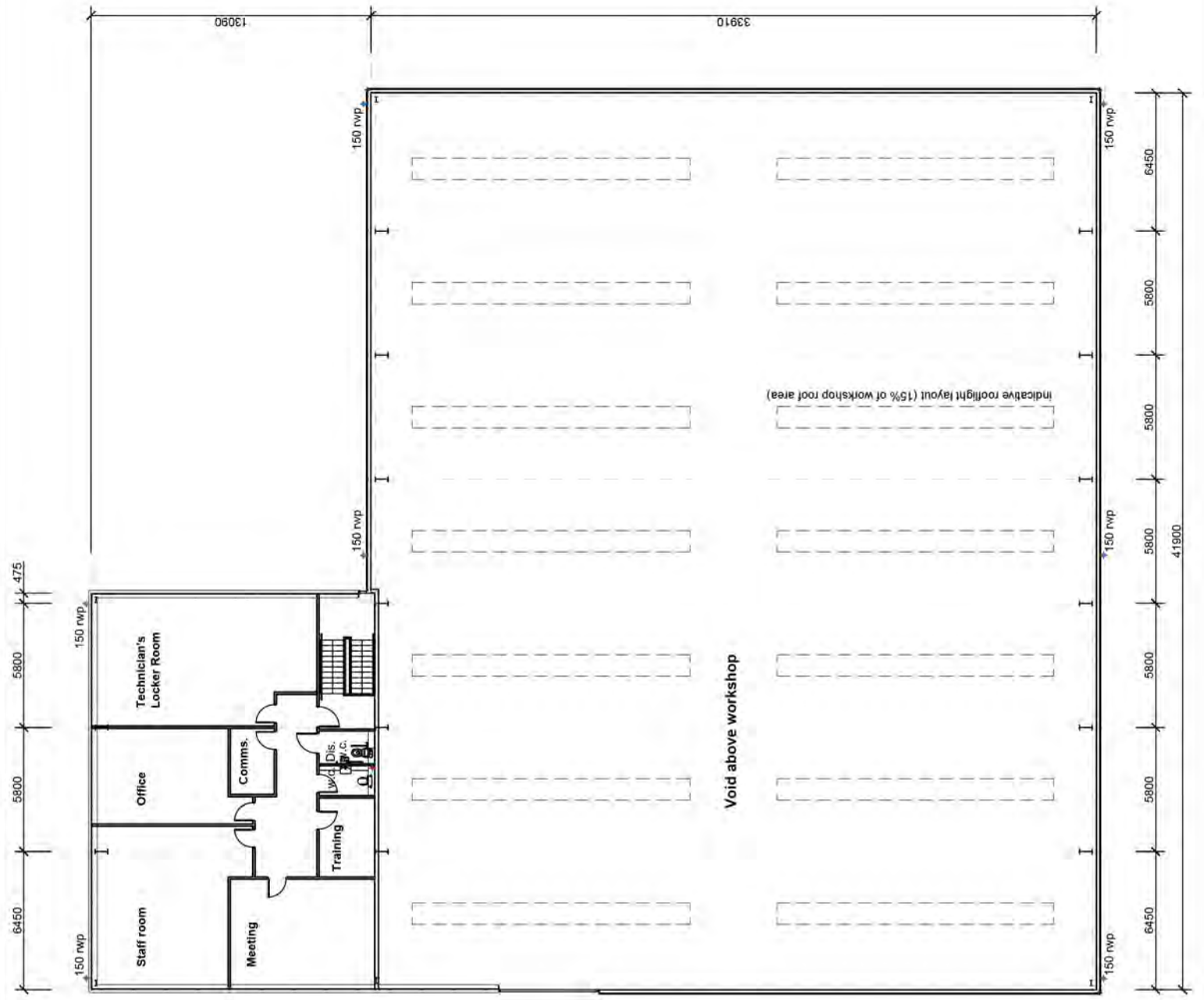
GROUND FLOOR PLAN

Date: 08/11/17
Scale: 1:200 @ A3
ALL DIMENSIONS TO BE CHECKED ON SITE. DO NOT SCALE
DIMENSIONS FROM THIS DRAWING. ANY DIMENSIONS SHOWN ON THIS DRAWING ARE TO BE CHECKED ON SITE.

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Street

PROPOSED B1/B2/B8 REDEVELOPMENT

STONE CLOSE
WEST DRAYTON

FIRST FLOOR PLAN

Date: 08/11/17
Scale: 1:200 @ A3
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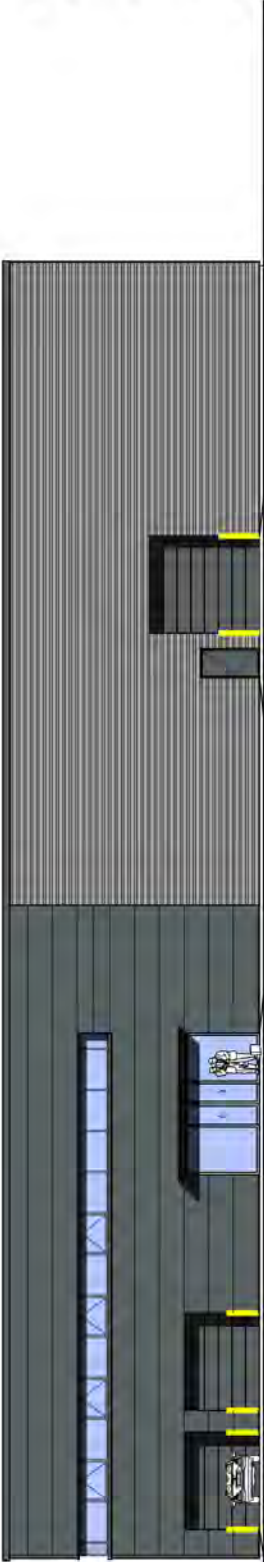
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Royal Station Court, Twyford
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Tel: 0118 932 0980 Fax: 0118 932 0861

Project: 4435-PL-011

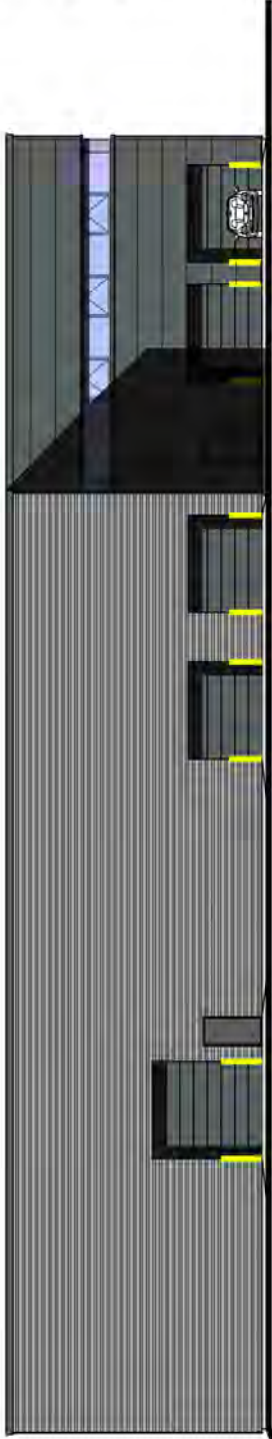
PLANNING

MATERIALS:

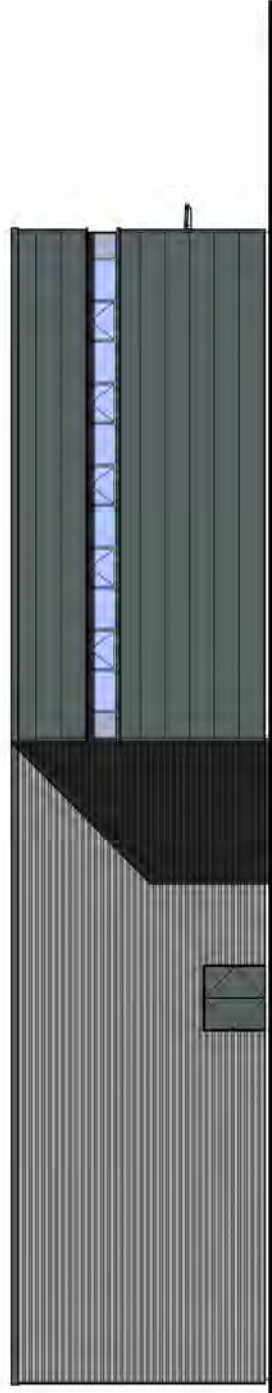
- Roof: HPS200 Ultra coated roof sheeting, 15% rooflights
Colour: Goosewing Grey
- Gutter/fascia: Prisma coated curved gutter and barge flashings
Colour: RAL 7016 Graphite Grey
- Composite panels: Pre-finished insulated composite panels
Colour: RAL 7016 Graphite Grey
- Profiled cladding: Prisma coated half-round horizontal profiled cladding
Colour: RAL 9006 Silver Metallic
- Curtain walling: PPC aluminium framed double glazed curtain walling, windows and doors
Frame colour: RAL 7016 Graphite Grey
Glazing: Clear
Spandrels: Look-alike
- Windows: PPC aluminium framed double glazed windows
Frame colour: RAL 7016 Graphite Grey
Glazing: Look-alike
- Fire exit doors: Pre-finished insulated fire exit doors
Colour: RAL 7016 Graphite Grey
- Loading doors: Pre-finished insulated loading doors
Colour: RAL 7016 Graphite Grey
- Entrance canopy: Glass or polycarbonate canopy on PPC brackets with stainless steel fixings



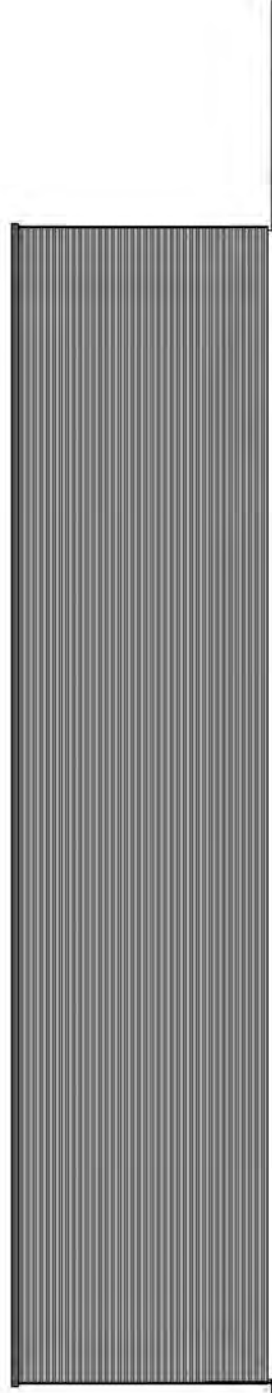
West Elevation



East Elevation



North Elevation



South Elevation



PROPOSED B1/B2/B8 REDEVELOPMENT

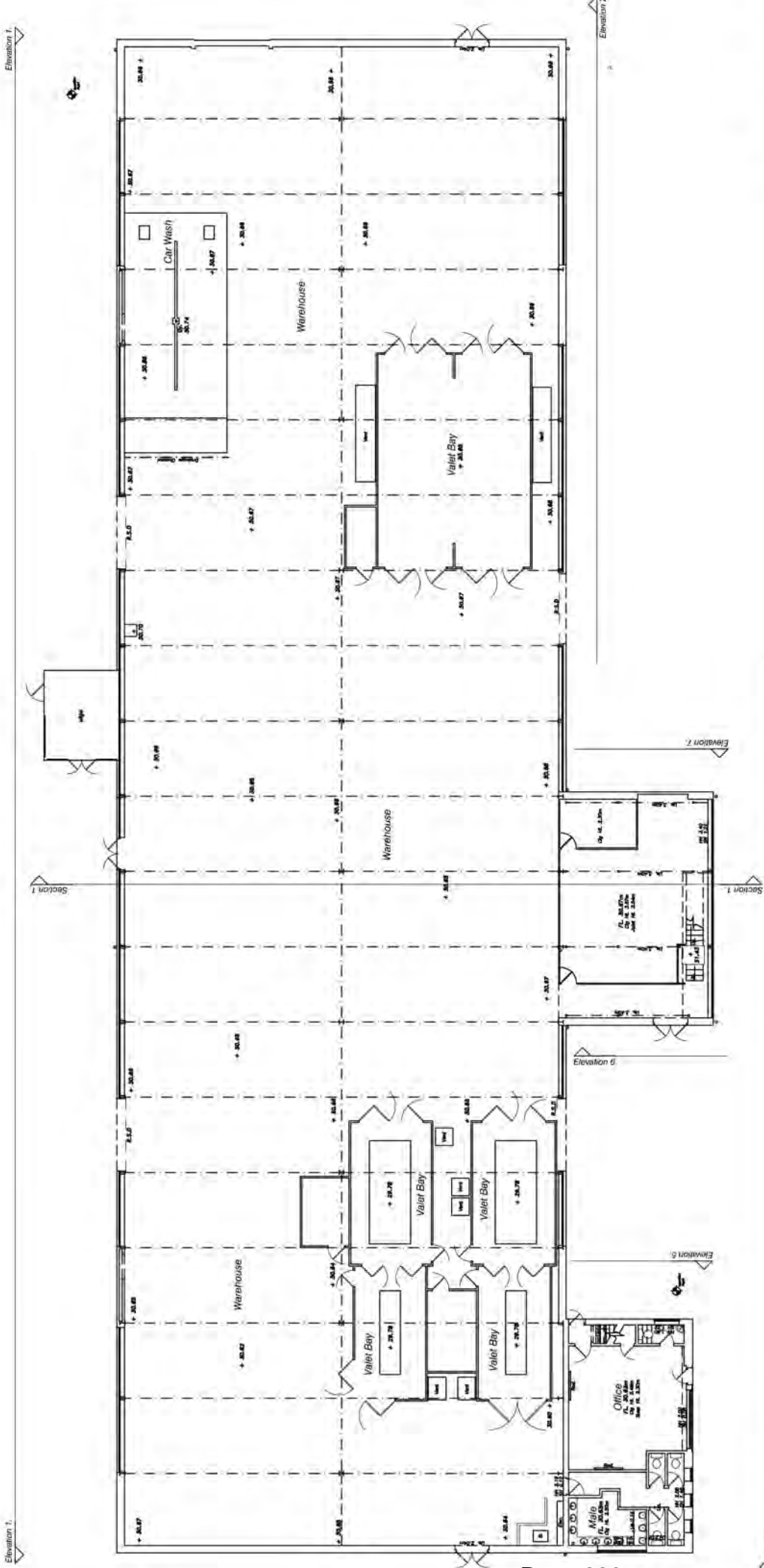
STONE CLOSE
WEST DRAYTON

ELEVATIONS

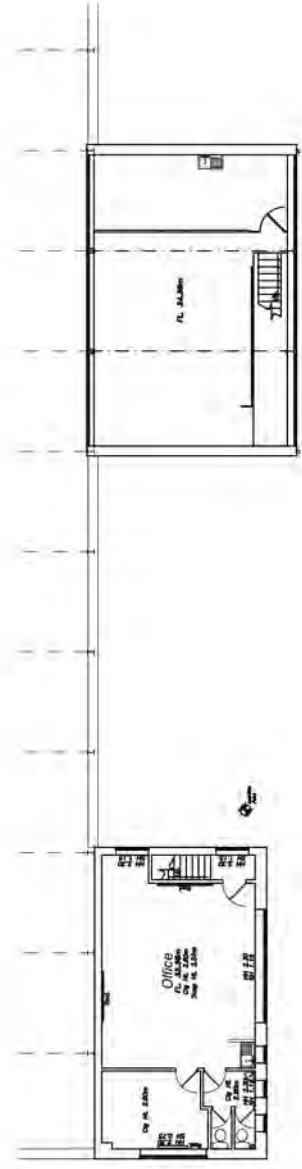
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Scale: 1:200 @ A3
Checked: [Signature]
Drawn: [Signature]

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Tel: 0118 932 0980 Fax: 0118 932 0981
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Ref: 4435-PL-020



Ground floor plan



First floor plan



PROPOSED BY182/88 REDEVELOPMENT

STONE CLOSE
WEST DRAYTON
NORTH BUILDING
FLOOR PLANS

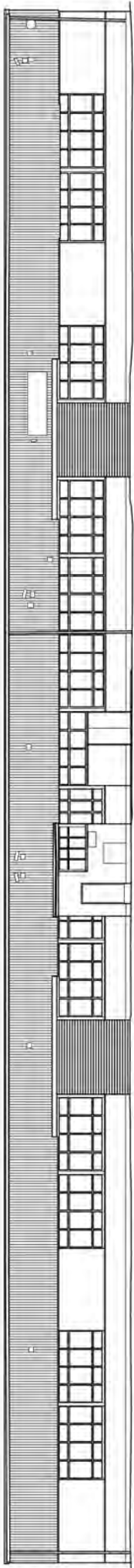
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Scale: 0/30/1/10

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ARE TO FACE UNLESS OTHERWISE STATED.

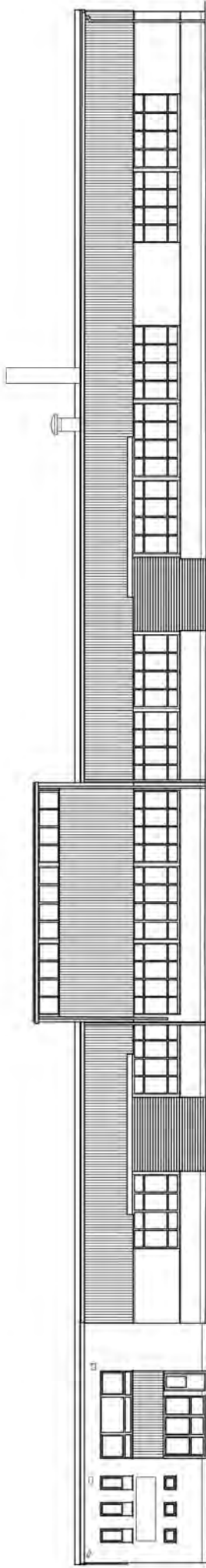


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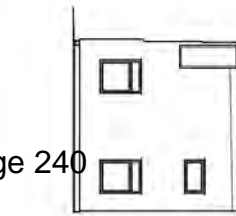
Project: 44-35-PL-041



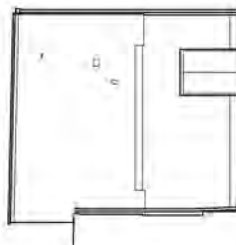
Section: 28.00m
Elevation 1



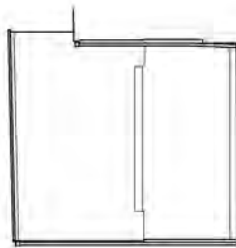
Section: 28.00m
Elevation 2



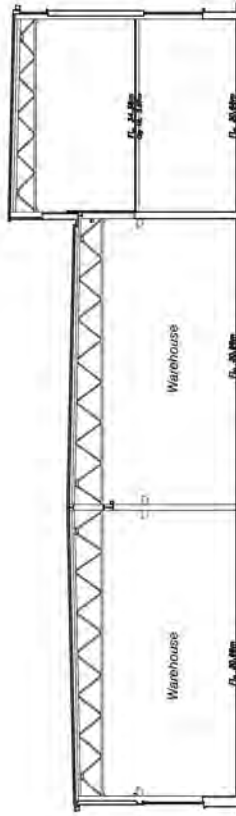
Section: 28.00m
Elevation 5



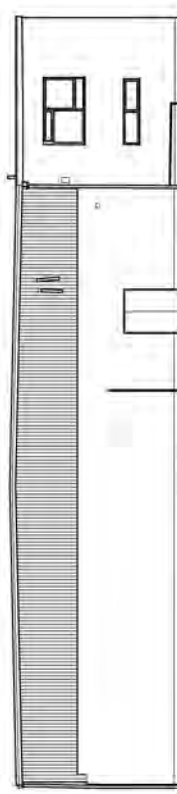
Section: 28.00m
Elevation 6



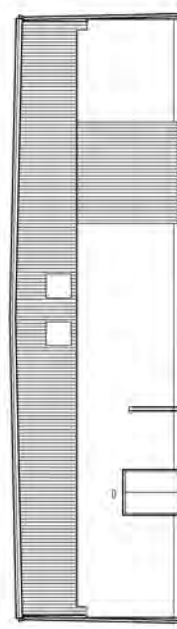
Section: 28.00m
Elevation 7



Section: 28.00m
Section 1



Section: 28.00m
Elevation 3



Section: 28.00m
Elevation 4



Scale 1:200 @ A3



PROPOSED B182/88 REDEVELOPMENT

STONE CLOSE
WEST DRAYTON

NORTH BUILDING
ELEVATIONS AND SECTIONS

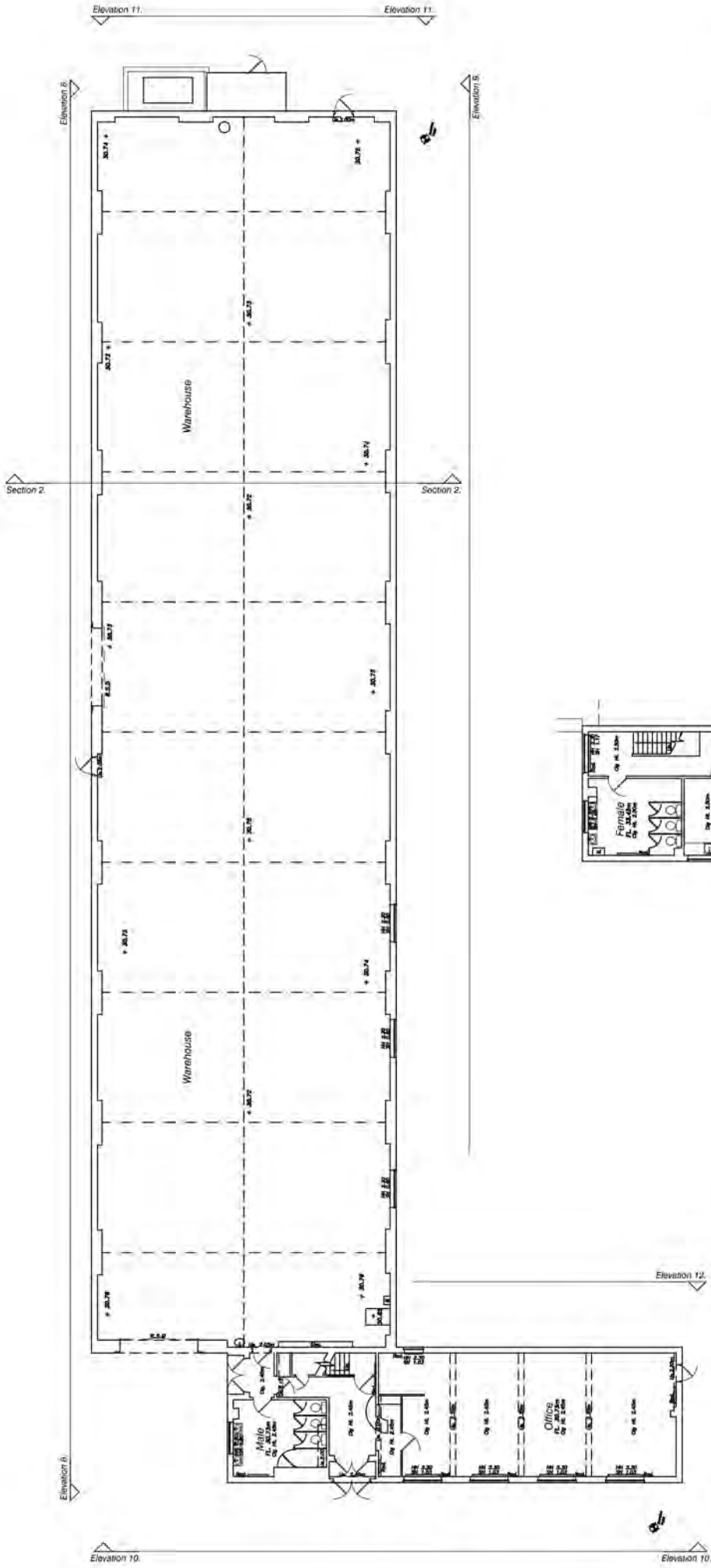
Drawn: 12/08/08
Date: 03/10/11

ALL DIMENSIONS TO BE CHECKED ON SITE. DO NOT SCALE
OFF THIS ARCHITECTURAL DRAWING. CHECK DIMENSIONS ON PLYWOODS AND ACCORDINGLY.

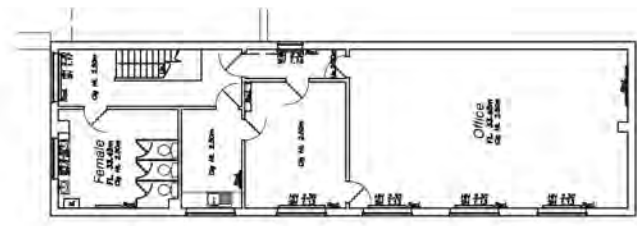


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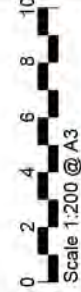
Drawn: 4435-PL-043



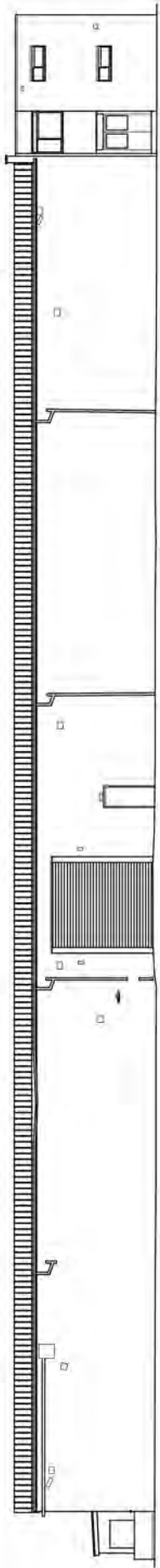
Ground floor plan



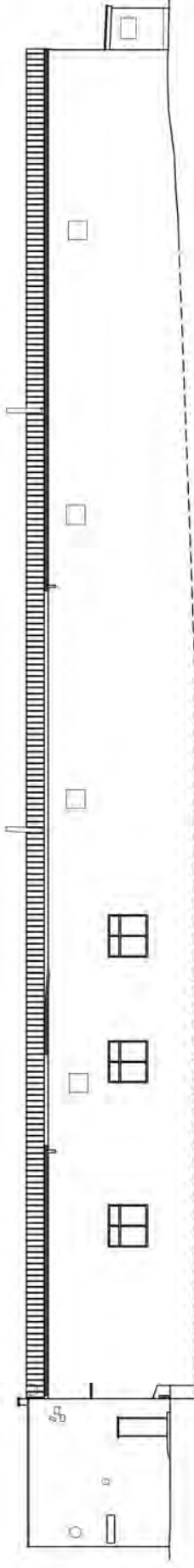
First floor plan



PROPOSED B1182/188 REDEVELOPMENT
 STONE CLOSE
 WEST DRAYTON
 SOUTH BUILDING
 FLOOR PLANS
 Date: 03/01/18
 Scale: 1:200 @ A3
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 Reading, Berkshire, RG10 9NF
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 Email: info@lha.co.uk
 Project: 4435-PL-042



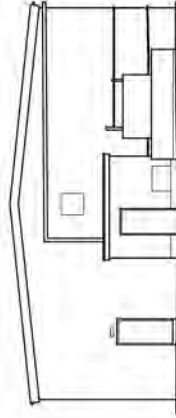
Drawing 26.000m
Elevation 8



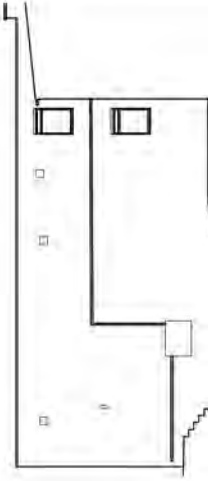
Drawing 26.000m
Elevation 9



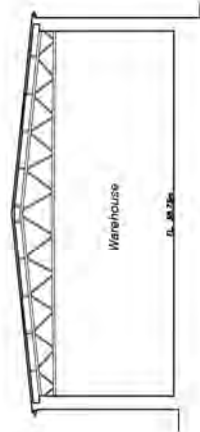
Drawing 26.000m
Elevation 10



Drawing 26.000m
Elevation 11



Drawing 26.000m
Elevation 12



Drawing 26.000m
Section 2



Scale 1:200 @ A3



PROPOSED B1182/188 REDEVELOPMENT

STONE CLOSE
WEST DRAYTON

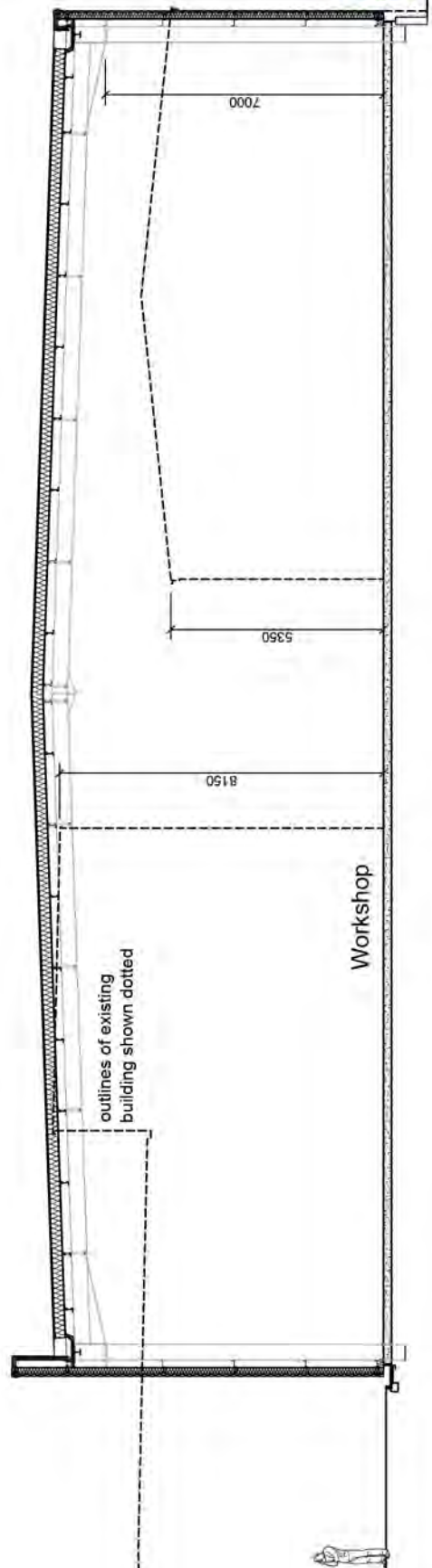
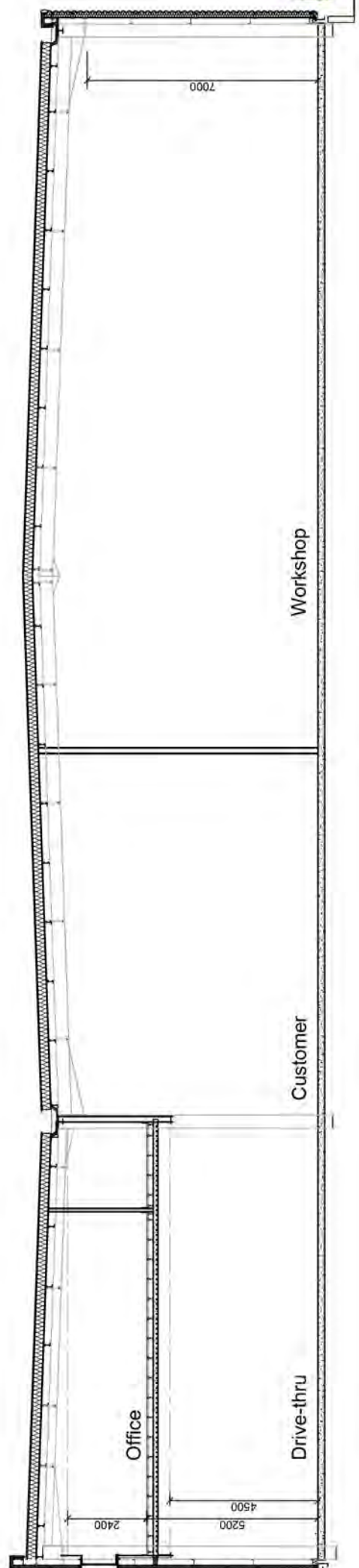
SOUTH BUILDING
ELEVATIONS AND SECTIONS

Sheet: 1/200 @ A3
Date: 03/10/18
Author: [Name]
Check: [Name]
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Drawn: 4435-PL-044



B: 09/10/18
Hedge amended to 2.2m
A: 02/10/18
Parapet removed from south elevation
Scale 1:125 @ A3



Street

PROPOSED B1182/188 REDEVELOPMENT

STONE CLOSE
WEST DRAYTON

CROSS SECTIONS

1:125 @ A3
09/10/18

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CERTAIN ARCHITECTURAL ELEMENTS MAY BE SUBJECT TO CHANGE.



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4435-PL-030

OUTLINE SPECIFICATION

Planting shall be in accordance with the schedule.
 30mm depth topsoil over 450l minimum depth free draining subsoil
 Plant Bed: 30mm depth topsoil over 450mm depth of subsoil
 The CA to inspect and approve areas where topsoil can be placed directly
 into established drains and ditches.
 Subsoil shall be sourced from soils below the topsoil layer with minimal
 compaction. A minimum of a mix of clay and silt. For construction fit shall
 be evident in this layer.
 Imported topsoil shall be in accordance with BS2003:2015. "Nulli Purpose"
 (0101327-61916)
 Removal of existing structures or other approved.
 Remove objects greater than 75mm in size from the topsoil and soil away.
 Provide an analysis of imported/stockpiled topsoil with recommendations for
 making good any deficiencies. Provide details of the source and a No sample
 of imported topsoil for approval by the Landscape Architect.

TREES

Trees to be selected by the Landscape Architect at the grower's nursery.
 Trunk stakes: 30m, 25mm diam. x 1800mm long stakes set equal to
 the height of the tree. Stakes shall be secured to the trunk and
 to each stake with 25mm wide neoprene straps and 30x5mm knot
 sleeves.
Road Preparation
 Trees to be rootballed for planting between November and March exclusive.
 All trees to be container grown or containerised for planting between April to
 October inclusive.
 Install 75mm diameter lead drain to completely surround the rootball of each
 tree with one end exposed above the mulch.

SHRUB SELECTION

Do not deliver onto site any substitution of species, cultivar, plant size or
 quantity without the written approval of the Landscape Architect. The Contractor shall submit a list of
 possible alternatives beforehand for agreement by the Landscape Architect.
SHRUB PLANTING
 Refer to schedules for container grown or bareroot shrubs. Bareroots to be
 planted between November and March inclusive. For all shrubs and
 hedges to be planted in the ground, the Contractor shall use a minimum of
 GreenWaste compost and 5 parts topsoil thoroughly mixed before backfilling.

MULCH

Shrub thick 35-70mm size bark mulch cover to all exposed topsoil within plant
 beds. 14% maximum wood content permitted. Provide a sample to the
 Landscape Architect prior to delivery.

MAINTENANCE

Defects Period for 52 weeks following Practical Completion.
 Allow for 17 maintenance visits for watering, cutting, weeding, pruning and
 site clean-up.

A 16-10-18 Amended to conform with L104 L1042c: 4435-PL-003-C
 B 22-11-18 Supplement P807

STONE CLOSE, WEST DRAYTON

PLANTING LAYOUT

Date: 12/09/2018
 Drawing: 746.19.04
 Revision: B
 Date: MAY 2018
 Revision: B

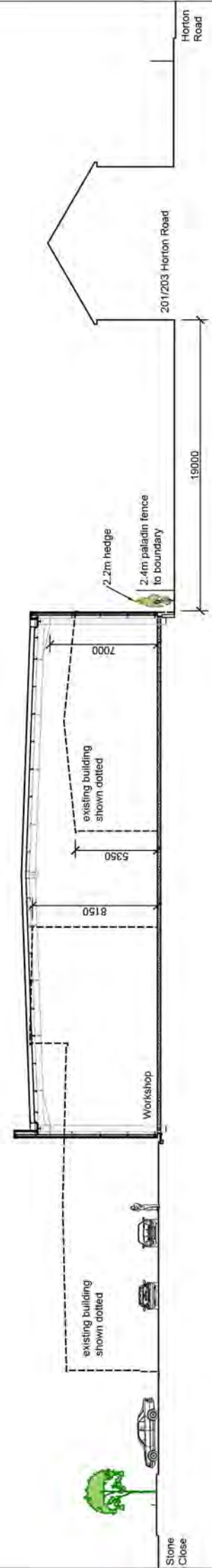
TALALAND
 TERRY ANDERSON LANDSCAPE ARCHITECTS
 14 Kesteven Avenue, Washleaze, Loughborough LE11 1TW Tel: 020 8947 8859
 info@terryanderson.co.uk



PLANT SCHEDULES

TOTAL TREES	SIZE (up to)	FORM	SUPPORT	TREE/IT
1	18-30	Clear Stem	Tripos	1.2x1.2x0.9m deep
3	18-30	Clear Stem	Tripos	1.2x1.2x0.9m deep
5	20-25	Clear Stem	Tripos	1.2x1.2x0.9m deep

TOTAL SHRUBS	SIZE (cm)	POT (litre)	COMMENTS
8	50-60	5.0	Prunus laurocerasus 'Sardis'
75	30-40	3.0	Prunus laurocerasus 'Sardis'
150	60-80	5.0	Hedge Plants
98	30-40	3.0	Remove canes
28	60-80	5.0	Hedge Plants
130	120-150	rodballed	Hedge Plants
48	40-80	5.0	Self supporting hedge plants
27	40-80	5.0	Hedge Plants
55	60-100	7.5	Hedge Plants
245	40-80	5.0	Hedge Plants



Horton Road

201/203 Horton Road

19000

7000

5350

8150

Workshop

existing building shown dotted

2.2m hedge

2.4m paladin fence to boundary

Stone Close

B: 08/10/18
Hedge amended to 2.2m

A: 02/10/18
Parapet removed from south elevation

0 2 4 6 8 10 12

Scale 1:250 @ A3



PROPOSED B1182/188 REDEVELOPMENT

STONE CLOSE
WEST DRAYTON

SITE SECTION

Date: 22/12/17

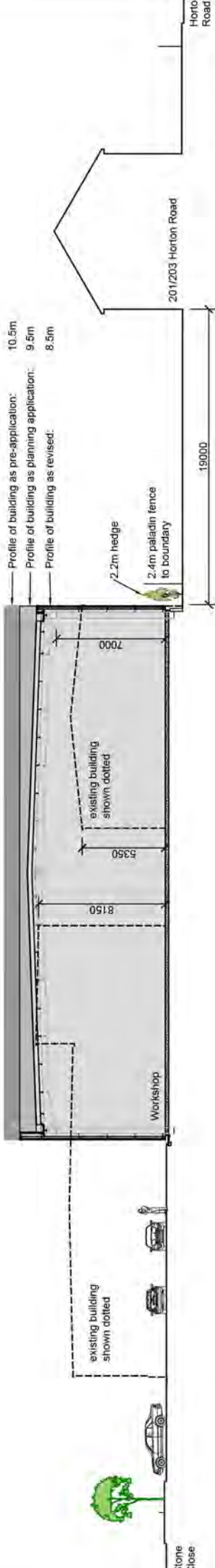
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Reading, Berkshire, RG10 9NF
Tel: 0118 932 0960 Fax: 0118 932 0961

4435-PL-031



B: 08/10/18
 Hedge amended to 2.2m
 A: 03/10/18
 Pre-application added to design evolution
 Scale 1:250 @ A3



PROPOSED B1182/188 REDEVELOPMENT

STONE CLOSE
 WEST DRAYTON

SITE SECTION
 SHOWING DESIGN EVOLUTION

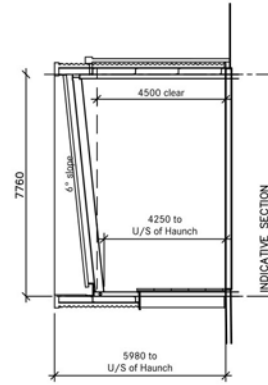
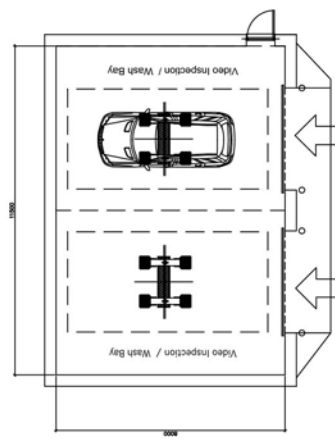
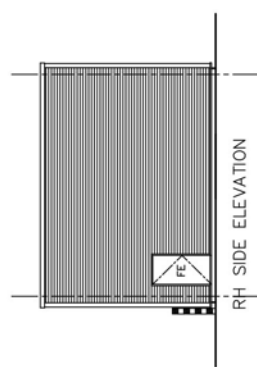
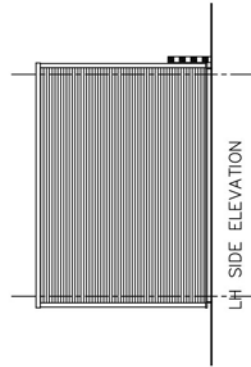
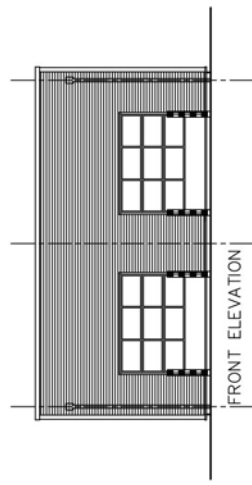
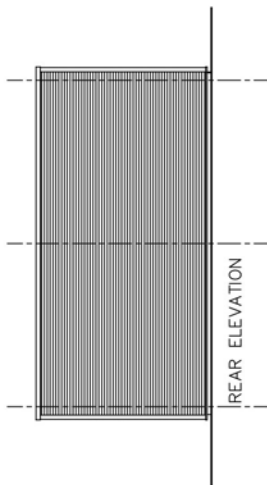
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 Tel: 0118 932 9960 Fax: 0118 932 0961

Drawn: B
 4435-PL-032



- Schedule of Materials
- Roof: Profiled metal cladding panels in Goosewing Grey (RAL7038)
 - Walls: Architectural Profiles profiled cladding in Silver RAL 9006 to match main building
 - Personnel / Fire Exit Doors: Flush doors prefinished or painted in RAL 9006
 - Loading Doors: Insulated metal doors in RAL 9006

VIDEO INSPECTION BUILDING
WEST DRAYTON, SIPSON CLOSE
 For Mercedes-Benz Retail Group UK Ltd



Station Information:

Station	Easting (m)	Northing (m)	Level (m)
BN1	500038.540	180254.736	30.515
GF2	500902.074	180209.947	30.567
GH3	500913.546	180352.037	30.777
GH4	500891.208	180242.932	30.825
GH5	500823.210	180307.232	30.489

OS Note:
Some services may have been omitted due to parked vehicles. The Ordnance Survey file is to be used as a guide only.

OS Buildings: Surveyed Buildings

This survey has been orientated to the Ordnance Survey (OS) National Grid (OSGB36) (S) via Global Navigational Satellite Systems (GNSS) and the O.S. Active Network (OS AN).

A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN15GB & OSGM15GB transformation models.

The survey has been completed to this point and a further one or more OSGB36 / OS points established to create a true O.S. bearing for angle orientation.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

Please refer to Survey Station Table to enable establishment of the on-site grid and datum.

Legend:

Symbol	Description
[Symbol]	Topographical Surveys
[Symbol]	Measured Building Surveys
[Symbol]	Site Engineering
[Symbol]	3D Laser Scanning
[Symbol]	Utility / CCTV Surveys
[Symbol]	As-built & BIM Models

greenhatch group

Topographical Surveys
Site Engineering
Utility / CCTV Surveys

Measured Building Surveys
3D Laser Scanning
As-built & BIM Models

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Duffield Road
Little Eaton
Derby
DE21 5DR

Tel: (01332) 830044 | Email: info@greenhatchgroup.co.uk
Fax: (01332) 830055 | Website: www.greenhatchgroup.co.uk

City	Country	County	Postcode
Derby	United Kingdom	Derbyshire	DE21 5DR

CLIENT
Orchard Street

PROJECT
Stone Close
West Drayton London
UB7 8HZ

TITLE
Topographical Survey

SCALE
A2@ 1: 500

DATE
11/05/2017

DESIGNER
BC

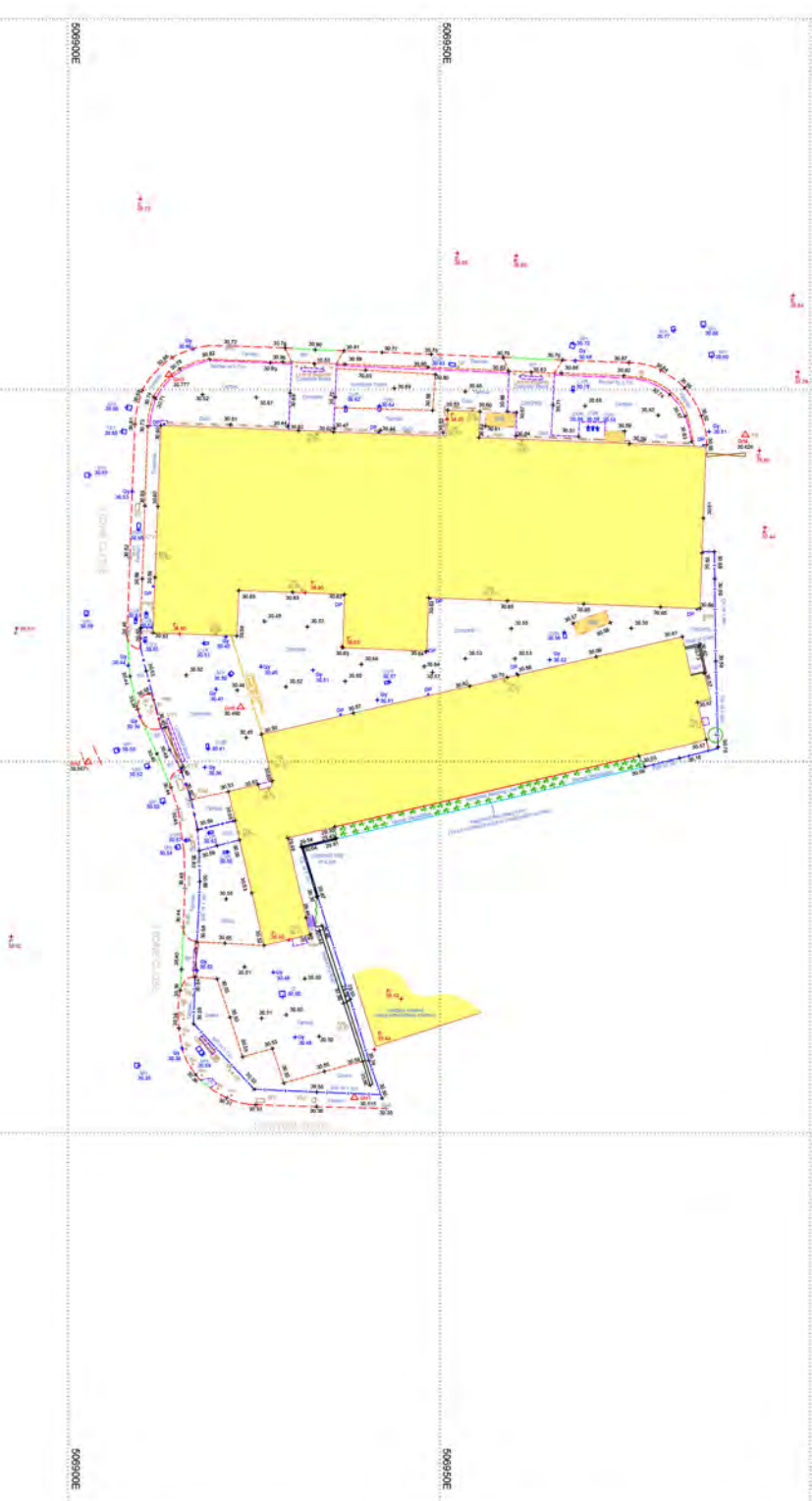
QUALITY REF
GH0866

JOB NUMBER
26992

Drawing No.
26992_T

Revisions
0

Comments
This plan should only be used for its original purpose. Greenhatch Group accepts no responsibility for this plan if supplied to any party other than the original client.





Station Information:

Station	Easting (m)	Northing (m)	Level (m)
GH1	500038.540	180254.730	30.515
GH2	500032.074	180250.547	30.567
GH3	500013.540	180353.037	30.777
GH4	500021.208	180243.032	30.825
GH5	500023.210	180307.232	30.480

OS Note:
Some services may have been omitted due to parked vehicles. The Ordnance Survey file is to be used as a guide only.

OS Buildings Surveyed Buildings

This survey has been completed to the Ordnance Survey (OS) National Grid (OSGB36) (1) via Global Navigational Satellite Systems (GNSS) and the O.S. Active Network (OS AN).

A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN15GB & OSOSM15GB transformation models.

The survey has been completed to this point and a further one or more OSGB36 (1) points established to create a true O.S. bearing for angle orientation.

No scale factor has been applied for the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

Please refer to Survey Station Table to enable establishment of the on-site grid and datum.

Legend:

Symbol	Description	Symbol	Description
[Symbol]	Surveyed Buildings	[Symbol]	Level
[Symbol]	Topographical Surveys	[Symbol]	Level
[Symbol]	Site Engineering	[Symbol]	Level
[Symbol]	Utility / CCTV Surveys	[Symbol]	Level
[Symbol]	Measured Building Surveys	[Symbol]	Level
[Symbol]	3D Laser Scanning	[Symbol]	Level
[Symbol]	Roof & BOM Models	[Symbol]	Level

Draw	Class	Description	Drawn	By

greenhatch group

Topographical Surveys | Measured Building Surveys
 Site Engineering | 3D Laser Scanning
 Utility / CCTV Surveys | Roof & BOM Models

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Orchard Street

**Stone Close
West Drayton London
UB7 8HZ**

**Topographical
Survey**

A2@ 1: 500 **11/05/2017**

BC **GH0866**

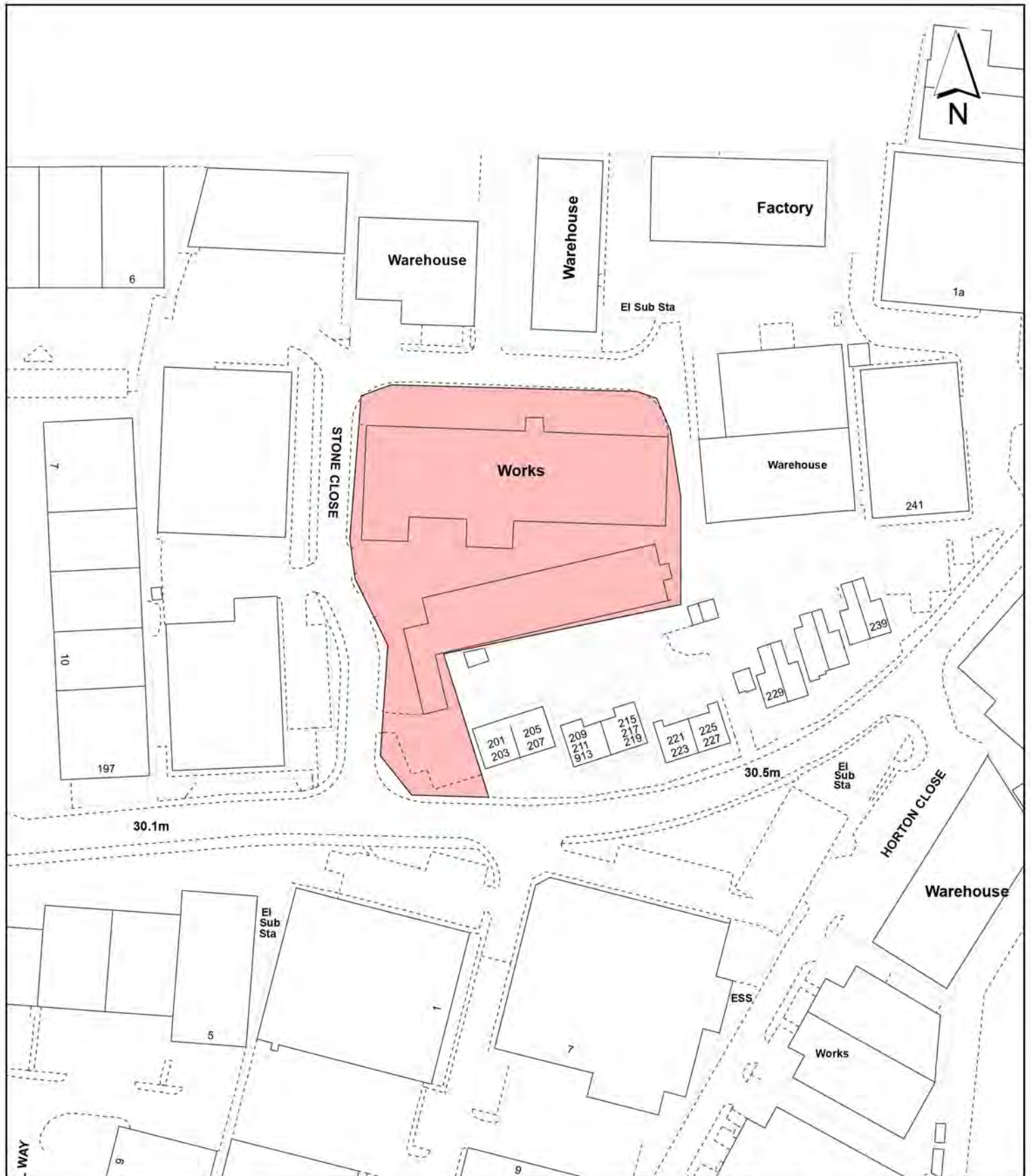
Drawn by: See note
 Date of issue: See note

JOB NUMBER: 26992

Drawing No: **26992_T** Rev: **0**

Comments:
 This plan should only be used for its original purpose. Greenhatch Group accepts no responsibility for this plan if supplied to any party other than the original client.
 All dimensions should be checked on site prior to design and construction.
 Drainage information (where applicable) has been visually inspected from the surface and therefore should be treated as approximate only.





Notes:

 Site boundary

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Site Address:

**501 and 504 Stone Close
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**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

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

Planning Application Ref:

73585/APP/2018/2484

Scale:

1:1,250

Planning Committee:

Major Page 251

Date:

November 2018



HILLINGDON
 LONDON

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