



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 Martin Goddard
Councillor John Morse
Councillor John Oswell
Councillor Steve Tuckwell
Councillor David Yarrow

Date: THURSDAY, 4 APRIL 2019

Time: 6.00 PM, OR UPON THE
RISING OF THE NORTH
PLANNING COMMITTEE,
WHICHEVER IS LATEST

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

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

This Agenda is available online at:
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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	Bourne Court Site, Bourne Court, Ruislip - 11891/APP/2018/3414	South Ruislip	Redevelopment to provide 87 residential units in two blocks, together with associated access, car and cycle parking, communal and private amenity space and landscaping Recommendation: Approve + Section 106	7 - 64

7	Chailey Industrial Estate - 2102/APP/2018/4231	Townfield	Redevelopment of the site to provide three buildings ranging from 2 to 11 storeys in height delivering 333 residential units and 710 sq.m of ground floor commercial floorspace (Use Classes A1, A2, A3, B1, D1 or D2), including the provision of private and communal amenity areas, child play space, car parking, secure cycle parking, refuse storage areas and other associated development. Recommendation: Approval	65 - 146
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Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
8	Land at 3, 233-236 Nestles Avenue, Hayes - 73238/APP/2018/1145	Botwell	Demolition of existing buildings, site clearance and redevelopment to provide a mixed use scheme, including 457 residential units, 264 sqm (GEA) A1 retail use, 229 sqm (GEA) A3 cafe use and 2,273 sqm (GEA) B1 office, together with 237 car parking spaces and 1,070 cycle parking spaces, hard and soft landscaping, refuse and recycling facilities, and public and private amenity space Recommendation: Approve + Sec 106	147 - 234
9	Land at Status Park - 74423/APP/2018/4437	Heathrow Villages	Redevelopment of the existing car park to provide a 6-storey building comprising 140 room hotel (Use Class C1) including the reconfiguring of car parking spaces across the site to secure 1:1 parking for the residential buildings (Building 2, 3 and 4), associated access, car parking and hard and soft landscaping (Re-consultation MARCH 2019) Recommendation: Approve + Sec 106	235 - 274

**PART I - Plans for Major Applications Planning Committee -
pages**

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Agenda Item 3

Minutes



MAJOR Applications Planning Committee

12 March 2019

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Alan Chapman, Janet Duncan, Martin Goddard, John Morse, John Oswell, Steve Tuckwell and David Yarrow</p> <p>LBH Officers Present: James Rodger (Head of Planning, Transportation and Regeneration), Mandip Malhotra (Strategic and Major Applications Manager), Alan Tilly (Transport and Aviation Manager) and Kerrie Munro (Planning Lawyer) and Neil Fraser (Democratic Services Officer)</p>
131.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>
132.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Goddard declared a non-pecuniary interest in respect of Item 11 – Uxbridge College, due to prior involvement. Councillor Goddard left the room when the item was considered.</p>
133.	<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 19 February 2019 be approved as a correct record.</p>
134.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
135.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were marked as Part I, and would therefore be considered in public.</p>
136.	<p>BOURNE COURT - 11891/APP/2018/3414 (<i>Agenda Item 6</i>)</p> <p>Redevelopment to provide 87 residential units in two blocks, together with</p>

associated access, car and cycle parking; communal and private amenity space; and landscaping

Officers introduced the report and highlighted the addendum. It was confirmed that the plans circulated as part of the meeting pack were incorrect, and a set of updated plans had been forwarded to all Committee Members prior to the meeting. Officers advised that the plans consulted on, and present on the website, were correct.

Planning history of the site was outlined, and the Committee was reminded that consent had been granted on 14/11/2017 for the redevelopment of the site to provide 69 residential units with associated car parking and amenity space.

The application to be considered was seeking permission to redevelop the site to provide 87 residential flats with associated works included landscaping, amenity space and car parking. This was an increase in the number of proposed units and respective car parking spaces, through a simplified and improved design when compared to the extant scheme. The revised scheme would comprise 3 storey units at a maximum overall height of 9m, in line with comments made by officers and the Ministry of Defence. The new scheme provided better communal amenity space, including larger amenity space for family units.

Although local objections and a petition opposing the scheme had been received, there were no objections to the principle of development, living conditions for future occupiers, or impact on the street scene, landscaping, or amenity of nearby occupiers, and the application was recommended for approval.

A petitioner addressed the Committee in objection to the application, and highlighted the following points:

- Residents had concerns over the size of the development and its impact on local services such as schools, GP surgeries and dentists, which were already overstretched.
- The development would result in further congestion on what was a very busy road and junction.
- Although the development made provision for cycle sheds, there were no cycle lanes and pedestrians were in danger from cyclists on pavements, as cyclists were fearful that cycling on the road was too dangerous due to the heavy traffic.
- The report incorrectly listed screened windows as being on the 3rd floor of Unit A, but were instead on the ground floor of Unit B. Concerns remained over privacy and overlooking from balconies.

Members asked the petitioner a number of questions, including a request for further information regarding the damage to residential property referred to within the report, and whether there were any properties in Canfield Drive that had extensions. The petitioner was unable to advise on the nature of the damage, but confirmed that most properties within Canfield Drive had single-storey rear extensions.

The Chairman read a statement on behalf of Councillor Allan Kauffman, Ward Councillor for South Ruislip:

- Councillor Kauffman expressed his concerns that the development would exacerbate existing problems with traffic entering or exiting the development site.
- Station Approach was a single carriageway and one of the busiest roads in

South Ruislip, and at peak times was often at a standstill due to traffic congestion.

- Councillor Kauffman made two suggestions to help resolve these issues:
 1. A box junction with CCTV to catch offenders; and
 2. A traffic light system that stopped traffic both ways and allowed residents to enter or exit the site in safety. (Similar to the system in operation on the West End Road at the White House Gates entrance to RAF Northolt).

Officers suggested that, if the application was approved, that delegated authority be given to the Head of Planning and enforcement to strengthen the wording of Condition 15 regarding windows facing Canfield Drive.

The Committee discussed the application, and expressed concerns over the redesign of the amenity space, which was felt to underprovide for the flats without private gardens, privacy issues due to the proximity of corner units and overlooking from balconies, and the gating of the site and resultant antisocial behaviour. Members also expressed concerns regarding the siting of waste and collection of refuse from the site. The lack of tracking details for refuse collection vehicles within the report was highlighted. In addition, the report referenced access to a playing field, but it was unclear how far this was from the development site.

In response, officers advised that the new amenity space was designed to provide quality space, for use by occupiers of 1 bed flats, as the proposed family units were provided with gardens. Regarding the playing field, the report detailed a straight-line distance. When considering a walking route, this was 526m away, in excess of the recommended 400m walking distance for a child.

Regarding privacy, the new scheme was situated further from nearby residents than the extant scheme, and there were no habitable rooms on the second and third floors with windows that could result in issues of privacy for neighbours.

Refuse collection vehicles would be required to drive into the site in first gear, manoeuvre in reverse gear, then exit the site once again in first gear.

Members suggested that the application be deferred to a future meeting, to allow officers to prepare an updated report that addressed the following:

- Concerns over the gating of the site
- Antisocial behaviour in car parks
- Amendments to the proposed amenity space
- Clarity on waste siting and collection arrangements
- Distance between corner units and concerns over privacy.

This was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be deferred.

137. **LEGION HOUSE, UXBRIDGE ROAD - 1927/APP/2018/1232** (*Agenda Item 7*)

Proposed conversion of the first floor from a former Church and Nursery (Class D1) to 11 residential units (Class C3)

Officers introduced the report and highlighted the addendum. The Committee was reminded that the application had been deferred from the meeting held on 9 January

2019 following a request for additional clarity on the Financial Viability Appraisal. This requested detail was addressed within the report, and the scheme was considered to be acceptable. The application was therefore recommended for approval.

In addition, officers recommended that the wording on parking permits be amended in line with the wording set out within the application for Bourne Court, ref. 1927/APP/2018/1232, namely that the permits exclude blue badge holders and that the developers were ensuring that prospective occupiers were notified of the restricted parking.

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

RESOLVED: That the application be approved, inclusive of amended wording relating to residents parking.

138. **6 ROUNDWOOD AVENUE - 37403/APP/2018/4475** (*Agenda Item 8*)

Refurbishment and extension of B1 office building including two-storey extension (net increase of 1,120sqm GEA floorspace), recladding of the retained structure and rooftop plant enclosures, and reconfiguration of hard and soft landscaping and vehicular and cycle parking

Officers introduced the report and highlighted the addendum. The proposal was considered acceptable, and was therefore recommended for approval.

Members requested that officers ensure that all planting was designed to absorb pollution.

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

RESOLVED: That the application be approved.

139. **RENAISSANCE LONDON HEATHROW HOTEL - 12004/APP/2018/2720** (*Agenda Item 9*)

Extension to provide an additional floor (5th floor level) comprising hotel facilities, guest bedrooms and new and extended lift shafts together with amendments to car park

Officers introduced the report and highlighted the addendum. The application sought permission for an additional 5th floor to the Renaissance Hotel, which would include a new restaurant/bar, meeting rooms, lounge, gym, crew room, bedrooms and back of house facilities. The principle of development was acceptable, and there were no concerns over amenity or environment, scale, design, height, or parking. 5 parking bays were proposed to be replaced to provide additional disability standard bays, together with new cycle parking and electric charging points. The application was therefore recommended for approval.

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

RESOLVED: That the application be approved.

140.	<p>ST HELENS SCHOOL - 7402/APP/2018/3445 (<i>Agenda Item 10</i>)</p> <p>Demolition of the Fitzwalter building and construction of a new STEM building on same site</p> <p>Officers introduced the report and highlighted the addendum. The application sought to provide a new contemporary, two-story Science, Technology, Engineering and Maths building. The applicant had worked positively with the Council's officers to develop a scheme that was considered the correct scale, orientation and high quality to meet the educational needs of pupils, with limited impact on nearby residential amenity.</p> <p>The application was therefore recommended for approval, subject to the deletion of Condition 11 and the noting that there was one active and one passive electric vehicle charging point on site.</p> <p>The officers' recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the application be approved; and 2. That Condition 11 be deleted.
141.	<p>UXBRIDGE COLLEGE - 1127/APP/2018/4375 (<i>Agenda Item 11</i>)</p> <p>Erection of a 3-storey building within the existing car park to create a new Institute of Technology along with the erection of a single storey link block, the erection of a single-storey car parking deck, the reconfiguration of existing car parking spaces and associated landscaping</p> <p>Officers introduced the report and addendum. The application was deemed acceptable, as officers considered that there was no visual impact on the character of the area, or objections to the proposed reconfiguration of the car park. The application was therefore recommended for approval.</p> <p>In addition, officers advised that a new red line boundary plan had been received, which the Council was now consulting on. It was therefore further recommended that authority be delegated to the Head of Planning and Enforcement to review any complaints resulting from that consultation.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the application be approved; and 2. That the Head of Planning and Enforcement be granted delegated authority to review any objections resulting from the Council's consultation on the new red line boundary plan.
	<p>The meeting, which commenced at 6.00 pm, closed at 7.18 pm.</p>

resolutions please contact Neil Fraser on 01895 250692. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

Report of the Head of Planning, Transportation and Regeneration

- Address** BOURNE COURT SITE BOURNE COURT RUISLIP
- Development:** Redevelopment to provide 87 residential units in two blocks, together with associated access, car and cycle parking; communal and private amenity space; and landscaping
- LBH Ref Nos:** 11891/APP/2018/3414
- Drawing Nos:**
- 303-PL-011-00 - Existing Site Plan
 - Part 1 - Design and Access Statement, (WaM Architecture) Sept 2018
 - Part 2 - Design and Access Statement, (WaM Architecture) Sept 2018
 - Part 6 - Design and Access Statement, (WaM Architecture) Sept 2018
 - Part 5 - Design and Access Statement, (WaM Architecture) Sept 2018
 - Part 3 - Design and Access Statement, (WaM Architecture) Sept 2018
 - Part 4 - Design and Access Statement, (WaM Architecture) Sept 2018
 - 303-PL-010-00 - Location Plan
 - Tree Constraints Plan - 3162/001 Rev A (Writtle Forest / Eight Associates) July 2018
 - 180620 - Bourne Court - TPP - Issue 2
 - 303-PL-305-01 - Southeast Elevation_Block B
 - 303-PL-310-01 - building heights comparison
 - Arboricultural Implication Assessment, Ref: 3162, Issue No.2, prepared by Eight Associates
 - Arboricultural Method Statement, Ref: 3162, Issue No.1, prepared by Eight Associates
 - Tree Survey and Tree Constraints Plan,3162, Issue No.1, prepared by Writtle Forest / Eight Associates, July 2018
 - Tree Protection Plan - 3162/001 Rev 2 (Writtle Forest / Eight Associates) July 2018
 - Ecology Briefing Note, prepared by CSA Environmental dated August 2018
 - Sustainability Statement, Ref: 3161, Issue No.2, prepared by Eight Associates
 - Energy Assessment, Ref: 3161, Issue No.2, prepared by Eight Associates
 - Noise Exposure Assessment ref: 8493-NEA-01, prepared by Clement Acoustics dated 13/09/13
 - 303-PL-100-02 - Proposed Site Plan
 - 303-PL-200-02 - Proposed Ground Floor
 - 303-PL-201-02 - Proposed First Floor
 - 303-PL-202-02 - Proposed Second Floor
 - Amenity Space Analysis, prepared by HGH Consulting
 - 303-PL-306-02 Southwest Elevation
 - Planning Statement, (HGH Consulting) Sept 2018
 - Revised Energy Statement & Appendices (Eight Associates) Jan 2019
 - Revised Transport Statement & Appendices (Paul Mew Assoc) Jan 2019
 - Revised Accommodation Schedule
 - 303-PL-204-01 - Proposed Roof Plan
 - 303-PL-300-01 - Northeast Elevation
 - 303-PL-302-01 - Northwest Elevation_Block A
 - 303-PL-303-01 - Southeast Elevation_Block A
 - 303-PL-304-01 - Northwest Elevation_Block B

Flood Risk Statement - Ref: 18039/CB, prepared by Water Environment dated 07/09/2018

Drainage Strategy, Project No: 18039, prepared by Water Environment dated September 2018

Drainage Strategy Plan - drawing no.18039-SK01, dated 01.08.18

Date Plans Received:	24/09/2018	Date(s) of Amendment(s):	24/09/2018
Date Application Valid:	24/09/2018		18/03/2019
			25/01/2019

DEFERRED ON 12th March 2019 FOR FURTHER INFORMATION .

Following the planning committee on 12th March 2019 Members resolved to defer the application as concerns were raised in regards to the TRICS data used, proposed amenity space, possible overlooking to the rear of properties on Canfield Drive and waste collection.

The main body of this report (Section 7.09) concerning living conditions for future occupiers has been updated. Other sections of the report have been revised to reflect the proposed changes, in particular the 'Proposed Scheme':

87 car parking spaces with 9 disabled car parking spaces, 20 Active and 23 Passive, and 176 cycle spaces.

The proposed site layout and parking provision have been amended and an updated set of plans has been submitted. In summary the revised plans, submitted since the committee meeting show:

- increase in communal amenity space along the south-western boundary (300 m² increase);
- reduction in car parking spaces to 1:1 (total of 87 car parking spaces);
- loss of 6 cycle spaces (total of 176);
- amendments to the car-park layout to provide better access for the refuse bins in and out of Building A and more generous space for a refuse vehicle entering the site.
- the revised layout has resulted in the loss of five trees around the parking spaces. The loss has been compensated by the widening of the landscape buffer on the south-west boundary where four trees have now been added.
- better relationship with properties in Canfield Drive due to the introduction of a green buffer.

Following the submission of the revised planning drawings, a full 14 day public re-consultation has been undertaken which commenced on 20.03.2019 and expires on 03.04.2019. Further comments have been received and these are noted below, any further comments received will be provided via an addendum.

EXTERNAL CONSULTEES

NATS:

NATS No Objection remains.

HEATHROW AIRPORT LIMITED:

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

LOCAL RESIDENTS:

- Building are too close to Canfield Drive gardens.
- They will affect light and privacy of Canfield Drive residents.
- Already a huge renovation taking place right next to this which is disrupting the local area, why is this needed?

INTERNAL CONSULTEES

HIGHWAYS OFFICER:

Parking Provisions

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

In order to comply with the maximum parking standard there is a requirement for 1.5 on-plot spaces per unit to be provided resulting in a total of 130 spaces. A quantum of 87 spaces is proposed which includes for 9 disabled compliant spaces with the majority of spaces arranged in a 'courtyard' surface level fashion. Although the provisions fall below the maximum standard, the proposed parking ratio to unit provision of near on 1:1 was considered acceptable at the pre application stages and concurs with a comparable ratio accepted within the previous 2017 consented scheme (11891/APP/2016/3583) for 69 residential units with 71 car park spaces on the same site. A parking allocation planning condition will be required in order to ensure satisfactory parking provision for each unit in perpetuity.

Although it is noted that Transport for London have suggested a lower on-plot parking ratio, it is considered beneficial to apply the higher near on 1:1 ratio as it lessens the likelihood of untoward and injudicious parking displacement onto the public highway which would be to the detriment of established local residents and other users of the road network.

On the above premise, the proposed 1:1 quantum is considered acceptable with the further recommendation of the site address being made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area and occupying the residential parking bays in the vicinity of the site during operational hours. This will assist in deterring excess car ownership/usage from within the site. This aspect would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990 (T&CPA 1990).

Electric Vehicle Charging Points (EVCP's)

The parking requirement for EVCP's in line with London Plan 2016 (LP 2016) standards for this C3 use would equate to 17 EVCPs for 'active provision' with a minimum of a further 17 spaces acting as 'passive' provision for future activation. The applicant has indicated a marginally higher provision of 20 spaces for active and 23 passive, in a suitably arranged manner which therefore conforms to the required standard.

Disabled Compliant Parking

In accord with the saved UDP standard - 10% of parking spaces should be disabled compliant. With the provision of 87 spaces this would equate to 8 spaces. A figure of 9 is indicated by the applicant within suitable locations in proximity of new building entrance/exit points.

Cycling Parking

In terms of cycle parking there would be a provision of 176 secure and accessible spaces in total for residents and visitors located throughout the site which is compliant with the 2016 London Plan. The provisions are located in proximity of the site entrance but a more widespread distribution of provision would have been preferred - this being the accepted practice. However given the relatively constrained scale of the site envelope, it is considered that the proposed layout will adequately serve new occupiers.

Motorcycle/Scooter Parking

The Council's UDP saved policy standard requires that 1 motorcycle/scooter parking space per 20 parking spaces be provided for the residential element. In this case, 4-5 spaces would be a requirement. This has not been depicted within the submission and hence should be secured via planning condition by sensibly utilising redundant areas within the site envelope.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP policy considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

A London database of trip generation for different land uses (TRAVL) has been applied by the applicant in order to determine the likely traffic generated by the proposal. As members may be aware, TRAVL has now been amalgamated within the TRICS database however as there are a lack of comparable registered sites on the latter, the application of TRAVL is still considered as a legitimate land use trip generation tool. To further substantiate the justification for using TRAVL in this case, the applicant has provided a TRICS verification exercise which concluded that out of 34 comparable sites only 5 were located in Greater London. Of those 5, the expected daily and peak traffic generation was demonstrated as comparable to the TRAVL sourced data as presented within their submission. The applicant's methodology and findings are considered acceptable.

It is therefore predicted that the proposal would clearly increase traffic generation from the site as compared to the previous day care and care home facility however peak period traffic movement into and out of the site is not expected to rise beyond 20-25 additional two-way vehicle movements during the peak morning and evening hours. This is a typical figure that would normally be expected for this quantum of residential development within a suburban setting exhibiting an approximate 1:1 on-plot parking ratio with a 'moderate or above' PTAL score.

As a proportion of the traffic activity on the surrounding road network (namely Station Approach) this increase would equate to an approximate traffic increase of 1.5 - 2 % distributed over the peak hour. This estimation does not include for sustainable travel choices that some of the new occupiers may pursue given the relatively good 'real world' PTAL and the required Travel Plan that is discussed in a following sub-heading. The true traffic generation is therefore anticipated to reduce further.

Nevertheless the projected uplift (without allowance for sustainable travel choices) is considered manageable in generation terms and therefore considered absorbable within the local road network without detriment to traffic congestion and road safety.

Internal Road Site Layout /Vehicle Access Provisions

The proposed internal parking and road layout arrangement broadly conforms to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is a highway safety benefit derived from the provision of sufficient turning space within the site roadways. Such benefit is realised by allowing all vehicles to enter and leave the site in a forward gear without hindrance which conforms to recommended best practice based on operational and highway safety grounds. This also applies to delivery and refuse/emergency vehicles. In order to help demonstrate the latter, the applicant has submitted

a 'vehicle tracking exercise' conducted through the site by a refuse vehicle and fire tender within the revised transport assessment (dated January 2019) which indicates that the internal road network is fit for this purpose. The findings are verifiable and supported by Hillingdon's waste services division.

In terms of refuse collection, waste collection distances between the new bin stores (or suitable bin stores/collection points) and a refuse vehicle should not exceed 10m in order to accord with the Council's waste collection standard. This parameter is required to be secured via planning condition.

It has therefore been satisfactorily demonstrated that the all of above listed design requirements (with the exception of waste collection points) have been secured within the submitted designs. Access to the new roadway and the indicated parking spaces within the site envelope would be gained via a newly created/reopened aperture in Bourne Court. This is considered acceptable in principle however there is likely to be some public highway related work required where the site boundary marries with the adopted roadway in Bourne Court and such works would need to be secured via a s278 legal agreement under the Highways Act 1980 at the applicant's expense.

Travel Plan

For this scale of proposal a Travel Plan (TP) is required. This requirement conforms with Transport for London's (TfL's) guidelines as it would address all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. Implementation, monitoring and management of the TP would be undertaken by an appointed travel plan co-ordinator (TPC) who would work in partnership with Hillingdon and TfL together with relevant stakeholders. The TP will therefore need to be secured via planning condition.

Construction Logistics Plan (CLP)

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

Conclusion

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, 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).

WASTE/REFUGUE OFFICER:

The updated plan alleviates my concerns regarding the collection of refuse from the bin store located in building A.

The plan indicates that the pulling distance for the bins will be approximately 10 metres to the vehicle stopping point and that the pathway is a minimum of 2 metres wide which is considered to be acceptable.

The pathway should be laid smooth without steps and a dropped kerb installed if the pathway is raised above the road.

The refuse vehicle will be required to reverse further than 12 metres (maximum recommended distance) to access the store. However, I have no major concerns regarding this as vehicles should not be travelling at speed in the area and all of our collection crews operate with two crew members, one of which will act as a banksman whilst the vehicle is reversing at a slow speed. Fixed reversing mirrors could be installed in the area to reduce the risk of accidents.

LANDSCAPE OFFICER:

The proposal has removed 9 car spaces and improved access to the refuse storage area. In terms of the landscape layout, this has resulted in the loss of five trees from the central parking zone. The loss has been partly compensated by the widening of the landscape buffer on the south-west boundary where five trees have been added.

The conifer hedge on the north-east boundary is still shown as a retained feature. As previously noted this hedge is currently a nuisance to the neighbouring property and will need to be removed and replaced with more suitable planting.

It is understood that the current amended layout responds in part to operational requirements of the site.

OFFICER COMMENTS ON DEFERRED ISSUES

TRCIS DATA:

Trips are calculated on a per dwelling basis, not on a per parking space basis. Previously there were 96 parking spaces and 87 dwellings, now there are 87 parking spaces proposed. As the number of dwellings has not changed, the predicted trip generation will not change. The transport consultant has confirmed that the difference in parking ratios between the two schemes is not significant enough to review the TRICS site selection.

A revised transport statement was submitted and this provided a TRICS verification exercise. It stated that in order to gather a reasonable number of sites with comparable characteristics to the proposed development and the application site, the search area had to be extended to Greater London and the South East of England. This is a commonly applied and accepted principle.

The transport consultant has stated that location alone should not be a reason to de-select a site, but rather a holistic approach should be taken looking at all parameters available. A total of 34 comparable sites from the TRICS were utilised as part of the validation assessment which is considered to be broad and robust. When gathering an average trip rate for a development the TRICS Best Practice Guidance states that it is preferable to have a greater number of sites selected so that any discrepancies between individual sites is less prominent in the output.

The TRICS assessment carried out validates the TRAVL data used in the submitted Transport Statement. The TRAVL data was used in the Transport Statement submitted with the 2014 and 2016 permitted planning applications.

The transport consultant asserts that they previously looked at whether an assessment could be made based on Greater London TRICS sites alone, however in the mixed private/affordable dataset there are only three sites with similar location characteristics to the development site with a parking ratio of 1:1 or greater. Such a low sample of sites is not considered to be robust.

EXTERNAL AMENITY SPACE:

The Council's SPD for Residential Layouts provides standards on the amount of external amenity space that should be provided with all new residential developments. The required amount is based on the number of units provided by the development and the amount of bedrooms that they provide. This is set out in para. 4.17 and is as follows:-

20 m² per 1 bedroom unit.

25 m² per 2 bedroom unit.

30 m² per 3 bedroom unit.

As such, the proposed development should provide at least 2,045 m² of usable external amenity space.

It is considered that the scheme provides an appropriate balance of external communal and private amenity space to ensure that the scheme provides suitable living conditions for future occupiers. External amenity space is provided in the form of private balconies and terraces for the units on the upper floors, private gardens for the ground floor units, and communal green amenity space for shared use at ground floor level.

The revised scheme now proposes an enlarged central communal amenity area with elongated amenity and additional planting on the SW boundary to Canfield Drive and useable communal amenity space on the south east boundary in between the existing properties in Bourne Court and the front block, with private amenity space to the ground floor units.

The central communal area has increased in size from 340 m² to 640 m².

In summary:

The overall Hillingdon SPD Amenity requirement based on 87 units is 2045 m².

The overall Amenity space provided in the revised 87 unit scheme is now 2496 m².

The total shared communal amenity space is 1003 m².

The total Balcony Area is 547.5 m².

The total Private Garden Area is 945 m².

Excluding the 10 units which benefit from private gardens the figures are as follows (based on 77 units):

The overall Hillingdon SPD Amenity requirement based on 77 units is 1765 m².

The overall amenity based on Private Balconies and Communal Amenity for the 77 units is 1550.5 m².

Therefore the revised scheme is fully compliant when considering the total overall proposed amenity space although it is short when the private garden areas are removed. However it is important to note that the quality and quantity of the proposed amenity space has been significantly improved. The central communal amenity area has increased by 300 m² to a total of 640 m². This provides a better relationship with properties in Canfield Drive due to the introduction of a green buffer zone which now extends along the south western boundary and with the introduction of 4 additional trees.

In addition when considering the approved extant scheme (Ref: 11891/APP/2016/3583) these are the key facts:

- The approved scheme contains 594 m² of private amenity and 1409 m² of communal amenity.
- All but 1 of the 45 Balconies approved fail to meet the space standards required for balconies.
- The overall amenity area in the approved scheme is 2003 m².

The approved 69 unit scheme provides 1409 m² of shared / communal space. However 604 m² of the approved scheme amenity is along the northern edge and the proposed space to the western edge is more akin to a buffer landscape than useable amenity space, therefore the net useable communal amenity space is more like 805 m².

It should also be noted that some of the amenity in the original consented scheme is landscape

buffer zones around the perimeter, which is overshadowed in northern aspects and cannot be deemed fully "communal". It is considered that the previous consented scheme did not have the same level or quality of shared amenity space than that which is now proposed. The revised scheme creates:

- more amenity space;
- better quality amenity space; and
- covered, integrated balconies which are compliant with London Plan Space Standards providing occupants with over 7sqm of useable amenity space.
- All the family units are at ground floor with the benefit of private gardens whereas in the approved scheme they did not have private ground floor provision and only shared the communal areas.

The proposed central communal space has increased and widened to the south west boundary so that it is the same width as the rear gardens of the Canfield Drive properties. The area of usable and attractive green space has increased from 340 m² to 640 m² plus the addition of four trees along this boundary to add further screening and improve the overall amenity provision proposed and outlook to and from the development.

There is a public green space, Stonefield Park which is located 440 metres to the south west. This can be accessed by walking down either Bourne Avenue or Deane Avenue (directly opposite Bourne Court) travelling south and then onto either Nairn Road or Frazer Avenue to access the park.

OVERLOOKING:

In regards to the future occupants of the proposed development it is noted that some of the proposed flats on the upper floors would have habitable facing windows which would be less than 21m, on the south elevation of Block A and its return eastern elevation, plus the south east corner of Block A and the north elevation of Block B.

It is considered the affected flats in Block A would be:

- First Floor: between unit nos. 25, 24, 23 and 26, 27;
- Second Floor: between units nos. 44, 43, 42 and 45, 46

On the south east corner of Block A and the north elevation of Block B are:

- First Floor: between unit nos. 22 (Block A) and 72 (Block B)
- Second Floor: between units nos. 41 (Block A) and 85 (Block B)

However subject to a condition securing the implementation of mitigation measures to include for example privacy screens and fins, officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal. These requirements are also extended to the ground floor to ensure that all bedroom windows directly overlooking car parking spaces are also covered by this condition to ensure the future amenity of the occupants are suitably protected.

In regards to the potential overlooking to the rear of the residential properties on Canfield Drive, it should be noted that as the report highlighted there are no proposed habitable room windows facing these properties on the first and second floor. The only bedroom window is located at ground floor level on each end elevation. The proposed upper floor windows would only serve the non-habitable galley kitchens and all windows servicing the kitchens are proposed be

conditioned (Condition 15) to be permanently obscured glazed and non-opening below 1.8 metres.

WASTE/REFUGE:

The waste refuge officer has commented on the proposal and confirms there are now no concerns with the proposal in terms of collection and movement within the site. The collection of refuse from the bin store located in Building A has been addressed by the removal of the parking space and proposed tree, thereby providing more space and better access. The plan indicates that the pulling distance for the bins will be approximately 10 metres to the vehicle stopping point and that the pathway is a minimum of 2 metres wide which is considered to be acceptable.

The refuse vehicles can enter and leave the site in forward gear. The refuse vehicle will be required to reverse further than 12 metres (maximum recommended distance) to access the store. However, no concerns are raised as vehicles should not be travelling at speed in the area and the waste officer has confirmed that all collection crews operate with two crew members, one of which will act as a banksman whilst the vehicle is reversing at a slow speed.

In addition a waster management plan will be added by way of condition and details such as fixed reversing mirrors to be installed in the area in order to reduce the risk of accidents will also be included.

CONCLUSION

The scheme will comprise a mixture of units all with well-designed and integrated private amenity built around a courtyard with a large green space at its heart. The scheme would be set into two main blocks with a central parking area allowing for an improved open appearance and visual outlook for those residents to the south (Canfield Drive) of the proposed scheme. In addition the revised scheme now results in reduction in the overall height of the proposed built form and would be no greater than 9 metres.

Although there has been local objections and a petition raised against the proposal, there are no objections to the principle of the development, which it is considered would achieve an acceptable appearance within the street scene, provide a suitable landscape setting, appropriate living conditions for future occupiers and have no undue or unacceptable impacts on the amenity of nearby residential occupiers.

Therefore subject to conditions and planning obligations the development would be acceptable and is recommended for approval.

1. SUMMARY

This application seeks full planning permission for the redevelopment of the site including the former Bourne Lodge, Phoenix Day Centre and Wren Centre, (all of which have now been demolished) to provide a residential scheme comprising 87 flats with associated works involving landscaping, amenity space and parking.

Planning permission (ref: 11891/APP/2016/3583) was granted on 14/11/2017 for the redevelopment of the site to provide 69 residential units with associated car parking and amenity space. The current proposal represents an uplift in the number of proposed units and respective car parking spaces through a new design approach simplifying and improving the built form and layout compared with the extant approved scheme. The application has also been subsequently refined through a series of amendments in response to officer comments and the Ministry of Defence. The revised scheme would

comprise of 3 storeys with a maximum overall height of 9 metres.

The scheme will comprise a mixture of 1, 2 and 3-bedroom units all with well-designed and integrated private amenity built around a courtyard with a large green space at its heart. The scheme would be set into two main blocks with a central parking area allowing for an improved open appearance and visual outlook for those residents to the south (Canfield Drive) of the proposed scheme.

Although there has been local objections and a petition raised against the proposal, there are no objections to the principle of the development, which it is considered would achieve an acceptable appearance within the street scene, provide a suitable landscape setting, appropriate living conditions for future occupiers and have no undue or unacceptable impacts on the amenity of nearby residential occupiers.

Subject to conditions and planning obligations the development would be acceptable in all other regards and is recommended for approval.

2. RECOMMENDATION

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

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

i. Highways: S278/S38 agreement to secure highway works.

ii. Affordable Housing in-lieu Payment of £2,681,000.

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

iv. Green Travel Plan: Prior to occupation a full Green Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.

v. Parking Permits: The residents of this development not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

vi. Flood & Drainage Management and Maintenance Plan. This should specify:

a. Provide a plan of the drainage implemented on site, 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.

b. Provide a management and maintenance plan for each aspect.

- c. Include details of Inspection regimes, performance specification, Operation standards (remediation and timescales for the resolving of issues where a PMC).
- d. 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.

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

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 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 the Legal Agreement has not been finalised within 6 months (or such other time frame 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 measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, affordable housing, construction training, travel plan and floods and drainage management and maintenance plan). The proposal therefore conflicts with policies AM7 and R17 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and the Council's Planning Obligations SPD and the London Plan (2016).'

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

1 SP01 Council Application Standard Paragraph

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

2 RES3 Time Limit

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

REASON

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

3 RES4 Accordance with Approved Plans-

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

303-PL-100-02

303-PL-200-02

303-PL-201-02
303-PL-202-02
303-PL-204-01
303-PL-300-01
303-PL-302-01
303-PL-303-01
303-PL-304-01
303-PL-305-01
303-PL-306-02
303-PL-310-01

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

REASON

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

4 RES5 General compliance with supporting documentation

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

Revised Energy Assessment & Appendices, Ref: 3161, Issue No.3, prepared by Eight Associates

Revised Transport Statement & Appendices, prepared by Paul Mew Associates dated January 2019

Arboricultural Implication Assessment, Ref: 3162, Issue No.2, prepared by Writtle Forest / Eight Associates

Arboricultural Method Statement, Ref: 3162, Issue No.1, prepared by Writtle Forest / Eight Associates

Tree Survey and Tree Constraints Plan,3162, Issue No.1, prepared by Writtle Forest / Eight Associates

Tree Constraints Plan No:3162-001 Rev A, Writtle Forest / Eight Associates

Tree Protection Plan No:3162/001 Rev 2, Writtle Forest / Eight Associates

Ecology Briefing Note, prepared by CSA Environmental dated August 2018

Sustainability Statement, Ref: 3161, Issue No.2, prepared by Eight Associates

Noise Exposure Assessment ref: 8493-NEA-01, prepared by Clement Acoustics dated 13/09/13

Flood Risk Statement - Ref: 18039/CB, prepared by Water Environment dated 07/09/2018

Drainage Strategy, Project No: 18039, prepared by Water Environment dated September 2018

Drainage Strategy Plan - drawing no.18039-SK01, dated 01.08.18

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

REASON

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

5 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been

submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

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

6 RES7 Materials (Submission)

Prior to the commencement of works above damp proof course level, details of all materials and external surfaces, including details of balconies and terraces, have been submitted (including physical samples where appropriate) to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

7 NONSC Overlooking

Prior to the commencement of works above damp proof course level, full details of the physical measures to prevent overlooking, between the proposed flats and all bedroom windows at ground floor overlooking the car parking spaces, including the height, colour and material of balcony privacy screens, louvre and fins shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter.

REASON

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

8 NONSC Energy

Prior to commencement of works, a detailed energy assessment shall be submitted to and approved by the Local Planning Authority. The assessment shall include the measures (incorporating specifications) proposed to reduce the CO2 emission by 35% from a building regulations compliant building. The detailed assessment shall provide:

- 1 - clear details on the energy efficiency measures including a commentary by a relevant expert on the impacts this has on the emissions in relation to a building regulations compliant development;
- 2 - full details of the CHP facility and / or any other mitigation measures as agreed with the Local Planning Authority - including energy and fuel inputs/outputs; location and type of main CHP unit; details of the connection through the building; emissions from the unit; and the maintenance regime;
- 3 - full details of the low and zero carbon technology including location, specification and type of equipment. In this instance it should be noted that the use/installation of PV Panels has been strictly prohibited by the Ministry of Defence and therefore can not be utilised.

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

Reason

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

9 NONSC Ecological Enhancement scheme

Prior to the commencement of works above damp proof course level, a scheme including plans and planting schedules shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of the measures to enhance natural habitats; this must include a robust landscaping strategy which considers biodiversity value as well as the inclusion of features such as bird boxes across the site. The development must proceed in accordance with the approved details.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM8 of the Hillingdon Local Plan: Part One Strategic Policies (November 2012) and Policy 7.28 of the London Plan (March 2016).

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

Prior to the commencement of works above damp proof course level, 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
 - 1.d The soft landscaping plan should include the removal of hedge TG03 on the eastern boundary and replaced with more suitable boundary planting

2. Details of Hard Landscaping
 - 2.a Covered and Secure Refuse Storage
 - 2.b Covered and Secure Cycle Storage (for 176 bicycles)
 - 2.c Means of enclosure/boundary treatments, including security measures/gates by way of controlled access to the development
 - 2.d Car Parking Layouts - to show total number of 87 parking spaces, including 9 disability standard spaces, and 4 motorcycle parking spaces and including demonstration 49% of all parking spaces are served by electrical charging points (20 to be active and 23 to be passive)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs), 5.17 (refuse storage) and 6.9 (cycling) of the London Plan (March 2016).

11 RES10 Tree to be retained

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

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

REASON

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

12 RES24 Secured by Design

The buildings and car park 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 (2016) Policies 7.1 and 7.3.

13 RES26 Contaminated Land

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

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

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

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

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

(iii) Any soils imported to the site shall be tested and certified as free from contamination.

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

REASON

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

14 NONSC Imported soils

No contaminated soils or other materials shall be imported to the site. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

15 RES13 Obscure Glazing

The first and second floor windows in the south west elevation of Blocks A and B, overlooking Canfield Drive, shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

16 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking designation and 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 (March 2016).

17 NONSC TFL - Delivery and Servicing Plan (DSP)

Prior to occupation, a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational shall be submitted to and approved by the Local Planning Authority in conjunction with TfL.

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

REASON

To to minimise congestion impacts and improve safety in accordance with Policies 6.13 and 6.14 of the London Plan (2016).

18 NONSC Construction Environmental Management Plan (CEMP)

The proposed development hereby approved, shall not commence until a Construction Environmental Management Plan (CEMP), has been submitted to and approved in writing by the Local Planning Authority (LPA) in conjunction with the MoD covering the application site and any adjoining land which will be used during the construction period. The Plan will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm. 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 shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

All demolition, construction and enabling work at the development shall be carried out in accordance with the approved Plan 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 (November 2012);

- 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 the London Plan (2016); and
- To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems. In compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

19 NONSC MOD - Bird Hazard Management Plan

The proposed development hereby approved, shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. To maintain air traffic safety this plan should make provision for the applicant to:

- Prevent the successful breeding of gulls at the site by appropriate licensed means.
- At the reasonable request of the MOD disperse any gulls or other bird populations considered by the MOD to pose an unacceptable hazard to air traffic.
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.
- Ensure the landscaping plan includes no more than 10% of berry bearing species.
- Provide access to the roof for personnel undertaking bird control measures.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

20 NONSC Noise Assessment

Prior to the commencement of works above damp proof course level, a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

21 NONSC Sound Insulation

Prior to the commencement of works above damp proof course level, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w} + C_{tr}$ [and $L_{nT,w}$] of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining

dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected and to safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

22 N11 Control of plant/machinery noise

The rating level of noise emitted from the plant and/or machinery equipment in connection with the proposed development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA. The measurements and assessment shall be made in accordance with British Standard BS4142:2014, "Method for rating industrial noise affecting mixed residential and industrial areas." The noise levels shall be determined at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Any such 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 policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

23 NONSC Accessibility

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

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

24 NONSC Refuse/Waste Management Plan

Prior to occupation of the development hereby approved, the applicant shall submit a refuse management plan to the Local Planning Authority for its approval. The plan shall include details of refuse and recycling storage enclosure/s and shall detail how the refuse and recycling bins shall be moved to a predefined collection point, together with details of a management company responsible for it. The plan should also include details, number and location of Fixed Reversing Mirrors. The approved measures shall be implemented and maintained for so long as the development remains in existence.

REASON

To ensure appropriate refuse storage is provided on site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with policies OE3, AM2 and AM7 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 5.17 of the London Plan (2016).

INFORMATIVES

1

1. An accessible parking space, with a 1.2 m defined transfer area, should be provided for every M4 (3) dwelling. The bays should not be marked with the international wheelchair symbol, but all other specifications would need to be provided.

2. Paving materials, lighting and appropriate visual contrasts should accord with the specifications prescribed in BS 8300:2018.

3. The inclusion of a separate shower room and cloakroom within the M4(2) units should be redesigned to provide a bathroom capable of 1500 mm diameter turning circle (with the bath tub removed).

2 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).

3 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) 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 (March 2016) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
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
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

4 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.

5 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved

drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

6 12 **Encroachment**

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

7 119 **Sewerage Connections, Water Pollution etc.**

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

8

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.

9

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/Planning-your-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

10

The proposed development is 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.

11 115 **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

12 I21 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer at streetnamingandnumbering@hillington.gov.uk.

13 I25A The Party Wall etc. Act 1996

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

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

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

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

14 I47 Damage to Verge

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

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

For further information and advice contact - Highways Maintenance Operations, Central

Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

15

You are advised that the Local Planning Authority will expect balcony details submitted in compliance with condition 6 to provide an appropriate solution with regard to the appearance of the building overall, both with respect to screening items which might be on the balcony and the overall appearance of the building. Consideration should be given to these matters prior to submitting any details in respect of this condition.

16

You are advised that the roads within the development will not be adopted by the Council and will be expected to remain in private ownership.

17

You are advised that the MET Police secure by design officer considers the development should have a gated entrance. There is no objection to this in principle, subject to the details forming part of the landscape condition discharge.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 0.7 hectare broadly square shaped plot located at the north west end of Bourne Court, a residential cul-de-sac accessed off Station Approach in South Ruislip.

There were previously 3 detached buildings within the site. The Phoenix Centre and Wren Centre which were formerly used as a day care centre for adults with physical mobility and learning difficulties and Bourne Lodge which was formerly a care home facility. Bourne Lodge Care Home closed down due to outdated facilities and accommodation which did not meet current care home standards. The Phoenix and Wren Centres have been relocated to new purpose designed facilities. All buildings on the site have now been demolished.

The site falls within a mixed use area. It is bounded to the south west by the rear gardens of two-storey predominantly terraced houses in Canfield Drive; to the north west by Odyssey Business Park, which comprises office buildings and associated parking areas; to the north east by commercial buildings located in The Runway; and to the south east by three-storey flats in Bourne Court. A Council owned public path exists to the south west corner of the plot adjacent to the substation which leads to Station Approach.

The site falls within the 'developed' area as designated in the Hillingdon Local Plan. South Ruislip Local Centre is located to the north east and beyond Bourne Court to the south east. Station Approach is designated as a Local Distributor Road

3.2 Proposed Scheme

The proposal relates to the erection of residential development comprising 87 residential units in two blocks of flats, 87 car parking spaces and associated access, amenity and landscaping works. In summary the proposal involves:

87 residential units comprising:

- 34 x 1 bed units;
- 45 x 2 bed units; and
- 8 x 3 bed units.

87 car parking spaces:

- 9 disabled parking units located within close proximity to entrance options; and
- 20 Active electronic charging points (24% = compliant)
- 23 Passive electronic charging points (24% = compliant)
- 176 secure and sheltered long-stay cycle parking spaces

Amenity:

- 9 private garden amenity spaces on ground floor level;
- Private amenity in the form of balcony's; and
- A central courtyard with a large green communal amenity space.

Landscaping:

- New boundary planting (NW boundary);
- New/Central communal amenity space - extended along Western boundary to provide an additional green buffer;
- Shrub planting and patio space leading from the primary living areas;
- Bulb planting to provide seasonal temporary interest to the amenity grass;
- Semi-mature trees to define entrances and setting to the new building;
- 8 number Feature Copper Beech trees with their contrasting foliage offering a link to the material palette on the main buildings; and
- A variety of permeable paving in a tone complementary to the main building architecture.

Refuse/Recycling:

- Refuse vehicle being able to enter and exit the site in a forward gear; and
- Bin stores conveniently located for residents with a central store in each building.

Accessibility:

- All units designed to Lifetime Homes Standards;
- 9 Accessible units;
- Lift from ground floor to third floor; and
- Both buildings have a defined main entrance as well as secondary access points and secondary access cores.

3.3 Relevant Planning History

11891/A/82/0741 Bourne Mental Health Hostel Bourne Court Ruislip
Erection of a single-storey extension.

Decision: 23-07-1982 Approved

11891/APP/2014/91 Bourne Court Site Bourne Court Ruislip
Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works

Decision: 29-08-2014 Approved

11891/APP/2016/3583 Bourne Court Site Bourne Court Ruislip

Demolition of all existing single/two storey buildings including outbuildings within the site and erection of residential development comprising 69 residential units, 80 car parking spaces and associated works.

Decision: 13-07-2017 Approved

11891/APP/2018/1007 Bourne Court Site Bourne Court Ruislip

Details pursuant to the partial discharge (demolition phase only) of Condition 8 (Sequence of Development & Tree Protection Measures) as attached to planning permission approved under 11891/APP/2016/3583 (demolition of all existing single, two storey buildings including outbuildings within the site and erection of residential development comprising 69 units, 80 car parking spaces and associated works)

Decision: 24-05-2018 Approved

Comment on Relevant Planning History

11891/APP/2014/91 - Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works. Approved on the 29th August 2014.

11891/APP/2016/3583 - Demolition of all existing single/two storey buildings including outbuildings within the site and erection of residential development comprising 69 residential units, 80 car parking spaces and associated works. Approved on the 13th July 2017.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
PT1.EM1 (2012) Climate Change Adaptation and Mitigation

- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

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

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- H8 Change of use from non-residential to residential
- 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
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th November 2018**

5.2 Site Notice Expiry Date:- **31st October 2018**

6. Consultations

External Consultees

180 surrounding property owners/occupiers and the South Ruislip Residents' Association were consulted on 04.10.2018. In addition site notices were displayed near to the site on Bourne Court, Station Approach and Canfield Drive on 10.10.2018. This application was also advertised in the press on 17.10.2018.

Following the revised scheme which was submitted the application was subject to a full 21 day re-consultation period which expired on the 19th February.

7 local objections and a Petition in objection with 32 signatories have been received. Only two objections have been received following the re-consultation on the revised scheme and therefore the majority of these comments relate to the larger scheme which has since been revised with the removal of one storey.

Nevertheless, the objections can be summarised as follows:

- overdevelopment
- height
- impact on infrastructure, schools, GPs, dentists
- overlooking and privacy concerns regarding properties on Canfield Drive
- congestion and traffic flow
- The road infrastructure along Station Approach/West End Road cannot cope with all the current redevelopment in this area.
- Both the Bourne Court and Acol Crescent sites have caused distress, damage to our property. In principal in favour of the land being redeveloped, however object to height; overlooking concerns, access to public footpath which is used to dump rubbish; service road may be used as a cut through and rubbish dump
- concerns to height relating to Northolt Airport and flight path
- any tree planting along boundary with Canfield Drive service road (no's 14-24) should ensure properties remain undamaged by spreading tree roots in the future
- already a new development next door to Bourne Court
- disruption to a small area - traffic is already an issue on Station Approach, this will add even more during development

METROPOLITAN POLICE - DESIGNING OUT CRIME GROUP (DOCG) - (Comments received in October 2018):

Today I met with the applicant and reviewed the plans. I advised on what was required to achieve Secure by Design Accreditation.

I strongly recommend that the entrance area to the estate is secured with gates, with access control so that only residents have access to the development. This is essential to deter crime and anti social behaviour. I also request that a condition that Secure By Design accreditation is achieved by the site.

If justification is required for these requests please contact myself for a full explanation.

OFFICER COMMENTS:

No updated comments have been received although it is noted that given the nature of these comments, they do remain valid.

TRANSPORT FOR LONDON (TFL) - (Updated comments on the revised 2019 scheme):

After assessing the case documents, TfL make the following comments on the application:

Car Parking

The application proposes a total of 96 car parking spaces, equating to a provision of 1.1 spaces per unit, which is an increase (in parking ratio terms) on the previous scheme. As was stated in TfL's previous comments, this provision is wholly unacceptable. Developments in outer London areas with a PTAL of 3 should provide car parking at a maximum of 0.75 spaces per dwelling to meet draft London Plan policy T6.1.

Whilst yet to be adopted, the draft London Plan has now been through full consultation and minor suggested changes have been made (which, incidentally made no changes to car parking standards) and therefore now holds significant weight in determining planning applications.

The Mayor's Transport Strategy (MTS) outlines ambitious mode share targets, with a primary aim of 80% of all journeys in London to be made on foot, by cycle or by public transport by 2041. In order to achieve this aim, maximum car parking standards in the London Plan should not be exceeded. The proposals as it stands, and indeed the previous submission, significantly undermine Mayoral targets as outlined above.

Regardless of the level of car parking which is ultimately agreed, all residential parking spaces must provide infrastructure for electric or Ultra Low Emission Vehicles to conform to draft London Plan policy T6.1.

A permit free condition should be secured on any consent, preventing future residents from obtaining a parking permit in the local CPZ.

Cycle Parking

A total of 182 long stay cycle parking spaces are proposed which is in conformity with draft London Plan policy T5 and is therefore welcomed. All cycle parking should be fit for purpose, covered, secure and well-located as well as being designed and laid out in accordance with the London Cycling Design Standards (LCDS). At least 5% of the spaces should be able to accommodate larger and adapted cycles in accordance with the LCDS. Cycle parking should be distributed evenly across the site to serve all residents in different areas of the site.

Trip Generation and Modal Split

Despite previous comments, the trip generation has been calculated using the TRAVL database, which is, as previously stated, no longer supported and does not reflect current trends in London. The most recent survey included in the assessment took place some 13 years ago, with some surveys dating back some 19 years.

It is noted that the applicant has since interrogated the TRICS database, however has included site from outside Greater London, which is not considered appropriate or comparable to the sites characteristics. In order for full and robust assessment, a trip generation and modal split assessment should be carried out using Greater London sites only from the TRICS database.

In conclusion, TfL maintains its objection to the amended application for the above reasons, particularly on car parking grounds. It is considered that the proposal as it stands significantly undermines Mayoral targets and draft London Plan policy.

OFFICER COMMENTS:

A revised transport statement has been submitted and in response to TFL's original comments and the surveys undertaken, the transport consultant had also provided an additional briefing note. These have all been reviewed by the councils highways engineer who has confirmed that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns. The comments are provided in full in the following section of the report.

THAMES WATER - (Comments received in October 2018):

Waste Comments

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

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

'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/Planning-your-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.

In regards to the revised scheme, January 2019 proposals, Thames Water confirmed they "have no comments to make on the amended documents."

HEATHROW AIRPORT LIMITED (October 2018 and February 2019 Comments):

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATS (October 2018 and February 2019 Comments):

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.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

MOD SAFEGUARDING - (February 2019 comments on revised scheme):

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 01/02/19. I write to provide an update to my letter dated the 3rd December 2018.

The applicant is seeking planning consent to erect 87 residential units within 2 storey blocks together with access, car

parking and communal and private amenity space. The application site occupies the statutory aerodrome any development height, technical and birdstrike safeguarding consultation zones surrounding RAF Northolt. It being approximately 1.29km from the centre of the main runway. This office previously commented on an application in 2016 planning reference 11891/APP/2016/3583. This application sought permission to erect a residential development between 7-8m high above ground level (AGL) in height and featured a stairwell and lift overrun measuring 11.5m agl in height. The MOD raised no objection to this development based on the heights provided.

A new application was received in October 2018 seeking planning permission for 109 residential units within 3 storey blocks 12m above ground level. The MOD objected to this on the 3rd December due to infringing the statutory safeguarding aerodrome height surface and impact on technical performance regarding the Precision Approach Radar.

The applicant has now submitted a new application for buildings at a reduced height of 9m above ground level, the proposed buildings also included roof mounted solar photo voltaic panels.

Aerodrome Safeguarding

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of transmitters/receivers' and navigational aids are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre. This development site sits beneath a piece of protected airspace called the take-off climb and transitional Obstacle Limitation Surface for RAF Northolt. The take-off climb and transitional surfaces need to be kept free from obstruction from tall structures to ensure that aircraft transiting to and from or circuiting the aerodrome can do so safely. This development at 9m AGL in height will infringe these surfaces, however in accordance with Regulatory Article 3512, the MOD note the new buildings will be shielded by existing environment. Therefore, we have no safeguarding concerns subject to the building being no higher than 9m above ground level.

Technical Safeguarding

The proposed development site is also within an area protecting the operation of the Precision Approach Radar (PAR) this radar surveys the eastern approach to the main runway at RAF Northolt and infringements cause degradation of the radar performance leading to loss of coverage. This development at 9m AGL in height is deemed acceptable, however thermal reflection from the proposed solar photo voltaic panels have the potential to degrade the performance of the radar.

Therefore, the MOD has concerns regarding the installation of solar photo voltaic panels and request they are removed

from the application due to their potential effect on the PAR. There are no concerns regarding birdstrike.

The MOD has no safeguarding concerns subject to:

- The buildings are no higher than 9m above ground level
- The solar photo voltaic panels are removed from the roof plans

Cranes

The MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of the PAR and air traffic safety. If the redevelopment of this site

does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures. The MOD would request that a condition such as the one below be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

In summary, subject to the above requirements being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

It is important that the conditions requested in this response are included in any permission granted. As per Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas, if Hillingdon Council decides to grant planning permission contrary to our advice then we must be notified 28 days prior to decision being made.

OFFICER COMMENTS:

These comments are duly noted and the specific requirements of the suggested condition have been incorporated within the proposed Construction Environmental Management Plan (CEMP) condition which covers all relevant matters.

Internal Consultees

WASTE - (February 2019 comments on revised scheme):

The bin storage for building B has a suitable capacity and is also suitable for the collection vehicle and crew to access. There should be a 50% ratio of containers for waste and recycling. The surface over which the containers will be pulled, should be smooth and free from steps or kerbs. A suitable latch or clasp should be fitted to allow the doors to be held open whilst the collection takes place. The path over which the bins will pass from bin store A to the collection vehicle should be a minimum of 2 metres wide without obstruction from parked cars or other permanent objects. The pathway must be smooth and free from steps or kerbs. The bin store door should allow a clearance of 150mm on either side of the bin when it is being pulled out for collection. A latch or clasp should be installed to hold the door open whilst the collection takes place. There should be a 50% ratio of containers for waste and recycling. BS5906:2005 states that residents should not have to carry their waste further than 30 metres horizontally from their property to the bin storage area. Several of the residences on the proposed plan would have to carry their waste in excess of 50 metres. If no additional storage areas are added, a plan detailing how assistance will be provided to residents who are unable to carry their waste over this distance should be submitted.

FLOOD AND DRAINAGE - (October 2018 comments on original scheme):

The proposals show they are maximising the available permeable paving within the site, and controlling flows to greenfield run of rates reducing flows off site by 80%. If this is what they wish to implement at detailed design stage there is no need for a pre-commencement condition. We can simply specify the implementation of this scheme.

However a management and maintenance plan is required to be provided with any s106 agreed. This should specify:

- i. Provide a plan of the drainage implemented on site, 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.
- ii. Provide a management and maintenance plan for each aspect.
- iii. Include details of Inspection regimes, performance specification, Operation standards (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.

PRINCIPAL DESIGN & CONSERVATION - (October 2018 comments on original scheme):

No objection. The applicant has worked closely with design officers to amend the scheme to an acceptable standard.

Materials and details will need to be condition in order to maintain the proposed quality of the scheme.

TREES & LANDSCAPE - (February 2019 comments on revised scheme):

This site was occupied by LBH buildings which have now been demolished and the site cleared.

There are a number of trees and outgrown / unmanaged conifer hedges primarily situated around the boundaries.

There are no TPO's or Conservation Area designations affecting the site. This application incorporates amendments which have been the subject of negotiation with the LPA which has resulted in improvements to the scheme.

Comment

This submission includes an ecology briefing note. The opportunities for ecological enhancement (section 6.0) should be incorporated within the landscape proposals. In my previous comments it was noted that one of the residual hedges, TG03, which is shown 'to be retained' on the east boundary should be removed. The hedge is too high and forms an unmanageable feature which is too close to the neighbouring Works building on The Runway. It will also block out light from the new residential properties and should be replaced with more suitable boundary planting. It is recommended that this hedge is removed from the masterplan, prior to approval of the application, to avoid an unnecessary condition.

Recommendation

No objection subject to the removal of the existing hedge, ref. TG03. Previous post-commencement conditions should include: RES4, RES9 (parts 1,2,3,4,5 and 6) and RES10.

OFFICER COMMENTS:

The agent was contacted and it was agreed that this could be addressed by way of condition.

HIGHWAYS - (February 2019 comments on revised scheme):

Site Characteristics & Background

The site is currently a redundant day centre site located at the end of a residential cul-de-sac (Bourne Court) off Station Approach (designated as a Classified road in the Council's hierarchy of roads) in South Ruislip. It is situated within easy reach of South Ruislip LU station and exhibits a PTAL rating of 3 which is considered as moderate but is not reflective of the 'real world' exemplary public transport provision which is exemplified by the proximity of the adjacent LU station located within 5 minutes walking distance and the generous local bus service provisions.

Bourne Court exhibits a Controlled Parking Zone (CPZ) operating Monday to Friday 9am to 5pm. Further afield, there is a mix of double/single yellow lines coupled with pay and display facilities operating for the same CPZ period encompassing a high proportion of the surrounding road network. This is mainly in place to remove commuter related parking by patrons of South Ruislip LU station.

Parking stress in the locality is generally high owing to the generated demands of local businesses.

The on-plot buildings are proposed for demolition with a replacement build that will consist of several blocks containing 87 residential flats consisting of 34x1, 45x2 & 8x3 bedroom units. As a consequence of four separate pre-application meetings undertaken earlier this year, the following parking provisions have been achieved via an iterative process resulting in 96 on-plot car parking spaces which would include 10 disabled compliant bays and 23 active & passive electric vehicle charging provisions (totalling 46).

The vehicular (two-way) and pedestrian access is to be taken from Bourne Court itself which is located directly off Station approach and facilitated access to the prior day centre use.

Parking Provisions

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

In order to comply with the maximum parking standard there is a requirement for 1.5 on-plot spaces per unit to be provided resulting in a total of 130 spaces. A quantum of 96 spaces is proposed which includes for 10 disabled compliant spaces with the majority of spaces arranged in a 'courtyard' surface level fashion. Although the provisions fall below the maximum standard, the proposed parking ratio to unit provision of near on 1:1 was considered acceptable at the pre-application stages and concurs with a comparable ratio accepted within the previous 2017 consented scheme (11891/APP/2016/3583) for 69 residential units with 71 car park spaces on the same site. A parking allocation planning condition will be required in order to ensure satisfactory parking provision for each unit in perpetuity.

Although it is noted that Transport for London have suggested a lower on-plot parking ratio, it is considered beneficial to apply the higher 1:1 ratio as it lessens the likelihood of untoward and injudicious parking displacement onto the public highway which would be to the detriment of established local residents and other users of the road network.

On the above premise, the proposed quantum is considered acceptable with the further recommendation of the site address being made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area and occupying the residential parking bays in the vicinity of the site during operational hours. This will assist in deterring excess car ownership/usage from within the site. This aspect would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990 (T&CPA 1990).

Electric Vehicle Charging Points (EVCP's)

The parking requirement for EVCP's in line with London Plan 2016 (LP 2016) standards for this C3 use would equate to 22 EVCPs for 'active provision' with a minimum of a further 22 spaces acting as 'passive' provision for future activation. The applicant has indicated a marginally higher provision of 23 spaces for each component in a suitably arranged manner which therefore conforms to the required standard.

Disabled Compliant Parking

In accord with the saved UDP standard - 10% of parking spaces should be disabled compliant. With the provision of 96 spaces this would equate to 10 spaces. This has been indicated by the applicant and suitably located in proximity of new building entrance/exit points.

Cycling Parking

In terms of cycle parking there would be a provision of 182 secure and accessible spaces in total for residents and visitors located throughout the site which is compliant with the 2016 London Plan. The provisions are located in proximity of the site entrance but a more widespread distribution of

provision would have been preferred - this being the accepted practice. However given the relatively constrained scale of the site envelope, it is considered that the proposed layout will adequately serve new occupiers.

Motorcycle/Scooter Parking

The Council's UDP saved policy standard requires that 1 motorcycle/scooter parking space per 20 parking spaces be provided for the residential element. In this case, 4-5 spaces would be a requirement. This has not been depicted within the submission and hence should be secured via planning condition by sensibly utilising redundant areas within the site envelope.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP policy considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

A London database of trip generation for different land uses (TRAVL) has been applied by the applicant in order to determine the likely traffic generated by the proposal.

It is anticipated that the proposal would clearly increase traffic generation from the site as compared to the previous day care and care home facility however peak period traffic movement into and out of the site is not expected to rise beyond 20-25 additional vehicle movements during the peak morning and evening hours. As a proportion of the traffic activity on the surrounding road network (namely Station Approach) this increase would equate to an approximate traffic increase of 1.5 - 2 % distributed over the peak hour. This estimation does not include for sustainable travel choices that some of the new occupiers may pursue given the relatively good 'real world' PTAL and the required Travel Plan that is discussed in a following sub-heading. The true traffic generation is therefore anticipated to reduce further.

Nevertheless the projected uplift is considered manageable in generation terms and therefore considered absorbable within the local road network without anticipated notable detriment to traffic congestion and road safety.

Internal Road Site Layout /Vehicle Access Provisions

The proposed internal parking and road layout arrangement should conform to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is a highway safety benefit derived from the provision of sufficient turning space within the site arrangement which would allow all vehicles using the site to enter and leave in a forward gear without hindrance resulting from an inadequate road layout design (or other obstructions such as parked vehicles) as this is the recommended practice on operational and highway safety grounds. This includes for delivery and refuse vehicles. In the case of the latter, waste collection distances between the bin store and the refuse vehicle should not exceed 10m in order to accord with the Council's waste collection standard.

It has been satisfactorily demonstrated that the all of above listed requirements have been secured within the submitted designs.

Access to the new roadway and the indicated parking spaces within the site envelope would be gained via a newly created/reopened aperture in Bourne Court. This is considered acceptable in principle however there is likely to be some public highway related work required where the site boundary marries with the adopted roadway in Bourne Court and such works would need to be secured via a s278 legal agreement under the Highways Act 1980 at the applicant's expense.

Travel Plan

For this scale of proposal a Travel Plan (TP) is required. This requirement conforms with Transport

for London's (TfL's) guidelines as it would address all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. Implementation, monitoring and management of the TP would be undertaken by an appointed travel plan co-ordinator (TPC) who would work in partnership with Hillingdon and TfL together with relevant stakeholders. The TP will therefore need to be secured via planning condition.

Construction Logistics Plan (CLP)

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

Conclusion

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, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

ACCESS - (November 2018 comments on original scheme):

In assessing this application, reference has been made to the 2016 London Plan and policy 3.8 (Housing Choice) contained within.

The supporting Design & Access Statement appears to quote and reference the standards and specifications, as opposed to explaining how Approved Document M and its technical specifications have been incorporated into the design. The following observations are therefore provided:

1. An accessible parking space, with a 1.2 m defined transfer area, should be provided for every M4 (3) dwelling. The bays should not be marked with the international wheelchair symbol, but all other specifications would need to be provided.
2. Paving materials, lighting and appropriate visual contrasts should accord with the specifications prescribed in BS 8300:2018.
3. The inclusion of a separate shower room and cloakroom within the M4(2) units should be redesigned to provide a bathroom capable of 1500 mm diameter turning circle (with the bath tub removed).

To ensure compliance with the Technical Housing Standards, an amendment to the scheme would likely be required in order to meet the prescribed standards for M4(2) and M4(3) category dwellings as per the policy requirement referred to above.

Particular attention should be paid to the entrance lobby arrangement within the flats, and to spatial requirements within the bedrooms, bathrooms and kitchen areas. The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

Conclusion: Any approval of this application should apply the following condition:

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

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

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

ENERGY & SUSTAINABILITY - (November 2018 and February 2019 comments on revised scheme):

Biodiversity

The submitted ecology report identifies the site has a low ecological value. There is no reason to dispute this. Consequently the proposals will not result in unacceptable ecological impacts. However, the NPPF seeks to achieve a net gain environmental performance and accordingly the following condition is required:

Condition

Prior to above ground works, a scheme including plans and planting schedules shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of the measures to enhance natural habitats; this must include a robust landscaping strategy which considers biodiversity value as well as the inclusion of features such as bird boxes across the site. The development must proceed in accordance with the approved details.

Reason

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

Energy

A revised Energy Assessment has been provided however this is no longer applicable as the proposed PV Panels have been prohibited by the MOD. Therefore it is recommended that a condition is imposed with reference to zero carbon (with a minimum of 35% reduction on site).

AIR QUALITY - (February 2019 comments on revised scheme):

It is noted that colleagues in highways have concluded that the proposal would involve an increase traffic generation from the site as compared to the previous day care and care home facility. However the peak period traffic movement into and out of the site is not expected to rise beyond 20-25 additional vehicle movements during the peak morning and evening hours. As a proportion of the traffic activity on the surrounding road network (namely Station Approach) this increase would equate to an approximate traffic increase of 1.5 - 2 % distributed over the peak hour. This estimation does not include for sustainable travel choices that some of the new occupiers may pursue given the relatively good 'real world' PTAL. The true traffic generation is therefore anticipated to reduce further.

The site is located within an Air Quality Management Area and therefore it is considered appropriate that air quality matters will be appropriately reviewed within the proposed Green Travel Plan which will be secured via the s106 legal agreement. Consequently subject to the Green Travel Plan, the scheme is considered acceptable.

ENVIRONMENTAL PROTECTION UNIT (EPU):

The application has no environmental assessments attached to it but looking at the details these can be covered by way of condition. Given that I do not have any objections and propose the following should you be mindful to grant this application:

Noise Assessment Condition:

Prior to commencement of the development, a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014.

Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Sound Insulation Condition:

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w} + C_{tr}$ [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.

CEMP Condition:

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.

Noise - plant/machinery Condition:

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will 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. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. 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.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is currently vacant following the demolition of the existing buildings. A previous planning application (Ref: 11891/APP/2014/91) for the residential redevelopment of the site was approved in August 2014 which included the demolition of all buildings on site and the erection of 49 residential units. This scheme was subsequently amended through the approval of a second planning application (Ref: 11891/APP/2016/3583) which increased the number of units to 69.

The principle of residential redevelopment is therefore already established through the granting of these planning applications in 2014 and 2017. On this basis, it is considered that the residential principle of the current proposal is therefore also acceptable.

7.02 Density of the proposed development

London Plan Policy 3.4 seeks to maximise the potential of sites, compatible with local context and design principles in Policy 7.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in the Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

The total area of the site is 0.73ha, with the site having a current PTAL of 2 within a suburban setting.

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

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

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

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

Not applicable. The site does not fall within a archaeological priority area, conservation area or area of special local character and there are no listed buildings within the vicinity.

7.04 Airport safeguarding

National Air Traffic Services (NATS) have been consulted and they have confirmed that the proposed development has been examined from a technical safeguarding aspect and does not conflict with their safeguarding criteria therefore they have no safeguarding objection to the proposal.

The MoD have also been consulted and confirmed they have no safeguarding concerns subject to: the buildings are no higher than 9m above ground level; and the solar photo

voltaic panels are removed from the roof plans.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

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, whilst Policy BE38 seeks the retention of topographical and landscape features of merit and provision of new planting and landscaping in development proposals.

Policy BE13 states that new 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.

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and Policy 7.6 seeks to promote high quality design and design-led change in key locations.

The proposal represents a new design approach which seeks to simplify and improve the built form and layout. The scheme will continue to provide a mixture of units with a courtyard providing a large green space at its heart. The scheme would be set into two main blocks with a central parking area allowing for an improved open appearance and visual outlook for those residents to the south (Canfield Drive) of the proposed scheme. One of the blocks would be set perpendicular to the road and by utilising an archway into the site creates a sense of both destination and entrance from Bourne Court.

The proposed design has sought to reflect features of surrounding buildings which would be in keeping with the character and appearance of surrounding properties. The materials are of high quality and consist of a simple pallet which will be finished in detailed brickwork to reflect the older stock London brick previously on site.

The surrounding area consists of buildings which vary in scale from single to three storey buildings. The proposed buildings have been designed to be in keeping with the height of the three storey flats within Bourne Court and to the north east along Station Approach. The original submission comprised of four storeys with a total height of 12 metres. However the top floor has now been removed and the revised scheme now has 3 storeys. Whilst this is the same as the extant planning permission the new design results in the overall proposed height being limited to just 9 metres, which is well below the previously approved scheme which had a maximum height of 11.5 metres. Therefore it is not considered that the overall height, scale and siting is such that the proposal would appear out of character with the surrounding area, or dominate the setting to an unacceptable degree that they would appear incongruous in their setting.

The original scheme was designed following detailed discussions and negotiations with the council, including the council's principal urban design and conservation officer, who has raised no objections. However the officer has requested that materials and details will need to be conditioned in order to maintain the proposed quality of the scheme. The revised scheme simply involves the removal of the top floor roof extension which was stepped in from the main brick finished building elevations and which was proposed to be finished in contrasting cladding. Therefore the proposed removal does not impact on the integrity of

the proposed building which remains unchanged in detail and appearance.

It is therefore considered that the proposed development would be in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.4 and 7.6 of the London Plan (2016)

7.08 Impact on neighbours

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

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The Council's Supplementary Planning Document (SPD) on Residential Layouts sets out more detailed guidance aimed at avoiding developments which are overdominant or which cause unacceptable levels of overlooking or overshadowing. The SPD states that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a distance of 21m should be retained in order to ensure there is no unacceptable overlooking. The guidance confirms that a 45 degree angle principle will be applied, taken from windows about ground floor level, when determining overlooking distances and when considering daylight and sunlight issues.

The proposed scheme retains a similar bulk and form to the extant planning permission however the revised design and scheme results in a reduction in the overall height of the built form, from 11.5 metres to 9 metres. The development would be located approximately 25m from the rear elevations of properties in Canfield Drive to the south. Given this separation distance it is not considered that the proposed development would appear unduly dominant or overbearing when viewed from these properties or result in any unacceptable levels of overlooking or overshadowing such that refusal could be justified. Furthermore the design and layout has been revised such that the new 'n' shaped layout would only have two book-ends facing Canfield Drive, leaving an increased open gap on the south-west boundary. These properties would now share the views of the open green courtyard at the centre of the proposed development, which results in an improved outlook for existing residents (when compared to the previous consented scheme).

The north east and north west of the site are commercial properties and given the nature of these sites, no objection is raised by virtue of loss of outlook to these properties. The current proposal retains a broadly similar bulk and form along these boundaries as the previously consented scheme and would result in a reduction in overall height. There will therefore be no additional impact on the properties along these boundaries. It is noted that members have also resolved to grant planning permission (61166/APP/2018/2418) for the redevelopment of St Martins House on The Runway (located to the north east of the site) into 9 residential units. The proposed St Martins House development would not have any habitable windows facing the application site and all non-habitable windows would be obscure glazed. In addition the proposed layout also allows for greater separation at ground floor with the introduction of the outdoor amenity areas for the ground floor family units and together with appropriate conditions to be imposed regarding landscaping and boundary treatment would ensure there would continue to be no adverse impact.

The proposed development would be located approximately 7m from the flank wall of

properties in Bourne Court however there are no principal windows in the side elevation of Bourne Court. The proposed scheme retains a similar bulk and form along this site boundary as the previously consented schemes. However the new layout ensures that the proposed building would sit 12m away from the gable ends of the existing properties on Bourne Court. Most importantly the overall height of the scheme has been reduced. In addition a screen of large trees is also proposed along this boundary that would assist in further minimising any impact on the adjacent properties. Accordingly, in light of the previous consents and the revised scheme which reduces the overall height by 2.5 metres to a maximum of 9 metres, it is not considered that refusal could now reasonably be justified on these grounds.

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

7.09 Living conditions for future occupiers

Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to safeguard the residential amenity of future and neighbouring occupants. The Council's Supplementary Planning Document (SPD) on Residential Layouts sets out more detailed guidance aimed at avoiding developments which would be detrimental to residential amenity.

EXTERNAL AMENITY SPACE:

The Council's SPD for Residential Layouts provides standards on the amount of external amenity space that should be provided with all new residential developments. The required amount is based on the number of units provided by the development and the amount of bedrooms that they provide. This is set out in para. 4.17 and is as follows:-

- 20 m² per 1 bedroom unit.
- 25 m² per 2 bedroom unit.
- 30 m² per 3 bedroom unit.

As such, the proposed development should provide at least 2,045 m² of usable external amenity space.

It is considered that the scheme provides an appropriate balance of external communal and private amenity space to ensure that the scheme provides suitable living conditions for future occupiers. External amenity space is provided in the form of private balconies and terraces for the units on the upper floors, private gardens for the ground floor units, and communal green amenity space for shared use.

The proposed scheme provides approximately 2,000 m² of both private and communal amenity space with the central communal garden which helps to serve as a green lung to the development and an improved outlook for residents. The central open space and courtyard is a significant improvement which enhances the environment for both future occupants and neighbouring residents. It is also noted that the family units at ground level would each have large private garden areas considerably larger than the minimum requirement. All balconies and private amenity spaces comply with the Mayor's Housing SPD minimum width and depth measurements of 1500mm.

Furthermore the Odyssey Business Park Fields is located approximately 110m to the north west. Therefore it is considered the overall provision of outdoor amenity space is

acceptable.

The proposed development therefore complies with Local Plan Policy BE23 in regards to amenity space provision for future occupants.

INTERNAL LAYOUT:

Policy 3.3 of the London Plan (2016) sets out minimum Gross Internal Area (GIA) standards for new dwellings. These figures are informed by DCLG's Technical Housing Standards - Nationally Described Space Standard (March 2015).

The minimum GIA for a two bedroom flat is set at 61 m² (based on occupancy by 3 people) or 70m² (based on occupancy by 4 people).

The minimum GIA for a three bedroom flat is 74 m² with this increasing to 86 m² assuming occupation by 4 and 5 people respectively.

The standards also set out minimum acceptable room sizes for single and double or twin bedrooms, confirming that at least 7.5 m² should be provided for the former and 11.5 m² should be provided for the latter.

The submitted plans confirm that minimum space standards are complied with for all flats.

All proposed bedrooms meet the minimum size requirements and some of the end units are dual aspect, allowing for high levels of natural light permeation. It is considered that all the proposed habitable rooms would have an adequate outlook and source of natural light, therefore complying with the Mayor of London's Housing Standards Minor Alterations to The London Plan (March 2016). The layout in the proposed scheme has been amended to maximise the benefit of the sun path by creating an open courtyard which will maximise on solar gain. In this way the courtyard would benefit from a considerable amount of daylight. The proposal is therefore acceptable in daylight and sunlight terms.

It is therefore considered that the proposed development satisfies Policy 3.3 of the London Plan.

Accordingly, the scheme meets current standards relating to internal floor space and Council guidelines relating to external amenity space. It is considered that the proposal would adequately serve the needs of future occupiers in accordance with current policies and guidance relating to residential amenity.

OVERLOOKING:

In regards to the future occupants of the proposed development it is noted that some of the proposed flats on the upper floors would have habitable facing windows which would be less than 21m, on the south elevation of Block A and its return eastern elevation, plus the south east corner of Block A and the north elevation of Block B.

In particular, it is considered the affected flats in Block A would be:

- First Floor: between unit nos. 25, 24, 23 and 26, 27;
- Second Floor: between units nos. 44, 43, 42 and 45, 46

On the south east corner of Block A and the north elevation of Block B are:

- First Floor: between unit nos. 22 (Block A) and 72 (Block B)

- Second Floor: between units nos. 41 (Block A) and 85 (Block B)

However subject to a condition securing the implementation of mitigation measures to include for example privacy screens and fins, officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal.

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 the proposed development 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.

This proposal involves an uplift from the most recent planning permission granted (11891/APP/2016/3583) of 40 residential units along with 35 car parking spaces.

In order to comply with the maximum parking standard there is a requirement for 1.5 on-plot spaces per unit to be provided resulting in a total of 130 spaces. A quantum of 96 spaces is proposed which includes for 10 disabled compliant spaces with the majority of spaces arranged in a 'courtyard' surface level fashion. Although the provisions fall below the maximum standard, the proposed parking ratio to unit provision of near on 1:1 was considered acceptable at the pre-application stages and concurs with a comparable ratio accepted within the previous 2017 consented scheme (11891/APP/2016/3583) for 69 residential units with 71 car park spaces on the same site. A parking allocation planning condition will be required in order to ensure satisfactory parking provision for each unit in perpetuity.

In terms of cycle parking there would be a provision of 182 secure and accessible spaces in total for residents and visitors located throughout the site which is compliant with the 2016 London Plan.

The proposal provides 10% of the parking spaces to be disabled compliant, equating to 10 spaces which is in accordance with adopted policy.

It is accepted that the proposal could result in a marginal increase in vehicle movements and trips on the existing network, however the projected uplift is considered manageable and could therefore be absorbed within the local road network without detriment to traffic congestion and road safety.

Bin stores are conveniently located for residents with a central store in each building. The refuse stores are located a convenient distance from the residential units they serve and an appropriate distance from the public highway to enable collection on waste days.

In addition subject to relevant conditions to ensure parking is adequately provided and managed, the Council's Highway Engineer has raised no objections. Therefore the scheme is considered acceptable and accords 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

DESIGN:

Issues relating to design are addressed in section 7.07 of this report. Notably, the principal Urban Design Officer has confirmed that there are no objections in design terms as the

applicant has worked closely with design officers to amend the scheme to an acceptable standard.

A condition requiring further details of materials and finishes would be attached should approval be granted.

ACCESS:

London Plan Policy 3.8(c) requires all new housing to be designed and constructed as accessible and adaptable. Development proposals should ensure, 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.

The proposal would be required to accord with the above via an appropriate condition and is therefore considered acceptable.

SECURITY:

Secured by Design is now covered by Part Q of the Building Regulations which the development will be required to accord with. A Secured by Design condition would be attached should approval be granted.

It is noted that comments have been received from the MET Police who have recommend that the entrance area to the estate is secured with gates, with access control so that only residents have access to the development. The applicant is aware of this matter and during discussion with the applicant it is understood that the final layout of the proposal would have to be agreed in order to discharge the appropriate conditions relating to landscaping. Therefore this matter would be included in the final layout and design, in agreement with the local planning authority and controlled by way of condition.

7.12 Disabled access

The proposed development is designed to be accessible and inclusive from the parking arrangements, throughout the common parts of the building and with proposed units both designed to be fully Wheelchair accessible and those which are adaptable.

The proposal confirms that 10% wheelchair accessible units will be provided in accordance with current regulations and that lifts will be provided to ensure all floors are fully accessible. Therefore no objections are raised subject to a suitable condition to ensure the development complies with relevant Building Regulations. Furthermore the Council's Access Officer has raised no objections to the proposal subject to the standard condition.

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part One seeks to ensure that 35% of all new units are delivered as Affordable Housing.

The Local Plan Part 1 and Planning Obligations SPD 2014 require 35% affordable housing on all sites of 0.5 hectares or capable of providing 10 dwelling or more with the affordable housing to be provided on site and in perpetuity. Off-site provision and payment in lieu will only be considered in defined exceptional circumstances, with off-site provision being preferred.

Under the last application which was approved (11891/APP/2016/3583) it was considered that a payment in lieu of £2.4m would improve the delivery of affordable housing and council stock within the borough if the commuted sum is ring fenced solely for the delivery of affordable housing, on sites such as Acol Crescent. For this reason the same principles

remain relevant under this current application.

The council is in a unique position as it owns a large portfolio of land and housing assets within the borough and is committed to investing in a Housing Development Programme that is delivering a range of homes to suit the needs of local residents.

This programme seeks to address priority need and includes supported housing for the elderly and those with learning disabilities, social rented homes that include larger 3 and 4 bedroom family houses and intermediate shared ownership housing to help people move into home ownership.

Unlike private developers the Council is in a unique position as it can pool together funding from a range of sources (eg, S106 receipts, Right to Buy Receipts and Housing Revenue Account funds) to develop housing more cost effectively and thereby maximising the number of affordable housing units that can be delivered.

In light of the special circumstances highlighted and the Council's ability to consider this in the context of a much larger borough wide delivery programme, this approach is not considered to be unreasonable in this instance. Provision of affordable housing through payment of a contribution of £2,681,000 would be secured by way of a S106 legal agreement, should planning permission be granted.

7.14 Trees, landscaping and Ecology

LANDSCAPING:

Policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

A Tree Survey, Arboricultural Method Statement (AMS) and Arboricultural Implication Assessment (AIA) has been prepared by Eight Associates to the British Standard 5837: 2012 'Trees in relation to design, demolition and construction' in support of this application. A plan of the trees to be retained and removed, as well as the Root Protection Areas (RPA) has been outlined on a separate plan submitted with this application (Figure 19).

The AIA states that of the fifteen individual trees and five groups of trees surveyed, six individual trees and three groups would be lost as a result of the proposed development. Three of the trees or group that would be lost are low value 'C' category specimens and six are moderate value 'B' category. No high value 'A' category trees are present. Eight trees have been classified as poor 'U' category which will need to be removed regardless of the proposed development table.

The Council's Tree and Landscape Officer has reviewed the scheme and has raised concerns regarding the retention of the tall cypress hedge along the east boundary of the site - opposite proposed unit 5 on the proposed Site Plan. It is considered that if the hedge is retained it will become a liability to the site. Therefore the officer has strongly recommended that this hedge (TG03) is removed as part of the layout proposal and a replacement (manageable) hedge should be provided together with appropriate tree planting along this boundary.

It has therefore been agreed that this can be controlled and implemented by way of an appropriate condition.

ECOLOGY:

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Whilst the site does not sit within an area identified as being of significant value to nature conservation, hedges and some trees would nevertheless be cleared to allow for the development. The site has also notably become overgrown with vegetation since it has become vacant and this would also need to be cleared. Accordingly, the development would result in the loss of some natural areas, which could be of some, albeit relatively limited, value to wildlife.

An Ecological Assessment of the site has been undertaken by CSA based on a desk survey and an extended Phase 1 habitat survey undertaken in August 2018. The assessment has identified confirmed and potential ecological constraints to residential development on the site.

The majority of the site is considered to be of negligible ecological importance and no overriding ecological constraints to the development have been identified. Some losses to trees will be required to facilitate the development and as such compensatory planting will be provided as part of the new development. Overall tree cover present at the site will be increased above the present situation.

The report concludes that measures are required to safeguard retained trees and nesting birds and to prevent the spread of invasive non-native plants during site preparation/construction works. Therefore in line with the previous consented scheme, a condition seeking ecological enhancements is therefore necessary. Accordingly it is considered that the scheme would not have an adverse impact on the areas ecology, in accordance with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Policy 5.16 'Waste Net Self Sufficiency' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the need to minimise waste and encourage recycling. This is supported by policy EM11 of the Local Plan Part 1 2012.

The layout plans have been designed in accordance with the above and indicate that refuse storage facilities will be provided in a number of stores within the site. In addition, the refuse strategy is based on a refuse vehicle being able to enter the site, turn, collect and leave in forward gear. Bin stores are conveniently located for residents with a central store in each building.

Therefore this is considered acceptable. A suitable condition would be required to ensure the stores would provide for an appropriate appearance and are located in a convenient location for use by residents and for refuse collection.

7.16 Renewable energy / Sustainability

The NPPF encourages local planning authorities to adopt proactive strategies to mitigate and adapt to climate change, paragraph 148 supports the move to a low carbon future and seeks to increase low carbon energy. Policy 5.2 of the London Plan 2016 states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be Lean: use less energy;
2. Be Clean: supply energy efficiently; and

3. Be Green: use renewable energy.

Policy 5.2 of the London Plan (2016) also seeks new residential development to be zero carbon from 2016 and as per building regulations requirements for non-domestic buildings. A detailed energy assessment is required to demonstrate how the targets for carbon dioxide emission reductions have been met within the framework of the energy hierarchy.

Policy 5.3 of the London Plan 2016 seeks sustainable design and construction and for proposals to demonstrate that sustainable design standards are integral to the development.

Policy BE1 of the Local Plan Part 1 (2012) requires all new development to improve and maintain the quality of the built environment to create successful and sustainable neighbourhoods. All new developments should achieve a satisfactory assessment rating in terms of the latest Building for Life Standards. Proposals should also maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants.

Policy 5.6 of the London Plan (2016) seeks to ensure that new development evaluates the potential for connections to Combined Heat and Power (CHP) systems and states that major development proposals should select energy systems in accordance with the following hierarchy:

1. Connection to existing heating or cooling networks;
2. Site-wide CHP network; and
3. Communal heating and cooling.

A detailed Sustainability Statement and Energy Report, prepared by Eight Associates has been prepared in support of the application, which advises that sustainable design principles have been integrated into the scheme from the outset through a holistic approach. This has been prepared in accordance with London Plan policies 5.2 to 5.21. In summary the scheme adopts the following features:

- Reduce the total carbon emissions by at least 49.4% over Building Regulations. PV panels will be installed within the development.
- Minimise embodied carbon through efficient design and the procurement of materials from a local source, or with a high-recycled content.
- Be of high build quality, surpassing the minimum Building Regulations for water use fittings.
- Ensure all materials are responsibly sourced and of low environmental impact.
- Implement a site waste management plan.
- Protect and enhance the ecological value where feasible.
- Promote sustainable transport, including access to public transport and the installation of cyclist storage and facilities.
- Follow best practice policies in terms of air, water and ground pollution and appoint a contractor who will register for the Considerate Constructors Scheme.

Since the submission of this report, the MOD have subsequently objected to the proposed use of PV Panels. Therefore the Energy Officer has advised that it would be prudent to impose a condition with reference to zero carbon, with a minimum of 35% reduction on site.

7.17 Flooding or Drainage Issues

Government guidance requires that consideration be given to flood risk in the planning process. The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in flood risk areas, it can be permitted provided it is made safe without increasing flood risk elsewhere.

The London Plan (2016) reiterates national policy guidance, and Policy 5.12 seeks to ensure development proposals comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical guidance on flood risk over the lifetime of the development.

London Plan Policy 5.2 (2016) sets out that development should address the issues of flood resilient design and emergency planning. Development should remain safe and operational under flood conditions and buildings should be designed for quick recovery following a flood. Policy 5.13 of the London Plan (2016) seeks to ensure that Sustainable Urban Drainage Systems are included in development proposals.

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it 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 Floods Officer has reviewed the submissions and the drainage strategy which is considered acceptable.

The proposals show they are maximising the available permeable paving within the site, and controlling flows to greenfield run of rates reducing flows off site by 80%. This will be specified in the implementation of this scheme.

However a management and maintenance plan is required to be provided with any s106 agreed. This should include/specify:

- i. Provide a plan of the drainage implemented on site, 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.
- ii. Provide a management and maintenance plan for each aspect.
- iii. Include details of Inspection regimes, performance specification, Operation standards (remediation and timescales for the resolving of issues where a PMC).
- iv. 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.

7.18 Noise or Air Quality Issues

NOISE:

Paragraph 180 of the NPPF (2018) states that planning decisions should avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the government's Noise Policy Statement for England (NPSE) of March 2010,

these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Local Plan (2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

It is not considered that the proposed development would give rise to unacceptable levels of noise over and above that which would be expected from any residential development. Officers when considering the previous approved schemes, raised no objections to the development subject to a condition to ensure an appropriate internal noise environment for future occupants.

The current proposal has been reviewed by the council's EPU and they have raised no objections to the proposal subject to conditions in order to mitigate any potential noise impacts. The suggested conditions relate to, noise assessment, sound insulation and plant/machinery noise levels. In addition the officer has also requested a Construction Environment Management Plan (CEMP).

Therefore subject to the imposition of these conditions, the proposal is considered acceptable and in accordance with adopted policies.

AIR QUALITY:

The NPPF, requires that "the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability."

London Plan (2016) Policy 7.14 (Improving Air Quality) states that development proposals should:

- Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the Greater London Authority and London Councils;
- Where biomass boilers are included, set out a detailed air quality assessment that should forecast pollutant concentrations. Permission should only be granted if no adverse impacts from biomass are identified; and
- Aim to be 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as AQMAs).

Local Plan: Part 1 (2012), strategic objective SO11 aims to: "address the impacts of climate change, and minimise emissions of carbon and local air quality pollution from new development and transport." and Policy BE1 (Saved UDP Policy 2012) states that "The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should, maximise the opportunities for all new homes to contribute to tackling and adapting climate change and reducing emissions of local air quality pollutants.'

Policy EM1 of Local Plan: Part 1 (November 2012) also requires that areas with high

carbon emissions should be targeted for additional carbon reductions through low carbon strategies. Policy EM8 of Local Plan: Part 1 (November 2012) requires conformity with air quality management area policies.

The scheme has been reviewed by the council's specialist officer who has concluded, the air quality impacts are not considered sufficient to warrant a refusal; however given the site is within an Air Quality Management Area, the proposal should provide continued betterment throughout the operational period and measures are still required to ensure air quality impacts are reduced as much as possible. Therefore it is considered appropriate that air quality matters should be appropriately reviewed within the proposed Green Travel Plan which will be secured via the s106 legal agreement. Consequently subject to the Green Travel Plan, the scheme is considered acceptable.

7.19 Comments on Public Consultations

Please see 'External Consultees' section of this report for consideration of comments from the public.

Whilst it is accepted there has been objections to the proposal including the petition, the proposal has been assessed in detail and highlighted within the relevant sections of this report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

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

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

. Highways: S278/S38 agreement to secure highway works.

. Affordable Housing in-lieu Payment & Viability: The recent viability work undertaken in October 2017, as part of the approved scheme remains valid. The pro-rata approach applied to the overage payment, is an acceptable method of extrapolating the recently viability tested Affordable Housing in-lieu payment to require this development to provide

£2,681,000.

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

. Green Travel Plan: Prior to occupation a full Green Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.

. Parking Permits: The residents of this development not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

. Flood & Drainage Management and Maintenance Plan. This should specify:

a. Provide a plan of the drainage implemented on site, 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.

b. Provide a management and maintenance plan for each aspect.

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

d. 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.

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

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

The Council adopted a Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace.

In addition, on the 1st April 2012 the Mayoral Community Structure Levy came into force. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

Therefore the Hillingdon & Mayoral CIL Charges for the proposed development are currently calculated as follows:

Hillingdon CIL = £719,160.42

London Mayoral MCIL = £281,587.71

Total = £1,000,748.13

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATION:

Whilst the Council's Environmental Protection Unit have not provided any contamination specific comments on this application it is noted that conditions in this respect were requested at the time of the 2014 and 2017 application and attached to the respective consents.

There has been no change in circumstance or change to planning policy since that time which would deem these no longer relevant. Accordingly, for reasons of consistency and to safeguard future occupants, it is recommended that those same conditions are attached again in this instance, should approval be granted.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected

characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

Planning permission (ref: 11891/APP/2016/3583) was granted on 14/11/2017 for the redevelopment of the site to provide 69 residential units with associated car parking and amenity space. The current proposal represents an uplift in the number of proposed units and respective car parking spaces through a new design approach simplifying and improving the built form and layout compared with the extant approved scheme, which has also been subsequently refined through a series of amendments in response to officer comments.

The scheme will comprise a mixture of 1, 2 and 3-bedroom units all with well-designed and integrated private amenity built around a courtyard with a large green space at its heart. The scheme would be set into two main blocks with a central parking area allowing for an improved open appearance and visual outlook for those residents to the south (Canfield Drive) of the proposed scheme. In addition the proposed scheme now results in reduction in the overall height of the proposed built form and would be no greater than 9 metres.

Although there has been local objections and a petition raised against the proposal, there are no objections to the principle of the development, which it is considered would achieve an acceptable appearance within the street scene, provide a suitable landscape setting, appropriate living conditions for future occupiers and have no undue or unacceptable impacts on the amenity of nearby residential occupiers.

Subject to conditions and planning obligations the development would be acceptable in all other regards and is recommended for approval.

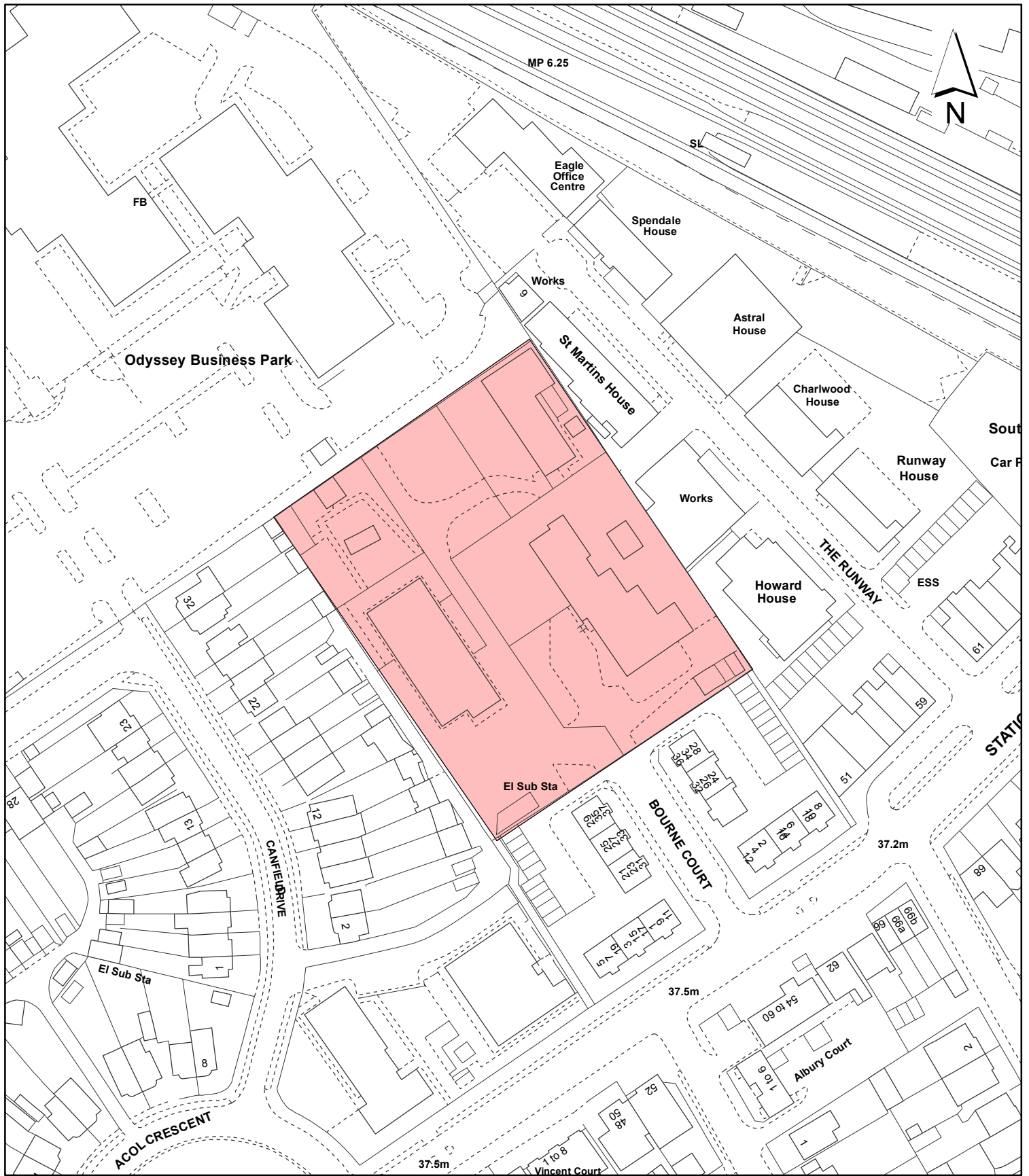
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2016)
National Planning Policy Framework (NPPF) (2018)
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations
Draft London Plan (November 2017)
Planning Practice Guidance (online)
Draft Hillingdon Local Plan: Part 2 (Proposed Modification 2018)
Draft Hillingdon Site Allocations and Designations (Proposed Modification 2018)
London Plan SPG: Affordable Housing & Viability (August 2017)
London Plan SPG: Housing (March 2016)
London Plan SPG: Social Infrastructure (May 2015)
London Plan SPG: Crossrail Funding (March 2016)
London Plan SPG: Accessible London: Achieving an Inclusive Environment (October 2014)
London Plan SPG: The control of dust and emissions during construction and demolition (July 2014)
London Plan SPG: Town Centres (July 2014)
London Plan SPG: Use of planning obligations in the funding of Crossrail, and the Mayoral
London Plan SPG: Community Infrastructure Levy (April 2013)
London Plan SPG: Land for Industry and Transport (September 2012)
London Plan SPG: Play and Informal Recreation (September 2012)
London Plan SPG: Planning for Equality and Diversity in London (October 2007)
Draft National Policy Statement for Water Resources (November 2017)

Contact Officer: Hardeep Ryatt

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Bourne Court Site
 Bourne Court
 Ruislip**

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

Planning Application Ref:

11891/APP/2018/3414

Scale:

1:1,250

Planning Committee:

Major Page 63

Date:

April 2019



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

- Address** CHAILEY INDUSTRIAL ESTATE PUMP LANE HAYES
- Development:** Redevelopment of the site to provide three buildings ranging from 2 to 11 storeys in height delivering 333 residential units and 710 sq.m of ground floor commercial floorspace (Use Classes A1, A2, A3, B1, D1 or D2), including the provision of private and communal amenity areas, child play space, car parking, secure cycle parking, refuse storage areas and other associated development.
- LBH Ref Nos:** 2102/APP/2018/4231
- Drawing Nos:**
- TC70P02 Rev 1A - Proposed Second Floor Plan Block C
 - TC70P01 Rev 1A - Proposed First Floor Plan Block C
 - TC70P00 Rev 1A - Proposed Ground Floor Plan Block C
 - TC70P05 Rev 1A - Proposed Fifth Floor Plan Block C
 - TC70P04 Rev 1A - Proposed Fourth Floor Plan Block C
 - TC70P03 Rev 1A - Proposed Third Floor Plan Block C
 - TD70P04 Rev 1A - Proposed Fourth Floor Plan Block D.
 - TD70P05 Rev 1A - Proposed Fifth Floor Plan Block D
 - TD70P06 Rev 1A - Proposed Sixth Floor Plan Block D
 - TD70P00 Rev 1A - Proposed Ground Floor Plan Block D
 - TD70P03 Rev 1A - Proposed Third Floor Plan Block D
 - TD70P02 Rev 1A - Proposed Second Floor Plan Block D
 - TD70P01 Rev 1A - Proposed First Floor Plan Block D
 - TE70P02 Rev 1A - Proposed Second Floor Plan Block E.
 - TE70P03 Rev 1A - Proposed Third Floor Plan Block E
 - TE70P04 Rev 1A - Proposed Fourth Floor Plan Block E
 - TE70P00 Rev 1A - Proposed Ground Floor Plan Block E
 - TE70P01 Rev 1A - Proposed First Floor Plan Block E
 - TE70P05 Rev 1A - Proposed Fifth Floor Plan Block E
 - TE70P06 Rev 1A - Proposed Sixth Floor Plan Block E
 - TF70P04 Rev 1A - Proposed Fourth Floor Plan Block F
 - TF70P02 Rev 1A - Proposed Second Floor Plan Block F.
 - TF70P03 Rev 1A - Proposed Third Floor Plan Block F
 - TF70P05 Rev 1A - Proposed Fifth Floor Plan Block F
 - TF70P06 Rev 1A - Proposed Sixth Floor Plan Block F.
 - TF70P07 Rev 1A - Proposed Seventh Floor Plan Block F
 - TF70P01 Rev 1A - Proposed First Floor Plan Block F
 - TF70P00 Rev 1A - Proposed Ground Floor Plan Block F
 - TG70P02 Rev 1A - Proposed Second Floor Plan Block G
 - TG70P03 Rev 1A - Proposed Third Floor Plan Block G
 - TG70P05 Rev 1A - Proposed Fifth Floor Plan Block G
 - TG70P04 Rev 1A - Proposed Fourth Floor Plan Block G
 - TG70P01 Rev 1A - Proposed First Floor Plan Block G
 - TG70P07 Rev 1A - Proposed Seventh Floor Plan Block G
 - TG70P10 Rev 1A - Proposed Tenth Floor Plan Block G
 - TG70P06 Rev 1A - Proposed Sixth Floor Plan Block G
 - TG70P00 Rev 1A - Proposed Ground Floor Plan Block G
 - TG70P08 Rev 1A - Proposed Eighth + Ninth Floor Plan Block
 - THJ70P02 Rev 1A - Proposed Second Floor Plan Blocks H-J.

THJ70P05 Rev 1A - Proposed Fifth Floor Plan Blocks H-J
 THJ70P01 Rev 1A - Proposed First Floor Plan Blocks H-J
 THJ70P04 Rev 1A - Proposed Fourth Floor Plan Blocks H-J
 THJ70P03 Rev 1A - Proposed Third Floor Plan Blocks H-J
 THJ70P00 Rev 1A - Proposed Ground Floor Plan Blocks H-J
 T20E02 Rev 1A - Elevation Sheet 2
 T20E21 Rev 1A - Elevation Sheet 1
 T20E23 Rev 1A - Elevation Sheet 3
 T20E05 Rev 1A - Elevation Sheet 5
 T20E25 Rev 1A - Elevation Sheet 5
 T20E03 Rev 1A - Elevation Sheet 3
 T20E22 Rev 1A - Elevation Sheet 2
 T20E26 Rev 1A - Elevation Sheet 6
 T20E24 Rev 1A - Elevation Sheet 4
 T20E01 Rev 1A - Elevation Sheet 1
 T20E06 Rev 1A - Elevation Sheet 6
 T20E04 Rev 1A - Elevation Sheet 4
 T20S01 Rev 1A - Proposed Massing Sections I
 T20S02 Rev 1A - Proposed Massing Sections LK
 T20S03 Rev 1A - Proposed Massing Section J
 T20S04 Rev 1A - Proposed Massing Sections ABC
 T20S00 Rev 1A - Proposed Massing Sections GH
 T20S05 Rev 1A - Proposed Massing Sections CDF
 T20S04 Rev 1A - Proposed Massing Sections ABC(1)
 T20S03 Rev 1A - Proposed Massing Section J(1)
 T20S01 Rev 1A - Proposed Massing Sections I(1)
 T20S00 Rev 1A - Proposed Massing Sections GH(1)
 T20S02 Rev 1A - Proposed Massing Sections LK(1)
 T20S05 Rev 1A - Proposed Massing Sections CDF(1)
 T21D03 Rev 1A - Bay Elevation Detail Study 3
 T21D01 Rev 1A - Bay Elevation Detail Study 1
 T21D05 Rev 1A - Bay Elevation Detail Study 5
 T21D04 Rev 1A - Bay Elevation Detail Study 4
 T21D02 Rev 1A - Bay Elevation Detail Study 2
 T70D14 Rev 1A - Flat type 14
 T70D04 Rev 1A - Flat type 04
 T70D13 Rev 1A - Flat type 13
 T70D07 Rev 1A - Flat type 07
 T70D16 Rev 1A - Flat type 16
 T70D22 Rev 1A - Flat type 22
 T70D23 Rev 1A - Flat type 23
 T70D37 Rev 1A - Flat type 37
 T70D65 Rev 1A - Flat type 65
 T70D71 Rev 1A - Flat type 71
 T70D69 Rev 1A - Flat type 69
 T70D74 Rev 1A - Flat type 74
 T70D76 Rev 1A - Flat type 76
 Chailey Industrial Estate - Boundary Treatment Pla
 Chailey Industrial Estate - Daylight + Sunlight Nc
 181130 - 6083 -Chailey Industrial Estate - DAS - F

181130 - 6083 -Chailey Industrial Estate - DAS - F
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 181130 - 6083 -Chailey Industrial Estate - DAS - F
 181130 - 6083 -Chailey Industrial Estate - DAS - F
 181130 - 6083 -Chailey Industrial Estate - DAS - F
 T10P00 - Existing Site Floor Plan.
 T10E01 - Existing Elevation Sheet 1
 T10E03 - Existing Elevation Sheet 3
 T10E06 - Existing Elevation Sheet 6
 T10E02 - Existing Elevation Sheet 2
 T10E05 - Existing Elevation Sheet 5
 T10E04 - Existing Elevation Sheet 4
 T20P03 Rev 1A - Proposed Third Floor Plan
 T20P07 Rev 1A - Proposed Seventh Floor Plan.
 T20P04 Rev 1A - Proposed Fourth Floor Plan
 T20P10 Rev 1A - Proposed Tenth Floor Plan
 T20P02 Rev 1A - Proposed Second Floor Plan
 T20P06 Rev 1A - Proposed Sixth Floor Plan
 T20P05 Rev 1A - Proposed Fifth Floor Plan.
 T20P01 Rev 1A - Proposed First Floor Plan-Podium Level
 TA70P02 Rev 1A - Proposed Second Floor Plan Block A
 TA70P01 Rev 1A - Proposed First Floor Plan Block A
 TA70P03 Rev 1A - Proposed Third Floor Plan Block A
 TA70P04 Rev 1A - Proposed Fourth Floor Plan Block A
 TA70P00 Rev 1A - Proposed Ground Floor Plan Block A
 TB70P02 Rev 1A - Proposed Second Floor Plan Block B
 TB70P03 Rev 1A - Proposed Third Floor Plan Block B
 TB70P00 Rev 1A - Proposed Ground Floor Plan Block B
 TB70P01 Rev 1A - Proposed First Floor Plan Block B
 Chailey Industrial Estate - Location Plan
 T20P08 Rev 1A Proposed Eighth and Ninth Floor Plan
 Air Quality Assessment Comments
 Air Quality Neutral Assessment
 T20P00 Rev 1B

Date Plans Received:	04/12/2018	Date(s) of Amendment(s):	20/03/2019
Date Application Valid:	11/12/2018		04/12/2018
			20/02/2019

1. SUMMARY

The application proposes the mixed use redevelopment of Chailey Industrial Estate to provide three buildings ranging from 2 to 11 storeys in height delivering 333 residential units and 710 sq.m of ground floor commercial floorspace (Use Classes A1, A2, A3, B1, D1 or D2), including the provision of private and communal amenity areas, child play space, car parking, secure cycle parking, refuse storage areas and other associated development.

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. Pedestrian and Cycle improvements contribution of £250,000**
- 3. Grand Union Canal Quiet Way contribution of £50,000**
- 4. Healthy Streets contribution of £25,000**
- 5. Local Bus Services contribution of £25,000 each year for three years**
- 6. Carbon off-set contribution of £385,200**
- 7. Residential Travel Plan plus £20,000 bond**
- 8. Commercial Travel Plan plus £20,000 bond**
- 9. Car Club provision of two spaces**
- 10. Parking permits restriction for future occupiers**
- 11. 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**
- 12. Highway Works: S278/S38 for required Highways Works**
- 13. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/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 4th August 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, travel plan, external amenity, construction training and highway works). The proposal therefore conflicts with Policies R17, AM2 and AM7 contained with the adopted Hillingdon Local Plan Saved Policies

(November 2012) and Policies 3.12 and 5.2 of the London Plan (2016).'

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:

T95P00 Rev 1A - Location Plan
T20P00 Rev 1B - Proposed Ground Floor Plan
T20P01 Rev 1A - First Floor Plan - Podium Level
T20P02 Rev 1A - Second Floor Plan
T20P03 Rev 1A - Third Floor Plan
T20P04 Rev 1A - Fourth Floor Plan
T20P05 Rev 1A - Fifth Floor Plan
T20P06 Rev 1A - Sixth Floor Plan
T20P07 Rev 1A - Seventh Floor Plan
T20P08 Rev 1A - Eighth and Ninth Floor Plans
T20P10 Rev 1A - Tenth Floor Plan
T20E01 Rev 1A - Elevation Sheet 1
T20E02 Rev 1A - Elevation Sheet 2
T20E03 Rev 1A - Elevation Sheet 3
T20E04 Rev 1A - Elevation Sheet 4
T20E05 Rev 1A - Elevation Sheet 5
T20E06 Rev 1A - Elevation Sheet 6
T20E21 Rev 1A - Elevation Sheet 1
T20E22 Rev 1A - Elevation Sheet 2
T20E23 Rev 1A - Elevation Sheet 3
T20E24 Rev 1A - Elevation Sheet 4
T20E25 Rev 1A - Elevation Sheet 5
T20E26 Rev 1A - Elevation Sheet 6
T20S00 Rev 1A - Proposed Massing Sections GH
T20S01 Rev 1A - Proposed Massing Sections I
T20S02 Rev 1A - Proposed Massing Sections LK
T20S03 Rev 1A - Proposed Massing Section J
T20S04 Rev 1A - Proposed Massing Sections ABC
T20S05 Rev 1A - Proposed Massing Sections CDF
T21D01 Rev 1A - Bay Elevation Detail Study 1
T21D02 Rev 1A - Bay Elevation Detail Study 2
T21D03 Rev 1A - Bay Elevation Detail Study 3
T21D04 Rev 1A - Bay Elevation Detail Study 4
T21D05 Rev 1A - Bay Elevation Detail Study 5
T70D04 Rev 1A - Flat Type 04, 1B2P
T70D07 Rev 1A - Flat Type 07, 2B4P
T70D13 Rev 1A - Flat Type 13, 1B2P
T70D14 Rev 1A - Flat Type 14, 2B3P
T70D16 Rev 1A - Flat Type 16, 1B2P

T70D22 Rev 1A - Flat Type 22, 2B3P
T70D23 Rev 1A - Flat Type 23, 1B2P
T70D37 Rev 1A - Flat Type 37, 2B3P
T70D65 Rev 1A - Flat Type 65, 1B2P
T70D69 Rev 1A - Flat Type 69, 2B3P
T70D71 Rev 1A - Flat Type 71, 1B2P
T70D74 Rev 1A - Flat Type 74, 2B3P
T70D76 Rev 1A - Flat Type 76, 1B2P
TA70P00 Rev 1A - Proposed Ground Floor Plan, Block A
TA70P01 Rev 1A - Proposed First Floor Plan, Block A
TA70P02 Rev 1A - Proposed Second Floor Plan, Block A
TA70P03 Rev 1A - Proposed Third Floor Plan, Block A
TA70P04 Rev 1A - Proposed Fourth Floor Plan, Block A
TB70P00 Rev 1A - Proposed Ground Floor Plan, Block B
TB70P01 Rev 1A - Proposed First Floor Plan, Block B
TB70P02 Rev 1A - Proposed Second Floor Plan, Block B
TB70P03 Rev 1A - Proposed Third Floor Plan, Block B
TC70P00 Rev 1A - Proposed Ground Floor Plan, Block C
TC70P01 Rev 1A - Proposed First Floor Plan, Block C
TC70P02 Rev 1A - Proposed Second Floor Plan, Block C
TC70P03 Rev 1A - Proposed Third Floor Plan, Block C
TC70P04 Rev 1A - Proposed Fourth Floor Plan, Block C
TC70P05 Rev 1A - Proposed Fifth Floor Plan, Block C
TD70P00 Rev 1A - Proposed Ground Floor Plan, Block D
TD70P01 Rev 1A - Proposed First Floor Plan, Block D
TD70P02 Rev 1A - Proposed Second Floor Plan, Block D
TD70P03 Rev 1A - Proposed Third Floor Plan, Block D
TD70P04 Rev 1A - Proposed Fourth Floor Plan, Block D
TD70P05 Rev 1A - Proposed Fifth Floor Plan, Block D
TD70P06 Rev 1A - Proposed Sixth Floor Plan, Block D
TE70P00 Rev 1A - Proposed Ground Floor Plan, Block E
TE70P01 Rev 1A - Proposed First Floor Plan, Block E
TE70P02 Rev 1A - Proposed Second Floor Plan, Block E
TE70P03 Rev 1A - Proposed Third Floor Plan, Block E
TE70P04 Rev 1A - Proposed Fourth Floor Plan, Block E
TE70P05 Rev 1A - Proposed Fifth Floor Plan, Block E
TE70P06 Rev 1A - Proposed Sixth Floor Plan, Block E
TF70P00 Rev 1A - Proposed Ground Floor Plan, Block F
TF70P01 Rev 1A - Proposed First Floor Plan, Block F
TF70P02 Rev 1A - Proposed Second Floor Plan, Block F
TF70P03 Rev 1A - Proposed Third Floor Plan, Block F
TF70P04 Rev 1A - Proposed Fourth Floor Plan, Block F
TF70P05 Rev 1A - Proposed Fifth Floor Plan, Block F
TF70P06 Rev 1A - Proposed Sixth Floor Plan, Block F
TF70P07 Rev 1A - Proposed Seventh Floor Plan, Block F
TG70P00 Rev 1A - Proposed Ground Floor Plan, Block G
TG70P01 Rev 1A - Proposed First Floor Plan, Block G
TG70P02 Rev 1A - Proposed Second Floor Plan, Block G
TG70P03 Rev 1A - Proposed Third Floor Plan, Block G
TG70P04 Rev 1A - Proposed Fourth Floor Plan, Block G
TG70P05 Rev 1A - Proposed Fifth Floor Plan, Block G
TG70P06 Rev 1A - Proposed Sixth Floor Plan, Block G
TG70P07 Rev 1A - Proposed Seventh Floor Plan, Block G

TG70P08 Rev 1A - Proposed Eighth & Ninth Floor Plan , Block G
TG70P10 Rev 1A - Proposed Tenth Floor Plan, Block G
THJ70P00 Rev 1A - Proposed Ground Floor Plan, Block H-J-Affordable
THJ70P01 Rev 1A - Proposed First Floor Plan, Block H-J
THJ70P02 Rev 1A - Proposed Second Floor Plan, Block H-J-Affordable
THJ70P03 Rev 1A - Proposed Third Floor Plan, Block H-J
THJ70P04 Rev 1A - Proposed Fourth Floor Plan, Block H-J
THJ70P05 Rev 1A - Proposed Fifth Floor Plan, Block H-J
C0075 L100 - Ground Floor Landscape General Arrangement
C0075 L101 - First Floor Landscape General Arrangement
C0075 L102 - Ground Floor Coloured Masterplan
C0075 L103 - First Floor Coloured Masterplan
9938-KC-XX-YTREE-TCP01Rev0 - Tree Constraints 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:

Design and Access Statement

Noise Impact Assessment (November 2018)

Daylight, Sunlight and Overshadowing Report (November 2018)

Archaeological Desk Based Assessment (January 2018)

Desk Study and Ground Investigation (November 2018)

Heritage Impact Assessment (November 2018)

Planning Statement (November 2018)

Sustainability Statement (November 2018)

Verified Views (November 2018)

Wind Microclimate (November 2018)

Affordable Housing Statement (December 2018)

Air Quality Assessment (November 2018)

Low Emissions Strategy (November 2018)

Ecological Appraisal (November 2018)

Energy Statement (November 2018)

Flood Risk Assessment (November 2018)

Transport Assessment (April 2018)

Tree Survey (January 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 COM7 Materials (Submission)

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

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

REASON

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

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

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts (including 3 commercial parking spaces, 204 residential parking spaces, 2 car club parking spaces and demonstration that 41 car parking spaces (20%) are served by active electrical charging points, 112 car parking spaces (54% as proposed) are served by passive electrical charging points, 34 accessible car parking spaces, 10 motorcycle spaces and 557 cycle spaces)
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

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

REASON

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

6 COM6 Levels

Prior to above ground works, plans of the site showing the existing and proposed ground

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

REASON

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

7 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).

8 COM20 Air extraction system noise and odour

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

REASON

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

9 NONSC External Plant Noise Level

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA 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 Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Internal Noise Level

The noise level in habitable residential rooms at the development hereby approved shall meet the internal noise standard specified in BS8233:2014.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC External Amenity Area Noise Level

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

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Sound Insulation

The approved development shall have 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 occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 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).

14 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of commercial vehicles, including the collection of waste from the site outside of the hours of:-

0700 and 2300 hours, Monday to Saturday, and
09:00 and 18:00 hours on 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 NONSC Non Standard Condition

The commercial units hereby approved, shall not be used as a religious or any other associated cultural facility or banqueting hall, health centre or day nursery unless approved in writing by the Local Planning Authority. Furthermore no units shall be amalgamated or subdivided without approval in writing by the local planning authority.

REASON

To prevent local highway impact in accordance with Policy R9 of the Local Plan: Part Two (November 2012).

16 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).

17 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).

18 NONSC Architectural Solution/Privacy 1

Notwithstanding the submitted details, no development shall take place above ground level until details of an architectural solution (such as oriel windows) for the bedroom windows in the northern elevation of Block H that face towards the southern elevation of Block G to protect future resident's privacy 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 shall be retained as such.

REASON

To ensure that the development provides an acceptable level of residential privacy in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Architectural Solution/Privacy 2

Notwithstanding the submitted details, no development shall take place above ground level until details of an architectural solution (such as privacy screening) for the access stair to the southern part of the parking podium for Blocks A and B to protect existing resident's privacy 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 shall be retained as such.

REASON

To ensure that the development provides an acceptable level of residential privacy in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC Podium Privacy Solution

Notwithstanding the submitted details, no development shall take place above ground level until full details of the proposed landscaping and/or architectural solution for the podium area to the rear of Blocks A and B to protect existing resident's privacy on Little Road 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 shall be retained as such.

REASON

To ensure that the development provides an acceptable level of residential privacy in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

21 COM31 Secured by Design

The buildings and all car park areas 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.

22 NONSC Low and Zero Carbon Technology

Prior to above ground works, full details of the low and zero carbon technology shall be submitted to and approved in writing by the Local Planning Authority. The details following requirements must demonstrate compliance with the reductions set out in the Energy Assessment (ref LEC 3009/R01_2 Low Energy Consultancy Ltd, 29 November 2018).

- 1 - Details of the CHP should also include the heat network, the plant type and its location. Full details of the fuel inputs and energy outputs shall also be presented.
- 2 - Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included.

The development must proceed in accordance with the approved plans.

REASON

To ensure the proposals contribute to a reduction in CO2 in accordance with London Plan (2016) Policy 5.2.

23 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).

24 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).

25 NONSC Crane Operation Plan

Prior to the commencement of development, full details of a "Crane Operation Plan" shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (NATS) and BAA Safeguarding. Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON

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

26 NONSC Bird Hazard Management Plan

Prior to commencement of works above damp proof course level a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to 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).

27 NONSC Piling

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

REASON

To prevent any detrimental impact on local underground sewerage utility infrastructure and/or contamination of controlled waters from existing land mobilised by the building work and new development in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

28 NONSC Written Scheme of Investigation

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

29 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).

30 NONSC Parking Allocation Plan

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).

31 NONSC Traffic Arrangements

Development shall not begin (excluding demolition and site clearance) until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016)

32 NONSC Emergency Access

The development shall not be occupied until details of access arrangements for emergency vehicles from Chalfont Road into the site, 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.

REASON

To ensure that the development provides acceptable access arrangements for emergency vehicles in accordance with Policy 7.2 of the London Plan (2016).

33 NONSC No Roof Gardens

Access to the flat roof areas not within private balconies or terraces hereby approved shall be for maintenance or emergency purposes only and the flat roofs shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

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

34 NONSC Servicing and Refuse Collection Strategy

Prior to occupation of the development, a Servicing and Refuse Collection Strategy shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, servicing and collection shall be carried out as agreed within this approved plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with policies AM2, AM7 and AM14 of the Hillingdon

Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 6.3 of the London Plan (2016).

35 NONSC Homezone

Before the development hereby approved is occupied, a Homezone Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The detailed plan shall demonstrate how the proposed Home Zone:

- a. successfully alerts motorists, cyclists and pedestrians to the shared surface environment;
- b. achieves clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
- c. rationalises use of bollards and similar obstacles;
- d. defines car spaces to ensure vehicles are parked only in designated places;
- e. introduces measures that force slow vehicle movement;
- f. would be legible to aid navigation; it should be possible to easily differentiate one area of the development from another.

Details of a drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided or justification as to why no part of the development can include a drop-off point.

REASON

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

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

The development hereby approved shall ensure that 10% (34) of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling (including 9 of the affordable housing units) with a floor plan at no less than 1:100 submitted for each of the different M4(3) units and agreed in writing by the Local Planning Authority. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type. 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.

37 NONSC Accessible Play Equipment

Prior to occupation of the development, details in respect of the play equipment accessible to disabled children, including those with a sensory impairment, or complex multiple disabilities, shall be submitted and approved in writing by the Local Planning Authority. Furthermore all areas of hard and soft landscaping shall be constructed to accord with the prescribed standards and tolerances set out in BS8300:2018.

REASON

To ensure development achieves a high standard of inclusive design in accordance with London Plan policy 7.2.

38 NONSC Estate Management

Prior to the first occupation of any residential units, details of an Estate Management Plan

shall be submitted and approved in writing by the LPA. Details shall include, but not be limited to the control of parking, maintenance of the publicly accessible areas and maintenance of all blocks within the estate.

REASON

To safeguard the living environment of the future residential occupiers in compliance with policies BE13, BE38 and AM14 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.

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

3 170 LBH worked applicant in a positive & proactive (Granting)

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

4 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

5 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

6

Heathrow Airport Limited (HAL) have provided the following information:

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

7

The Greater London Archaeological Advisory Service (GLAAS) have provided the following information:

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

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199.

8

Thames Water have provided the following information:

Please read our guide 'working near our assets' to ensure your workings will be 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/Planning-your-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

'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 wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

9 113 Asbestos Removal

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site area measures approximately 1.8ha and is currently occupied by a number of single and double storey commercial buildings providing warehouse units, an office building and a central area used as a coach depot and storage area with vehicle servicing/MOT centre element, plus associated hardstanding and parking.

The site is bounded by Pump Lane to the north, a retail warehouse and associated parking to the east, small scale commercial premises to the south and two storey residential properties to the south and west on Little Road and Chalfont Road. There are further two storey residential properties to the north on the opposite side of Pump Lane. Vehicular access is off Pump Lane and there is a further closed access to the northern end of Chalfont Road.

The site is within close proximity to Hayes Town Centre and to Hayes and Harlington Railway station. The area is mixed use in character and is not within a Conservation Area or an Area of Special Local Character. There are no listed buildings within or directly adjacent to the site, however the Grade II Listed Benlow Works building and the locally listed Silverdale Road warehouses are located to the south of the site. The site is within an Air Quality Focus Area as defined by the GLA (Focus Area 85, Hayes Town Botwell Lane/Pump Lane) and included within the Hillingdon Hayes Air Quality Focus Area.

The application site lies in an area of archaeological interest and has a PTAL rating of 2/3. The current Chailey Industrial Estate forms part of the Pump Lane Industrial Business Area and is developed land as designated by the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The scheme proposes the demolition of all of the existing buildings within the site boundary to provide three new apartment blocks from two to eleven storeys. The new buildings will provide 333 residential units, together with secure vehicle parking, cycle storage, refuse and plant areas. Three new commercial units are proposed to be located on the primary Pump Lane frontage wrapping around the east elevation.

The 333 apartments across the buildings are proposed in the following mix:

- Studio x 29 units
- 1 Bedroom x 88 units
- 2 Bedroom 3 Person x 48 units
- 2 Bedroom 4 Person x 113 units
- 3 Bedroom x 55 units

There are 34 accessible flats proposed (10% of total) with each wheelchair accessible flat proposed to have an allocated disabled parking space.

There are 209 car parking spaces proposed as follows:

- 3 commercial parking spaces
- 204 residential parking spaces
- 2 car club parking spaces

There are 549 residential + 8 Visitor secure cycle storage spaces proposed, these are located in 10 storage areas across the site. In addition 11 cycle spaces are proposed for the commercial units.

3 employment units are proposed, totalling 710sqm of flexible commercial floorspace (A1/A1/A3/B1/D1 and D2) at ground floor fronting Pump Lane and wrapping around the eastern boundary adjacent to the neighbouring Matalan site.

The proposal comprises three buildings that range from 2 to 11 storeys. These buildings are subdivided in blocks within the proposed plans to enable clarity of the development proposed.

The western building comprises Blocks A and B, with Block A rising to a maximum of 5 storeys along Pump Lane, whereas Block B steps down to 2 storeys where it is adjacent to the property at the northern end of Chalfont Road (No. 20). The building is linear with active frontages presented to Pump Lane and towards the internal proposed 'Home Zone'. Duplex units have been created to assist in activating this frontage with access doors onto the streetscene as opposed to central access cores. Parking is proposed to the rear/west with

a podium providing external amenity space above. Landscaping is proposed along the edge of the podium area to prevent overlooking and protect the privacy of adjacent occupiers.

The largest of the three buildings comprises Blocks C to G and varies in height between 6-8 storeys along the Pump Lane frontage and rises up to the highest point at 11 storeys in the south east corner. This block is roughly square shaped and includes a large central parking area with podium external amenity area above. Duplex units have again been included to activate the western and southern elevations. This building (within Blocks D, E and F) includes the proposed commercial units at ground floor level along the Pump Lane frontage and the eastern section closest to the adjacent Matalan store.

The smaller building towards the south eastern corner of the site comprises 4 and 6 storey elements. This building includes Blocks H and J with parking proposed externally to the west. To the east of the block an area of landscaping is proposed.

The massing of the scheme has been designed to relate to the streetscape and townscape of its surroundings with the tallest part of the development being proposed towards the commercial properties along the eastern boundary of the site and lower elements adjacent the established residential properties along Chalfont and Little Road. The majority of the scheme will be masonry construction to tie in to the surrounding area.

Overall, the proposal will deliver a total of 8,561sqm of amenity space, with the majority (3,247sqm) of this space being provided at ground floor level with a further 2,506sqm provided at podium level and 2,808sqm as private balconies and terraces. The scheme has evolved through the pre-application process to introduce a significant level of soft landscaping within the heart of the development and a large landscaped buffer along the eastern edge against the existing industrial uses.

The main entrances to the development is from the existing access from Pump Lane. In order to open up the site to the surrounding area as well as safeguarding future links through the adjacent Matalan site a number of pedestrian routes are provided across the site. Including the provision of pedestrian access to Silverdale Road and Chalfont Road from Pump Lane. A shared surface area is proposed within the centre of site to reduce traffic speeds and create a residential character akin to the neighbouring residential roads.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has no directly relevant planning history to the current proposals.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.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:- **13th January 2019**
- 5.2 Site Notice Expiry Date:- **1st February 2019**

6. Consultations

External Consultees

Consultation letters were sent to 198 local owner/occupiers on 18/12/18. The application was also advertised by way of site and press notices. The following responses have been received:

- 1 petition in objection to the proposals
- 18 comments in objection
- 12 comments in support

The petition in objection to the proposals has 38 signatures and states:

'With reference to the above planning permission...we the residents/occupants of Chalfont Road... and Little Road..ALL OBJECT to this application for the following reasons:

- High Rise building hazard/safety big issues impact on houses for both roads
- Loss of light/overlooking

- Loss of privacy
 - Traffic generation (Congestion)
 - Increase in Crime
 - Noise disturbance as a result of use
 - Inadequacy of parking
 - Increased pollution/smells infestation
 - Loss of trees
 - Damage to the Environment
 - Vulnerability to the surroundings
 - Chalfont Road is a small Cul-de-sac of 20 houses, we do not want public access to our road as parking is restricted
 - Little Road has 38 houses already congested with restricted parking
- These buildings which will be demolished are old and may have poisonous substances i.e. asbestos and infestation of rats/mice etc. which will cause damage to health of residents. With public interest in mind the value of our properties will decrease.'

Eighteen comments of objection to the proposal have been received. The concerns raised can be summarised as:

- Loss of light/Overshadowing
- Increased traffic and congestion
- Road Safety
- Increased crime/anti-social behaviour
- Noise pollution
- Loss of employment opportunities and infrastructure
- Impact on residential amenity
- Loss of Privacy
- Will create a more commercialised environment
- Inappropriate design
- Over development/density
- Height is out of character/unsympathetic
- No precedent has been set in the immediate vicinity
- Detrimental impact on residents enjoyment of their homes
- Overdevelopment
- Poor public consultation
- Possible for residents to throw things into my garden or onto the roof my garage
- Road leading from Chalfont to the development should have through access for Council refuse collection
- Road leading from Chalfont to the development should have no through access due to crime/anti-social behaviour
- Open space should be created on the development for children and families
- No provision for a community centre
- Flawed/biased methodology for sunlight report
- Impact on property values
- Scheme is 'social cleansing', 'institutional oppression' and risks a 'liberation movement'
- Pressure on Schools/Nurseries/GP/Dentist services
- Parking stress
- Adverse impact on visual amenity
- Oppressive
- There should be NO development allowed
- Increased dirt and litter
- Absolutely disgusting money making ploy
- Too many flats, should be housing
- Air pollution

Twelve comments in support of the proposal have been received. The concerns raised can be summarised as:

- Good for the town and local community
- Good for business
- Appropriate for residential
- More housing options
- Need for affordable housing in Hayes
- Improved access to the canal path
- Will greatly reduce crime
- Clean up the area from its historical industrious state
- We will appreciate the trucks no longer going along pump lane
- It will help the area to have these flats.

Member of Parliament (MP) for Hayes

Although there is a clear need for additional housing within the area it is critically important that homes are provided that are genuinely affordable and preferably council houses, with a balance in favour of family accommodation which is in such short supply in our community. Strong concerns have been raised by my constituents about the density of this accommodation. Constituents have described the need for social provision to support the educational, health and social care and policing needs of the additional population associated with the new development. Constituents have expressed their view that there is a need to ensure that any new developments are carbon neutral to assist in the tackling of climate change and that no new developments add to the traffic and air pollution problems suffered within our local area.

Case Officer's comments:

The need for additional housing is noted. Considerations relating to the level of affordable housing, housing mix, density, s106 obligations and CIL payments, sustainability, traffic and air quality are covered within the relevant sections of this report.

NATIONAL AIR TRAFFIC SERVICES (NATS)

I refer to the application quoted above. NATS has assessed the proposal and has identified the potential for an impact upon its infrastructure, namely its H10 radar located at Heathrow Airport. NATS has evidence of buildings in the vicinity causing an impact to its infrastructure which it has taken measures to manage. Due to insufficient detail around the final design of the buildings as well as in relation to neighbouring schemes, NATS has concerns over the planning application in question. The current application may benefit from the shielding provided by other construction, however as NATS has been unable to verify this, it wishes to object to the application unless the planning conditions reproduced overleaf are imposed. Should the applicant be able to demonstrate that the scheme is shielded by similar buildings, obstructing the line of sight to the H10 radar, NATS will be in a position to withdraw its objection. Alternatively, a radar mitigation scheme can be agreed with NATS.

Radar Mitigation Scheme

1. Prior to the commencement of development of any phase of development, the following shall be submitted to and approved in writing by the Local Planning Authority and by the Radar Operator - NATS (En-route) plc either;

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar;

OR,

- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

2. Where a 'Radar Mitigation Scheme' has been required, no construction above 12m above ground level (AGL) shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented.

Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason: In the interests of Air Traffic Safety and of the operations of NATS En-route PLC.

Crane Operation Plan

3. Prior to the commencement of development within the Industrial development hereby approved, full details of a "Crane Operation Plan" shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (NATS) and BAA Safeguarding. Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

Reason: In the interests of Air Traffic Safety and of the operations of NATS En-route PLC.

For the purpose of conditions 1-3 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. "Crane Operation Plan (COP)" means a detailed plan agreed with the Operator which defines the type of crane and the timing and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the H10 Primary and Secondary Surveillance Radar systems at Heathrow Airport and associated air traffic management operations of the Operator.

HEATHROW AIRPORT LTD

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

H10 Radar Mitigation Condition

No Development can take place until:

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

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

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned conditions are applied to any planning permission.

We would also make the following observations:

Cranes

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

Landscaping

The development is close to the airport and the landscaping which is includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully design to minimise its attraction to hazard species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/operation&safety/safeguarding.htm>)

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Case Officer's comments:

Both NATS and HAL have requested similar conditions with regards to the H10 Radar at Heathrow. To avoid repetition a set of conditions have been proposed by the case officer to cover the above requirements that have been agreed as acceptable in writing by both NATS and HAL. These conditions are recommended to be attached to any grant of planning consent.

CADENT GAS NETWORK

Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified. Can you please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application. If the application is refused for any other reason than the presence of apparatus, we will not take any further action.

Please let us know whether Plant Protection can provide you with technical or other information that

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

Your Responsibilities and Obligations

The "Assessment" Section below outlines the detailed requirements that must be followed when planning or undertaking your scheduled activities at this location. It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including links are provided to all persons (either direct labour or contractors) working for you near Cadent and/or National Grid's apparatus, e.g. as contained within the Construction (Design and Management) Regulations.

This assessment solely relates to Cadent Gas Limited, National Grid Electricity Transmission plc (NGET) and National Grid Gas Transmission plc (NGGT) and apparatus. This assessment does NOT include:

- Cadent and/or National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent and/or National Grid's assets in private land. You must obtain details of any such restrictions from the landowner in the first instance and if in doubt contact Plant Protection.
- Gas service pipes and related apparatus
- Recently installed apparatus
- Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utilities, etc.

It is YOUR responsibility to take into account whether the items listed above may be present and if they could be affected by your proposed activities. Further "Essential Guidance" in respect of these items can be found on either the National Grid or Cadent website. This communication does not constitute any formal agreement or consent for any proposed development work; either generally or with regard to Cadent and/or National Grid's easements or wayleaves nor any planning or building regulations applications.

Case Officer's comments:

The above comments have been provided to the applicants.

NATURAL ENGLAND

Natural England has no comments to make on this application.

THAMES WATER

Waste Comments

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

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

The proposed development is located within 15m of a strategic sewer. Thames Water request that the following condition be added to any planning permission:

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

terms of the approved piling method statement.

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

Please read our guide 'working near our assets' to ensure your workings will be 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/Planning-your-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

'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."

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company.

HIGHWAYS ENGLAND

Referring to the notification of a planning application dated 18 December 2018 referenced above, in the vicinity of the M4 Junction 3 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we offer no objection.

ENVIRONMENT AGENCY

Thank you for consulting us on the above application. We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals.

We recommend, however, that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that your Environmental Health Department will be looking at.

EALING COUNCIL

Ealing Council raises no objection to the proposal.

HISTORIC ENGLAND - GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS) NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological

interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

The planning application lies in an area of archaeological interest. If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The archaeological desk-based assessment (DBA) that accompanies this application suggests that archaeological mitigation is not appropriate but I do not agree. The DBA says the site has low archaeological potential partly due to severe, widespread and cumulative impacts from previous development. Whilst there is some validity in these suppositions the study does not in my opinion properly consider the potential for Palaeolithic archaeology at the interface of the natural gravel and brickearth (Langley Silt). The report says that no site-specific geotechnical data is 'currently' available - and yet the application is also supported by a geotechnical assessment which reports survival of Langley Silt in the majority of their test pits. Wherever Langley Silt survives in-situ it has potential to seal and preserve prehistoric land surfaces containing evidence of human remains and/or associated fauna. The London Region has been described in the London archaeological research framework as one of the most important in Europe for the Lower Palaeolithic and the Langley Silts of West London are one of the physiographic zones highlighted.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. I therefore recommend attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in Accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative

Written schemes of investigation will need to be prepared and implemented by a suitably qualified

professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199.

I envisage that the archaeological fieldwork would comprise the following:

Geotechnical Monitoring

Archaeological monitoring of geotechnical pits and boreholes can provide a cost effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated. It is usually used as part of a desk-based assessment or field evaluation. Geotechnical investigations should be used to target archaeological test pits on areas of surviving Langley Silt.

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Archaeological test pits should be dug in areas of surviving Langley Silt and the silt and its interface with the gravels sieved for artefacts and animal bone. The deposits should be examined and, where necessary, sampled and analysed by a geoarchaeologist in order to understand the date and circumstances of their deposition. If significant remains are found then stage 2 would require further investigation prior to development.

Case Officer's comments:

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

MINISTRY OF DEFENCE - DEFENCE INFRASTRUCTURE ORGANISATION

The application site is positioned within the Hayes area, and lies approximately 6.58km to the north of the centre of the main runway at RAF Northolt. The site occupies aerodrome height and birdstrike statutory safeguarding zones surrounding the aerodrome.

Birdstrike

The MOD has no concerns

Aerodrome heights

The proposed development site occupies the statutory height safeguarding zone that ensure air traffic approaches and the line of sight of navigational aids and transmitters / receivers are not impeded. The airspace above and around the aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre.

The proposed development site occupies the statutory aerodrome height safeguarding zone which protects the Conical surface surrounding RAF Northolt; this is in place to ensure air traffic

approaches, take offs and manoeuvres are not impeded. Following a review of the proposal, I can confirm that we have no aerodrome height safeguarding concerns with this development. However, the MOD recognises that cranes may be used during the construction of tall buildings at this site, if this development does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures. We would request that a condition such as the one below is included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

Case Officer's comments:

A Construction Management Plan condition and a condition relating to the use of Cranes are recommended to be attached to any grant of planning consent.

METROPOLITAN POLICE

I have met with the applicant and explained what is reviewed the site and explained what is required for Secure By Design (SBD), which this site can achieve. I do not wish to object. I request a condition is attached that the site achieves SBD accreditation. If justification for this request is required please contact me again for.

Case Officer's comments:

The above condition is recommended to be attached to any grant of planning consent.

TRANSPORT FOR LONDON (TfL)

1. Site Access - Since you have confirmed that the proposed emergency vehicle and non motorised user access located on the southern perimeter of the site at Chalfont Road will be open 24/7, it is therefore expected that this access arrangement will be secured by appropriate planning condition/ s106 planning obligation with Hillingdon Council.

2. Trip Generation - It is considered that your estimated person trip rate of 0.603 (201 trips) for AM and 0.721 (240 trips) for PM peaks per dwelling are reasonable, despite only one TRICS site is consulted. However the mode share figure shown in page 2 of the response is very different from the figure shown in Table 6.7 of the submitted TA, therefore further clarification is needed.

3. Bus Contribution - TfL confirms that the cost of providing a pair of bus stops on Pump Lane would be of £25K, this should be secured by S106 agreement. In addition, TfL will confirm if there would be need to mitigate bus service capacity until the discrepancies on mode share discussed above has been clarified.

4. Car Parking - As per mentioned in the Initial response, the application site is situated in a good public transport access (PTAL 4) area, therefore parking level must not exceed 0.5 spacer per unit as a maximum. It should be noted that the local junctions and section of A312 and Bulls Bridge Roundabout nearby are heavily congested, therefore TfL insists that parking provision must be no higher than the Draft London maximum level, to be in line with policy T6.1 'residential parking' of the

Draft London Plan. In terms of Electric vehicle charging points provision, the applicant should best endeavour to maximise passive EVCP provision.

5. Impact to highway network - The correction to Table 7.3 and 7.4 is noted. While TfL supports the general approach that mitigation strategy should be focus on pedestrian, cycle and healthy street type improvement, the overall result of local junction assessment is showing that there is very little spare capacity and there is a great need to restrain vehicular traffic generation to minimise the increase of impact to the local and TLRN- namely the Bulls Bridge Roundabout, which is already operated beyond its capacity.

6. Impact on Strategic Roads - as described in TfL's previous comments, the Hayes DIFS supports contributions towards Bulls Bridge/A312 by all developments in the Hayes Opportunity Area, due to their combined cumulative impact on its operations. Indeed this development is explicitly named within that document as one of those which will need to contribute. This document has been publically available since May 2017. Furthermore the highway modelling which has been submitted does not demonstrate there will be no impact on the junction, as it does not include an assessment on the re-distribution effect which will be caused by the development vehicle trips in this highly saturated area. As stated in previous correspondence, in order to demonstrate this TfL would require the use of a strategic model. This exercise will be needed prior to any Stage 2 determination, under the London Plan requirement 6.2. Please be aware that this process has a timescale of around 8-12 months, costing the applicant in the region of £400k depending on specification.

7. If the applicant is acceptant of the conclusion within the Hayes DIFS that all Hayes Opportunity Area developments should contribute to the cumulative impact at Bulls Bridge roundabout, TfL would welcome a contribution of towards their A312 Healthy Streets scheme to encourage motorised junction users to mode shift toward sustainable modes, enabling local residents access to the wider area including the green space at Cranford Park, and improving air quality within this air quality hotspot.

8. Travel Plan - Comments is noted and Travel Plan, DSP and CLP are expected to be secured by s106/ conditions with the Council.

Case Officer's comments:

A condition requiring details of emergency vehicle site access arrangements is recommended to be attached to any grant of planning consent, along with servicing and construction management plan conditions. A travel plan with £20,000 bond plus further contributions for enhancements to the locality will be secured through a s106 legal agreement should the application be approved. The level of parking is considered acceptable in this location as set out within this report.

HAYES TOWN PARTNERSHIP

These comments are submitted by the Hayes Town Partnership in response to the proposals from Fairview New Homes Ltd to redevelop the Chailey Industrial Estate in Pump Lane Hayes.

The Partnership is a multi-agency body set up by Hillingdon Council to help regenerate the area. Besides the Council our members include Hillingdon Police, Hayes Town Business Forum, Hillingdon Chamber of Commerce, Uxbridge College (Hayes Campus) and Brunel University plus major employers and developers. This response is from the Partnership as a whole and does not purport to represent the corporate view of the Council or any of the other partners who may make their own submissions.

Redevelopment for housing

The release of the site from industrial land for redevelopment for housing is in line with the proposals in the Hillingdon Local Plan Part 2 and is accepted by the Partnership.

The proposed number of units and the height of the residential blocks appear to be in line with current policies and are reasonable.

An allocation of 35% of units for affordable housing is welcomed.

Non-housing element of development

The proposed use of space on the Pump Lane frontage for commercial activities is noted but there are the following concerns about this proposal:

- The desire for flexibility is appreciated but it is considered that more work needs to be done to establish if there is likely to be sufficient demand for small office units at what is a fairly long distance from the new Hayes & Harlington Station and the service that will be available on the Elizabeth Line.
- The provision of only 3 car parking spaces limits the number of jobs that might be generated from any meaningful employment use.
- The proposed layout of this part of the development has no facility for deliveries.
- The current single level design does not offer flexible use of the space and therefore limits potential occupiers still further.

As well as the need to expand its case for commercial use the Partnership requests the developers to examine the following alternative non-housing elements:

- Re-provision of the gymnasium facilities similar to those currently provided on the site by Olympian Fitness. While it is true to say that there is already other gym provision in the Town Centre or planned it is considered that there is likely to be a continuing market for the sort of facilities that exist at the moment.
- Another possibility is the provision of childcare facilities. A check with Hillingdon's Children & Young People's Services confirms that it is working on the assumption that there is going to be a significant increase in the resident population of Hayes Town Centre over the next 5 to 6 years. The current childcare provision is static and it is therefore expected that there will be a clear shortfall of places. This development could assist in meeting that need both for the residents who will be occupying the new flats and the wider community. However, if this suggestion is pursued it will be necessary to provide some outdoor space and this is not included in the present design.

Vehicular access

It is noted that there is only one vehicular access into the development and it is queried whether this is sufficient in terms of fire safety. Should there be a secondary access for use in emergencies?

Cycle parking provision

The provision of cycle parking spaces will no doubt be in accordance with current standards but the Partnership is concerned that there has to date been inadequate attention given to the creation of a joined-up cycle network for Hayes Town. It is suggested that the developers should contribute funds towards the cost of engaging a consultant to take on this task.

Landscaping and amenity space

The landscaping proposals and the provision of a dedicated children's play space are welcomed. The opening of an access road from Pump Lane into Minet Country Park will provide a significant green space within a reasonable distance of the development. However it is considered that the towpath of the Grand Union Canal also provides a nearby opportunity for walking as well as a cycling route and that the developers should contribute to the costs of bringing this up to 'Quietway' standards.

Impact on local infrastructure

A major concern of the Partnership is that granting approval to another housing development in Hayes will add to the pressure on local infrastructure, particularly in relation to health services,

school places, youth provision and other facilities. In the absence of an overall plan for Hayes Town Centre it is important that the contribution from the developers by means of the Community Infrastructure Levy is used to meet the specific needs generated by this development in the event that planning permission is granted.

Case Officer comments:

Emergency vehicle access is proposed off Chalfont Lane. Contributions toward improvements to the local cycle network will be secured through a s106 legal agreement should the application be approved. The proposed commercial units are flexible and could accommodate the uses suggested e.g. gym and children's centre.

GREATER LONDON AUTHORITY (GLA) STAGE 1 RESPONSE (Summary - Conclusions)

London Plan and draft London Plan policies on principle of development, industrial land, housing, urban design, energy and transport are relevant to this application. The application does not currently comply with the London Plan and draft London Plan, however, the following changes might lead to the application becoming compliant:

Principle of development:

The site is currently designated as Strategic Industrial Land; however, given that the site is allocated for release through a plan-led approach, the principle of the release of this industrial land for residential uses is acceptable, in accordance with draft London Plan Policy E5, and the residential led-development of the site is supported.

Affordable housing:

It is proposed to provide 35% of the residential units as affordable housing, comprising 27% affordable rent and 73% intermediate. The 50% Fast Track threshold for industrial land has not been met and the tenure split falls short of meeting the draft London Plan and Local Plan targets. The applicant's FVA will be interrogated by GLA officers to confirm the maximum level of affordable housing that the scheme can support. Early and late stage reviews will be required. Further information is also required on the affordable rented product and on the shared ownership units

Urban design:

With regard to the architecture, further refinement and differentiation in the character areas is required to ensure that the proposals represent the best design quality. Further information and justification is also required on: the number of units per core; the number of north facing units; the layout of the southern block; and views of the scheme locally.

Energy:

Whilst the applicant has broadly followed the energy hierarchy, the Combined Heat and Power strategy does not comply with GLA Energy Planning Guidance and must be revisited. Once a revised strategy has been developed, the applicant must rerun the carbon savings calculations for each element of the hierarchy, as well as for the overall development.

Transport:

The proposed car parking is in excess of the draft London Plan and London Plan and should be reduced. Further information is also required on the following: cycle parking; trip generation data; walking and cycling improvements. Financial contributions towards enhancing existing bus services and towards upgrades as part of the Housing Zone are required.

Case Officer's comments:

The GLA response is noted in terms of the acceptability of the principle of development. The level of affordable housing is consistent with Council policy and has been supported by an independently reviewed Financial Viability Appraisal. The Council's Urban Designer has reviewed the proposals

and raised no objections. The Council's Sustainability Officers has reviewed the proposals and raised no objections subject to an appropriate carbon off-set contribution which the applicant has agreed to. The proposed level of car parking is deemed acceptable subject to the contributions set out within this report.

Internal Consultees

URBAN DESIGN

The applicant has worked positively with Officers throughout the pre-app process. And has undertaken a number of revisions to produce a scheme that is acceptable in design terms. This approach will balance the quantity proposed to optimise the site for redevelopment, with the quality required to create a successful residential-led development that will contribute to the positive growth of Hayes.

The principle of development is supported, as the former industrial/ employment site has been identified for release (SA22) from its current land-use designation in the emerging Local Plan Part 2 (LLP2) policy. Therefore, Officers support the principle of a residential-led mixed use development proposal for a location that is outside of the town centre, albeit located on the edge of the boundary and a salient position on Pump Lane, within the Hayes Housing Zone (emerging Hayes Opportunity Area).

The design has evolved over the course of a number of pre-app meetings and internal design reviews, which has resulted in the following objectives, benefits and outcomes...

1) Introduce a setback from Pump Lane that will be circa 10m. This setback has many benefits that includes a) the increased provision of public realm, considering the deficit identified in the Hayes DIFS, b) allowing for the future provision of highways intervention and mitigation measures to support the increased growth of Hayes in the Pump Lane area that includes cycling and potential buses in the longer term, c) setback that is commensurate to the scale of development proposed on the site to mitigate the impact of increased building heights and massing, for example, against the prevailing existing context to the north, d) reduce the air quality impact on residential dwellings and associated amenity space, if set away from the negative AQ areas along Pump Lane.

2) Provide a central 'green' public open space and a range of supporting 'green' landscaped curtilage spaces within the development site that are meaningfully (usable) sized to address a) the increased provision of public open space, considering the deficit identified in the Hayes DIFS, b) supplement the required level of amenity space provision for residents, c) introduce SUDs for surface water drainage that is integrated into the landscape strategy, d) mitigate air quality concerns with increase planting, e) increase biodiversity to encourage new and support existing habitats, f) mitigate (soften) the impact of the proposed development, g) contribute to the reduction of the potential cumulative 'urban heat island' effect of new development in Hayes, h) create a range of landscaped spaces that vary in size, use and levels of privacy inc. play areas that are evenly distributed across the development site, responding to the developments requirements and residents needs - this will add richness and character to foster placemaking.

3) Introduce new employment uses to, a) mitigate losses of the existing site land use, b) promote active frontages along Pump Lane and generally activate the development outside of residential usage hours, c) support emerging wider employment strategies for Hayes that is responding to new employment trends.

4) Create a variety of scale and form within the development to, a) respond to the varying edge conditions, b) optimise site to balance quality and quantity, c) reduced the impact of the development on neighbouring properties, d) positively contribute to the townscape setting in Hayes.

5) Introduce a development podium typology that integrates a) parking within a podium deck to

reduce the impact of on-street parking, b) create 'front doors onto street' to activate the public realm, c) introduce family duplex and/or triplex dwellings at the ground floor with a 'back garden' onto the first floor podium deck, d) create an adequately sized semi-private podium deck amenity space for residents with planting etc.

6) Introduce a home zone, a) create a residential focused public realm and 'livable streets', b) reduced on-street parking to increase the quantum of public open space, areas of play, landscaping and permeable ground for SUDs.

7) Allow adequate setbacks from neighbouring sites a) not to constrain emerging and identified development opportunities i.e Matalan, b) to mitigate the impact of active employment and industrial uses on the proposed residential areas of the development, c) to ensure the sustainability of the existing employment uses that are not impacted by new residential development, c) create an improved interface that reduces the impact on existing residential houses and their curtilage space.

8) Not to consider the site in isolation, therefore a wider 'connectivity' strategy has been developed to ensure the site's positive integration with a) neighbouring sites and land uses, b) town centre core, c) canal and 'Quietway', d) Crossrail station.

9) Maintain architectural design quality throughout the development to a) create a bespoke development that is contextual, articulate in form and legible (plus varied) in use - fostering the principles of placemaking, b) breakdown the mass and form of the development to reduce its impact, c) introduce high quality materials and robust detailing, d) create an interesting and varied roofscape.

The applicant has successfully met these objectives through design development and positive consultation with Officers. The scale of the development ranges from six to eight storeys, and dropping down to five and four storeys, in response to the varying edge conditions of the site. A taller eleven storey feature building is located towards the centre of the site that has been oriented and architecturally treated to reduce its immediate impact, whilst making a positive contribution to the emerging Hayes setting. The overall scale of development has been rigorously tested through a comprehensive TVIA, with Officers agreeing the various and numerous points that views should be taken from. For these reasons, the scale and form of the development is acceptable in townscape terms. And the residential-led mixed use development will make a positive addition to Hayes in regeneration terms, helping to raise the bar of future development. It is important that the scheme is not 'value engineered' post planning. Therefore a standard condition on materials is required and Officers will not accept the use of render that is not considered a robust material for this location or anywhere in the proposed development site.

The proposed scheme in it's current form is supported and recommended for approval on Design and Conservation grounds.

POLICY Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Saved UDP Policies (2012)
- The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Local Plan: Part 2

The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18 May 2018. This comprises a Development Management Policies document, a Site Allocations and Designations document and associated policies maps. This will replace the current Local Plan: Part 2 - Saved UDP Policies (2012) once adopted.

The document was submitted alongside Statements of Proposed Main and Minor Modifications (SOPM) which outline the proposed changes to submission version (2015) that are being considered as part of the examination process.

Submission to the Secretary of State on 18th May 2018 represented the start of the Examination in Public (EiP). The public examination hearings concluded on the 9 August 2018. The Inspector has submitted a Post Hearing Advice Note outlining the need to undertake a final consultation on the Main Modifications only. The Council has responded to this note outlining that its preferred dates for doing so would be 27th March 2019 to 8th May 2019. All consultation responses will be provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

Paragraph 48 of the NPPF (2019) outlines that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

On the basis that the Council is awaiting the final Inspector's Report on the emerging Local Plan: Part 2, the document is considered to be in the latter stages of the preparation process. The degree to which weight may be attached to each policy is therefore based on the extent to which there is an unresolved objection being determined through the public examination process and the degree of consistency to the relevant policies in the NPPF (2019).

Designations

In the adopted Local Plan: Part 2 - Saved UDP Policies (2012), the site is located within an Industrial and Business Area (IBA).

In the emerging Local Plan: Part 2 - Site Allocations (2015), the site comprises all of SA 22. This allocation is for the redevelopment of the site for residential use, subject to a series of development principles. However, within the SOPM (2018), it is proposed that the adjacent Matalan site is also allocated for redevelopment and thus Chailey Industrial Site is Site A of SA22.

Comprehensive Development

Policy BE14 of the Local Plan: Part 2 - Saved UDP Policies (2012) outlines that permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites which have development potential. Within the SOPM (2018), the adjacent Matalan Site has been identified for redevelopment as Part B of SA 22.

The proposal incorporates an 11m setback from the neighbouring Matalan Site to the East, in order to assist in safeguarding the redevelopment of this site. Furthermore, in the interim period where the neighbouring site will continue to operate in its existing form, this setback will minimise any potential

friction arising between the new residential units and existing commercial use. The proposal also incorporates part of the sites' non-residential commercial use on the North Eastern ground floor, in order to ensure a more complementary use opposite the entrance to the Matalan.

The proposal successfully demonstrates how the redevelopment of Site B could be undertaken cohesively in line with this scheme, particularly in terms of demonstrating how new connectivity from East to West has been incorporated. Furthermore, onsite amenity space provision on both the 'green boulevard' and the eastern boundary of the site would create new green infrastructure in an area with a notable shortage (DIFS, 2017). In particular, the proposed 'woodland area' on the eastern boundary provides an opportunity for integration with future amenity space from Site B, in order to create a critical mass of publicly accessible open space.

The redevelopment of this site also borders Strategic Industrial Land (SIL) to the south east which is occupied by a number of existing businesses. It is therefore important that new development does not compromise the integrity or effectiveness of this SIL in accommodating existing or future business, in line with Policy 2.17 of the London Plan (2016). It is considered that the development proposal avoids doing so by incorporating sufficient setbacks and introducing significant planting to create a green buffer between potentially incompatible uses.

The scheme also includes new connections North to South, improving the connectivity between Pump Lane and Silverdale road, as well as to the Grand Union Canal and Town Centre. The proposal also includes a setback from Pump Lane to allow for the introduction of potential public transport improvements and is therefore deemed to be in conformity with the latest requirements of emerging Policy SA 22.

Principle of mixed use development:

In the adopted Local Plan: Part 2 - Saved UDP Policies (2012), the site is located within an Industrial and Business Area (IBA). However, in the emerging Local Plan: Part 2 - Site Allocations (2015), the site is located as SA 22 for redevelopment as a new residential scheme.

The release of SA 22 from its designation as an IBA is justified within the employment land studies that form part of the Local Plan evidence base.

The allocation is deemed to be consistent with the wider principles of the Hayes Housing Zone and the introduction of a new Crossrail Station at Hayes & Harlington Station. Furthermore, it is also consistent with the implementation of Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012), particularly in that it:

- Ensures development makes the most efficient use of brownfield land;
- Promotes high quality mixed use development; and
- Represents the release of sites in non-residential use, subject to policies in the Development Plan.

Emerging Policy SA 22 also notes that the inclusion of community infrastructure and small scale commercial uses to support the residential units will be suitable. As such, the applicant is proposing the inclusion of 710 sq.m of flexible ground floor commercial floorspace (A1, A2, A3, B1, D1 or D2). Noting the support within emerging Policy SA 22 and the sites Edge of Centre location, the quantity of commercial floorspace is deemed appropriate and not of a scale that would detract from the vitality of the Town Centre.

The proposed redevelopment will result in the displacement of the Olympian Fitness gym which currently operates on the site and as such the proposal represents the loss of an existing community facility. However, the inclusion of new D1 and D2 floorspace in the proposal means there is the opportunity for a new gym or alternative community infrastructure to operate on the site in the future depending on demand.

Residential Mix

Policies H4 and H5 of the Local Plan: Part 2 - Saved UDP Policies (2012) relate to the mix of housing to be provided on new schemes. Policy H4 notes that within town centres, predominantly one and two bedroom developments will be preferable. Policy H5 however also notes that the council will encourage new homes for large families where required, including through the provision of larger dwellings by the private sector in new developments.

The latest evidence of local housing need comes from the Strategic Housing Market Assessment (2016) which indicates a substantial borough-wide requirement for larger private market units, particularly 3 bedroom properties. In regards to affordable housing specifically, the need is for 2 and 3 bedroom properties.

The scheme is proposing a mix of unit sizes at the following proportions:

1 bedroom: 117 (35.1%)
2 bedroom: 161 (48.3%)
3 bedroom: 55 (16.5%)

Whilst there is a focus on one and two bedroom units in the scheme, 16.5% of the site is included for family accommodation in line with Policy H5, which is a higher proportion than on other recently approved large applications within Hayes.

Noting the support for one and two bedroom units near town centres within Policy H4 and the close proximity of the site to Hayes Town Centre and the new Crossrail station, the residential mix is deemed consistent with the adopted Development Plan.

Affordable Housing

The applicant is not proposing 35% affordable homes by habitable rooms in line with the tenure mix stated within Policy H2 of the Local Plan Part 1 and emerging Policy DMH7 of the Local Plan Part 2 and as such has submitted a Financial Viability Appraisal (FVA) to justify why it is not viable to do so.

This FVA is being independently assessed by the Council's own consultants. If viability is demonstrated to be an issue, the tenure mix should be the starting point for negotiations where this could support a greater number of affordable homes. Final options, showing different affordable housing levels with different tenures, should be provided to Housing Officers for final determination. One of these options should include the tenure mix outlined within the Council's Development Plan. The use of London Living Rent as part of the tenure mix for a second option is considered appropriate.

Case Officer's comments:

The FVA has now been independently assessed by the Council's own consultants and viability demonstrated to be an issue. As such the proposed affordable housing provision is deemed acceptable. A large amount of additional D1 gym space has recently been allowed at a retail park in Hayes.

WASTE MANAGEMENT OFFICER

The application proposes that refuse collections for Building A will be made directly from Pump Lane. There is an existing 2 metre wide, width restriction present at this location on Pump Lane which would prevent the vehicle from continuing in a forwards motion. Should the vehicle stop at this location, it would cause a build up of traffic which would be unable to pass due to the width restriction. It is also considered unsafe for the vehicle to reverse along Pump Lane which would be necessary in order for the vehicle to continue. The proposed bin store is 13 metres from the proposed stopping point. The layout as proposed is not deemed acceptable.

Objection: based on BS 5906:2005 clause 10 and clause 11. Roads should have a minimum width of 5m and be arranged so that collecting vehicles can continue mainly in a forward direction, and the collector should not normally be required to manoeuvre four wheeled waste storage containers from the storage points to collecting vehicles for a distance of more than 10 m.

If the application could resolve the above objection I would recommend the following conditions:

There is currently no refuse storage area clearly allocated for Commercial Unit 03. It would not be acceptable for this unit to have shared use with the residential storage area. Proposed condition: 'An adequate provision for waste and recycling storage must be provided for Commercial Unit 03. If this is sited externally to the unit, measures should be taken to secure the container(s) which should be stored away from the windows and doors of any dwellings. If a storage area is located within the unit, the design should be such that the container(s) can be removed directly to the outside without passing through any part of the building except by way of passage. An internal bin storage area should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly and vermin proofed and near to either the roof or floor, but away from the windows of any dwellings.'

The refuse stores located in blocks E, F, G & H are located further than 10 metres from the closest vehicle stopping point. Proposed condition:

'Alternative collection points must be indicated on the plans and approved. Personnel must be provided to relocate the waste and recycling containers on the allocated collection day. The pathway from refuse stores and collection points must be a minimum of 2 metres wide, have a smooth surface and be free from steps or kerbs. Suitable dropped kerbs must be installed on the existing highway where the vehicle is to carry out collections from Pump Lane. It is not suitable for waste and recycling containers to be pulled across allocated parking bays.'

Proposed condition:

For the safety of the collection crews, a suitable latch or clasp must be fitted to refuse store doors where collections will take place directly from the store to allow the doors to be safely held open whilst collections are carried out.'

Case Officer's comments:

An amended ground floor layout has been proposed by the applicant (plan reference T20P00 Rev 1B) which has been reviewed by the Council's Waste Strategy Officer and, subject to a Waste Management Strategy condition, they have confirmed that they no longer object to the application. The proposed condition is recommended to be attached to any grant of planning consent.

LANDSCAPE ARCHITECT

The site is an industrial estate situated on the south side of Pump Lane, opposite the exit of the public car park. The west and (part of the) southern boundaries back on to residential properties in Little Road and Chalfont Road, with the south-east corner backing onto the Silverdale Industrial Estate. The Matalan retail outlet and car park lies to the east. There are no TPO's or Conservation Area designations affecting the site directly, although TPO 328 protects a group of Lombardy poplars on the Matalan frontage.

Comment

This proposal has been the subject of pre-application advice regarding the layout and landscape masterplan.

Existing trees: A tree survey, dated January 2018, by Keen, has been submitted. The survey confirms that the few trees on the site are of low quality, however, a total of 18 trees have been identified and assessed which are on, or close to, the site. There are no 'A' grade trees. Three (off-site) trees are 'B' grade; T2, T9 and T15 - whose condition and value indicates that they should be

retained as part of any new development. The other 15 trees are 'C' and 'U' grade trees which do not pose a constraint on development. The report contains a Tree Constraints Plan but does not include an Arb Impact Assessment (AIA) or Tree Protection Measures. While the AIA is required for the sake of clarity, it is noted that none of the off-site 'B' grade trees appear to be at direct (or indirect) risk from the construction- related activities.

D&AS: Section 8.0 Landscape Design The D&AS provides a comprehensive and precedent images to support the landscape masterplan and convey the intended landscape character. The landscape plan features five key landscape zones; Pump Lane frontage, Chalfont Square, Chalfont Road Home Zone, Woodland area and Podium Level Gardens (on the first floor). The masterplan has been designed to provide well-landscaped boundaries, attractive through routes for pedestrians, lush swathes of planting, a semi-natural linear park. While a significant amount of planting is proposed at ground level (more sustainable), the first floor podium level garden extends over a substantial area and will be large enough to create a variety of attractive and accessible spaces for the occupants of the flats. A range of indicative surface treatments is illustrated under the hard landscape strategy, using permeable paving materials. Boundaries will be defined by (powder-coated) steel railings specified at 1.1metres and 1.8 metres in height. The soft landscape strategy has considered the required heights and form of planting which has guided the planting palette. 'Structure' planting includes the use of single and multi-stem trees and hedges, planted in a range of sizes. 60 small / young trees will be planted on the podium level and well over 100 trees (mixed sizes) will be planted throughout the site at ground level. Play spaces have been incorporated within the masterplan to accommodate doorstep play (for under 5's), local playable space (< 11 years), neighbourhood playable (<11+ years) and youth space (12 +). Trees have been selected and green walls incorporated into the scheme with a view to filtering airborne pollutants and improving local air quality. Subject to detail, the scheme will provide a net gain in green infrastructure and biodiversity.

Recommendation

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

Case Officer's comments:

The proposed condition is recommended to be attached to any grant of planning consent.

ACCESS OFFICER

This proposal appears to meet the technical considerations to satisfy accessible housing standards, namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d).

However, detail is lacking on the following design elements to meet London Plan policy 3.1 (Ensuring Equal Life Chances), 3.5 (Quality and Design of Housing) and 7.2 (Inclusive Environment):

1. A detailed plan should be submitted to demonstrate how the proposed Home Zone:
 - a. successfully alerts motorists, cyclists and pedestrians to the shared surface environment;
 - b. achieves clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
 - c. rationalises use of bollards and similar obstacles;
 - d. defines car spaces to ensure vehicles are parked only in designated places;
 - e. introduces measures that force slow vehicle movement;
 - f. would be legible to aid navigation; it should be possible to easily differentiate one area of the development from another.

2. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided

3. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit.

4. A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type.

5. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015.

6. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.

7. Details of the materials palette, with particular attention given to the paver types to be installed in accordance with the tolerances set out in BS8300:2018.

8. No details appear to have been submitted on play equipment to be installed for disabled children, including those with sensory or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

Conclusion: it would be acceptable to secure the above provisions through appropriately worded planning conditions.

Case Officer's comments:

Conditions relating to details of the Homezone and M4(2)/M4(3) dwellings are recommended to be attached to any grant of planning consent. The proposed landscaping condition also requires details of hard surfaces and play equipment.

HIGHWAYS ENGINEER

The application site is located along Pump Lane which connects to Hayes Town westbound and the A312 (The Parkway) eastbound. Pump Lane borders the north of the site itself with local residential roads forming the western boundary and commercial/industrial premises located to the east/south.

The site is currently served by three all mode points of access which are located along the Pump Lane site frontage. Whilst the site at present is served by minor access roads which include Little Road to the west of the site and Chalfont Road/Silverdale Road to the south, these access points are currently closed off.

There site currently comprises mixed use commercial units which are made up of 1 and 2 storey warehouse industrial buildings. Commercial vehicles frequent the site on a regular basis with use of all three points of access.

You will be aware that this application seeks the demolition of the existing commercial buildings to accommodate the provision of 333 residential units and 3 commercial units measuring approximately 710sqm along the site frontage.

Having reviewed the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has a PTAL rating of 3 which on a scale of 1-6b is considered to be moderate. It is noted however that the site is within a relatively short walking distance to the Hayes Town Centre which provides a plethora of sustainable transport modes. This is reflected with a high PTAL rating of 4 and 5.

Parking and Access Provision

The schedule of the proposed residential units comprises of the following:

Studio x 29
1-bedroom x 88
2-bedroom x 161
3-bedroom x 55
Total 333

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Councils adopted Car Parking Standards.

During the pre-application stages, it was noted that the Councils car parking standards are based on a maximum approach and that some degree of flexibility would be provided given the sites relative sustainable location in relation to the Hayes Town Centre. The current scheme provides a lesser amount of parking at 62% (0.62 per unit).

The proposals will provide 207 parking spaces within the site curtilage which will be in the form of surface level and undercroft parking. These spaces will be accessed by residential occupants only.

In accordance with currently adopted saved Unitary Development Plan, a recommended maximum parking provision of 441 is to be provided. This equates to a parking ratio of 1 space per studio/1-bed unit and 1.5 spaces per 2/3-bed unit. It is apparent from the submitted information that the level of provision proposed not only falls short of the UDP standard but also the emerging DMT6 policy and parking standard for residential developments where a higher demand of parking is required.

However, the site does in fact exhibit a moderate PTAL rating albeit within a short walking distance of Hayes Town Centre where a rating of 4/5 is indicated which is reflected by the number of available services and Public Transport Links in the form of Bus stops and access to Hayes and Harlington railway station.

It should also be noted that with the introduction of Crossrail which is to commence later in 2019 and the introduction of an extended (H32) bus service along Pump Lane, the area will undoubtedly demonstrate improved provisions for sustainable modes of travel.

If the linkages between the development and Hayes town centre are convenient and attractive to use, then future residents of the development will be less reliant on the private car to meet their daily travel needs. A developer's contribution is therefore required to ensure that connectivity between the site and the town centre can be improved.

It is therefore considered that subject to an appropriate contribution (see further details below) the level of parking proposed is sufficient in accommodating the residential component of the proposals.

Disabled Parking

To accord with both the currently adopted UDP standard and the emerging Local Plan: Part 2 DMT 6 policy, it is required that 10% of parking provision be allocated to blue badge holders.

Under the proposed level of parking for the residential units it is required that 21 spaces be allocated to disabled users. Whilst it is proposed that 34 spaces be allocated thus representing an overprovision of 13 spaces, this is deemed acceptable.

Electrical Vehicle Charging Points

Provision for electrical vehicle charging points has been provided in excess of the London Plan standards which require 20% active spaces and a further 20% as passive. The submissions propose that 20% as active provision and 54% as passive provision as a measure of mitigation. This represents 41 'active' spaces and 112 'passive' spaces.

Cycle Parking

With regard to cycle parking, it is proposed that a total of 549 spaces be provided across the development. Long stay parking will be located within covered storage with short stay cycle parking being provided at a ratio of 1 space per 40 units. Whilst this is in accordance with the London Plan standards, this is considered an overprovision when compared to the 388 spaces required as per the UDP standards.

Furthermore, when considering that the majority of large developments within the Hillingdon Borough do not fully make use of cycle parking facilities which remain unoccupied mainly as a result of the Outer London status, it is considered that the available areas could be put to better use i.e. amenity space etc. On this basis, the space requirement as set out in the UDP standard is considered to be suitable and should be applied. I trust this can be secured by way of condition.

Parking Provision - Commercial Units

The submissions seek flexible commercial floor space (Use Classes, A1, A2, A3, B1 or D1). Whilst vague, I have based this part of the assessment on a worst case scenario. When considering the quantum of development and in accordance with the Saved UDP standards, it is required that 14 parking spaces be provided. It is apparent from the submitted information that only 3 spaces are proposed for staff with no parking being provided for visitors on site.

Whilst this represents a shortfall in parking, given the sites sustainable location and that any potential commercial parking taking place will be controlled via a CPMP (Car Parking Management Plan), I find this level of provision sufficient.

Car Parking Management Plan

As part of the submitted car parking management plan framework, it is proposed that a site management team be appointed to oversee and implement the established measures. This will prevent inappropriate/informal parking taking place by residents and users of the site. The submitted CPMP is accepted and a condition should be imposed finalising the plan.

Access Provision

The proposed development will see the stopping up of all existing access points currently serving the application site along Pump Lane. These are to be replaced by a primary all mode access along the north-western edge of the site boundary (with Pump Lane). The proposed access will provide a 6.0 metre wide carriageway width with footway in excess of 2.0 metres either side

An emergency site access is also to be provided south of the site in the position of the existing access point and will be used solely for pedestrian, cycling and emergency access via Chalfont road. It should be noted that whilst this access is to remain open 24/7, collapsible bollards will be implemented in order to allow emergency vehicles access. Residents associated with the site will therefore be unable to gain access to the respective parking areas from this point. This is to be addressed by way of condition.

The eastern most access along Pump Lane will accommodate service vehicles accessing the plant room which is to take place once every 3-4 months. It is mentioned that the type of vehicles carrying out this service will comprise of small vans only.

A non-motorised user access is also to be located towards the south eastern boundary of the site which will be accessed off Silverdale Road.

In summary, the proposals should be subject to detailed designs. Any improvements/stopping up of access points and off-site highway works should be secured via a section 278 agreement and will be upheld by the developer.

Service and Delivery Arrangements

As part of the proposals, swept path analysis drawings have been provided demonstrating associated vehicles accessing and exiting the site in forward gear. This arrangement would however require associated vehicles to undertake 3 point turns within the site curtilage.

Concerns are however raised with associated service/delivery vehicles pulling into the main access point off Pump Lane whilst providing sufficient space for vehicles to exit the site out onto Pump Lane. This is mainly due to the proposed pinch point at the priority junction and servicing layby which should be reviewed prior to any planning consent being granted.

A draft Service and Delivery plan framework has been submitted as part of the Transport Assessment. The final submission should be provided to the council and is to be dealt with by way of condition.

Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP 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.

To determine the existing level of trips associated with the commercial site surveys were undertaken at the site access points. It is highlighted that the site currently accommodates 11 units with 2 units remaining as vacant. Nevertheless, it has been established the site currently generates 51 movements during the AM peak and 71 movements during the PM peak periods.

Residential Trips

To determine the proposed level of trips associated with application site, the applicant has carried out an interrogation of the TRICS (Trip rate Information Computer System) database involving the proposed use class with reference to two comparable sites. It has been established that the proposed residential development would generate 80 movements in the AM peak and 70 movements in the PM peak.

Commercial Trips

Trips rates for the commercial element of this scheme have been limited to 710sqm. It is expected that commercial units will serve not only the proposed residential units, but pass by/linked trips. The forecast trip generation for the proposed commercial units has been estimated at 8 movements during the AM peak and 4 movements during the PM peak.

Net Vehicle Trips

When comparing both existing and proposed findings, the net increase in traffic movements is therefore concluded to be 37 movements during the AM peak and 3 movements in the PM peak periods. The net increase during the AM period would average 1 vehicle every two minutes entering/leaving the site. The Highway Authority is satisfied with the trip rates demonstrated within the Transport Assessment.

Operational Assessment

In order to ascertain the operation of the highway network the assessment has included TRL Junctions 9 modeling. Three scenarios have been covered.

- Baseline (current) Conditions
- Baseline (without development) plus TEMPRO growth factor (which include committed developments)
- Baseline (with development) plus TEMPRO growth factor (which include committed developments).

The results show that certain arms at the Pump Lane/Bilton Way roundabout junction are over the desired capacity threshold (0.85) with the RFC value below the theoretical threshold (1.0) in both 'with' and 'without' development scenarios.

The Station Road/Clayton Road roundabout junctions are also over desired capacity (0.85 threshold) and the theoretical threshold (1.0) in the 'without' development scenario. However, the values appear to remain constant during the 'with' development scenario.

Whilst discrepancies were raised with the Pump Lane/Botwell Lane/ Coldharbour Lane table values (tables 7.3 and 7.4), this has been addressed.

Permeability Study

As part of the permeability study of the area, it is considered that scope is available to improve the current linkages between the site and key local destinations. This would further enforce sustainable opportunities in the area.

As a result of the study, the following improvements were established (but not limited to):

- Improvements to pedestrian and cycling facilities. Specifically along both Chalfont Road and Silverdale Road.
- Environmental improvements to the parcel of land which sits outside Skeffington Court, making it safe, attractive and a convenient route for pedestrians and cyclists.
- Improving access to the Grand Union Canal towpath.

The Highway Authority would also see that informal pedestrian crossings are incorporated as part of the improvement works at key access points. Financial contributions towards the improvements are to be secured via a section 106 agreement.

Travel Plan

Whilst a Travel Plan has been submitted and sets out the framework and strategy by which the proposed residential units on site can seek to encourage sustainable modes of travel, a work Place Travel plan is also requested to serve the commercial component of proposals.

Although the proposed measures are accepted, further work will be required to ensure and encourage walking and cycling. Reference to taxi/on demand services and Uber is not considered to warrant sustainable travel modes and should be removed from the Travel Plan.

The above is requested to be addressed via a section 106 agreement.

Construction Management Plan

Prior to the implementation of the works, a full Construction Management Plan is required to be secured under a suitable planning condition due to the site constraints of the local highway network. This should detail the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of an on-site banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

Contributions

Town Centre Connectivity

The Chailey site occupies an edge of town centre location within easy reach of local services and facilities as well as train and bus services and access to the Grand Union Canal Cycle Quietway. If the linkages to between development and Hayes town centre are convenient and attractive to use, then future residents of the development will be less reliant on the private car to meet their daily travel needs. A developer's contribution has already been received to carry out a study of ways in

which the connectivity between the site and the town centre can be improved.

Funding is also sought for investment in the measures identified by the study that better connect the development site with Hayes town centre. With attractive and convenient measures for pedestrians and cyclists in place the Council can be confident that these will be used offering a genuine travel alternatives to the private car. This opportunity to better connect the development with Hayes town centre has been taken into account when assessing the quantum of car parking spaces that need to be provided on site.

However the current linkages to the town centre need to be improved for the Council to be confident that they will be frequently used. The footways along Chalfont Road and Silverdale Road are narrow and uneven and lack provision for disabled people, the street lighting is also in need of upgrade.

Adjacent to Skeffington Court, Silverdale Road is a forecourt area with uneven paving slabs, mature trees, many bollards and neglected planting beds. This area benefits from a pedestrian footpath providing access to Crown Close, however this link is unappealing to user as the built environment is harsh with many hiding places. This could be perceived as presenting a risk to personal safety. By contrast pedestrian facilities at the Crown Close end of the footpath are now attractive and convivial to use having recently been improved as part of the Councils £6m Hayes Town Centre Scheme.

To fully take advantage of the sites location, a developers contribution of £250,000 is sought. This will be used towards the following:-

- The upgrade of pedestrian and cycle facilities along Chalfont Road and Silverdale Road
- A complete transformation of the land outside Skeffington Court. The key objective being to make this an direct, attractive, safe and convenient route for pedestrians and cyclist walking and cycling to the town centre; and
- Improving access to the Grand Union Canal towpath from Silverdale Road and upgrading the towpath to Quietway standard. A contribution is sought to part fund the delivery of the works required to link the development to the town centre thereby reducing future occupier's reliance on the private car and the need for car parking

Bus Service Capacity

A developer's contribution is required to support the introduction and establishment of the new Heathrow Airport to Ruislip via Hayes 278 bus service. As well as Heathrow airport itself, this bus service will provide the occupiers of the residential units with direct public transport access to destinations in the north of the Borough including Hillingdon, Ickenham, West Ruislip and Ruislip. None of these centres are currently accessible using a direct bus service from Hayes. A contribution of £25,000 each year for three years is therefore sought.

Grand Union Canal Quietway

Working with developers, Transport for London and the Canal and Rivers Trust the Council has been improving the towpath along the Grand Union Canal to Quietway standard. This involves laying bitumen macadam to create an even and well drained surface providing cyclists and pedestrians with a safe and convenient off-road link.

Work along the section of canal between Stockley Park and Yiewsley is currently on-site.

A developer contribution is sought to improve the section of canal towpath between Hayes town centre and Stockley Park, this will then provide cyclists and pedestrians with a direct car free route between Hayes and Harlington and West Drayton stations from which Elizabeth Line (Crossrail) train services will start to operate in December 2019. A contribution of £50k is sought toward the implementation of Quietway improvement works along this key section of the Grand Union Canal

towpath.

A312 Healthy Streets

LB Hillingdon working with Transport for London is developing package of works to improve the safety and convenience with which cyclists and pedestrians can cross the A312 Bulls Bridge Roundabout. The ultimate aim is to make the pedestrian and cycle routes across the roundabout places for people characterised by the 10 Transport for London Health Streets indicators. A contribution of £25k is sought towards the implementation of the package of works identified.

Conclusion

Mindful of the above, should you be minded to approve the application, I would request that the above mentioned obligations and conditions be attached.

Case Officer's comments:

The proposed contributions have been agreed by the applicant and would be secured through a s106 legal agreement if the application is consented. The proposed service and delivery and car park management conditions are also recommended to be attached to any approval. The Highways Engineer raised a concern regarding service/delivery vehicles pulling into the main access point off Pump Lane, however an amended layout plan has been submitted and the Council's Highways Engineer has confirmed that subject to a condition regarding the final details of traffic arrangements, they no longer have any concerns with the application. The suggested traffic arrangements condition is therefore also recommended to be attached to any grant of planning consent. The proposals would also be subject to a Road Safety Audit and thus can be examined as part of the detailed design if a safety issue is raised.

AIR QUALITY OFFICER

The development proposal is for 333 residential units and commercial floorspace. The location is within an Air Quality Focus Area as defined by the GLA (Focus Area 85, Hayes Town Botwell Lane/Pump Lane) and included within the Hillingdon Hayes Focus Area. Focus Areas are defined as areas where the air quality limits are exceeded, there is relevant public exposure and actions should be prioritised to achieve significant improvements in air quality.

The applicant correctly identifies the requirements for the planning system to contribute towards the delivery of sustainable development highlighting the requirement for the impacts of new development to be mitigated (NPPF, London Plan, Local Plan).

The assessment

The air quality assessment recently submitted has incorporated clean by design improvements which are regarded as standard for a development, especially in areas of identified poor air quality, these are supported:

- a) the incorporation of low NOx energy sources within the development;
- b) maximising the distance between the building and the road source;
- c) locating sensitive uses such as play areas and amenity space away from the road source;
- d) minimising the number of residential units fronting the road source.

As noted, these are standard design measures aimed at protecting future occupiers, and with the exception of the first item (a), they do not reduce the emissions arising from the development itself. Traffic emissions are the main concern in Hayes and these need to be significantly minimised.

Emissions arising from the development

In Focus areas, such as Hayes, where the limit values are already being exceeded, further mitigation is required. To understand the level of improvements required a NOx damage cost has been applied to the development. The air quality assessment calculates this as £401, 677 which is agreed.

The quantifiable reductions from specific mitigation measures on-site have been agreed, namely full and effective implementation of a targeted Travel Plan and a bespoke air quality positive green infrastructure plan. The mitigation in terms of damage costs reductions has been agreed with the Council and calculated at £95,007.

This leaves a quantified damage cost of £306,670 which requires to be addressed ie efforts should be made to reduce emissions further.

The applicant has applied a methodology that suggests that, as the existing site produces £301, 974 in terms of damage costs from existing use of the site, this change of use should be taken into account as a mitigation measure therefore the remaining damage cost has a final value of £4,696. This approach is not supported by the Council in an area where air quality limits, as demonstrated within the air quality assessment, are already being exceeded and where, as the NPPF states, opportunities should be taken to improve air quality. The Council's transport engineers reinforce that the local road network at key junctions in close proximity to the site are over the desired capacity and that the development does result in a net increase in traffic movements entering and leaving the site.

The transport comments state that the Travel Plan requires further work to ensure and encourage walking and cycling, this is a concern, especially as this has been relied upon as a key mitigation measure in reducing emissions.

In terms of achieving further air quality mitigation, the following schemes are supported as measures which if secured and implemented via a s106 obligation could actively contribute to improving the use of sustainable modes of travel:

- Funding of works required to link the development to the town centre thereby reducing future occupiers reliance on the private car - suggested as £250,000;
- Contribution towards improvements to the canal towpath to provide future cyclists and pedestrians with direct car free route between Hayes and Harlington and West Drayton stations - suggested as £50k
- Implementation of the Healthy Streets approach in Hayes - suggested as £25k

The remainder of the damage costs for air quality (£306,670) is, therefore, incorporated within the measures listed above for traffic management purposes. This is without prejudice to any remaining transport measures to be accounted for.

Case Officer's comments:

The proposed contributions have been agreed by the applicant and would be secured by a s106 legal agreement should the application be approved.

ENVIRONMENTAL PROTECTION UNIT

I have read through the acoustic report and it adequately demonstrates how the predicted noise and vibration levels will be controlled through mitigation measures.

1. External noise from machinery, extract/ventilation ducting, mechanical gates, etc.

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.

2. Anti-vibration mounts and silencing of machinery etc.

Condition:

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

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

The proposal includes commercial floor space and residential dwelling above.

3. To ensure that acceptable noise levels are achieved indoors and a reasonable degree of peaceful enjoyment of gardens and amenity areas the following conditions shall be considered.

Condition:

The noise level in rooms at the development hereby approved shall meet the internal 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 and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan

2. Separation of noise sensitive rooms in neighbouring flats

Condition:

The approved development, shall have 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 occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Case Officer's comments:

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

SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to:

A condition and S106 contribution in relation to energy

A S106 contribution in relation to open space provision

Observations - Energy

The information submitted broadly demonstrates compliance with the London Plan requirements for a minimum of 35% onsite reduction in CO₂ from a 2013 Building Regulation baseline. However, the development does not achieve the necessary zero carbon standards and consequently requires a S106 offsite contribution as per Policy 5.2E of the London Plan.

The shortfall amounts to 214 tCO₂ as set out on page 2 of the Energy Assessment (Low Energy Consultancy Ltd). This equates to 6420 tCO₂ over the 30 year period defined by the GLA as the period of a carbon intensive grid.

The S106 contribution (@£60/tCO₂) is £385,200

In addition, the following condition is necessary to provide certainty over the type and specifications to be delivered as part of the final designs.

Condition:

Prior to above ground works, full details of the low and zero carbon technology shall be submitted to and approved in writing by the Local Planning Authority. The details following requirements must demonstrate compliance with the reductions set out in the Energy Assessment (ref LEC 3009/R01_2 Low Energy Consultancy Ltd, 29 November 2018).

1 - Details of the CHP should also include the heat network, the plant type and its location. Full details of the fuel inputs and energy outputs shall also be presented.

2 - Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included.

The development must proceed in accordance with the approved plans.

Reason:

To ensure the proposals contribute to a reduction in CO2 in accordance with London Plan (2016) Policy 5.2.

Observations - Amenity Space

The wind and sunlight analyses reveal that the courtyard area is likely to be constrained through both shading and increased wind. This reduces the enjoyability of the area. It is therefore recommended that an offsite contribution is secured to improve existing recreational facilities in the nearby area.

The S106 contribution should be set at £30,000.

Case Officer's comments

The Council's Sustainability Officer has been informed of the contributions already agreed by the developer to improve the public realm within the locality and the proposed over provision of external amenity space. Following discussions the Council's Sustainability Officer has confirmed that the additional payment of £30,000 is not justified and is therefore not required.

FLOOD AND WATER MANAGEMENT OFFICER

The proposals suggested that the indicated strategy will control surface water run off from the 1.8ha site to 6ls for events up to and including the 1 in 100 year plus 40% climate change event, which is considered acceptable.

However although there is considerable more detailed explaining the options initial considered and discounted, it is not clear that the best solutions have been incorporated and further work will be required in order to discharge the appropriate condition.

For example although ground water has been found, this does not and should not completely rule out shallow depressions to capture the first flush of rainfall in landscaped areas and this must be explored within any landscaping plan and levels provided for the site.

In addition there are proposals to provide drainage within an area set aside for future works. This area is proposed for an extension of cycleways along Pump lane. The proposals for the site should be revised so that the drainage for the site is entirely within the site extent and not area which will be disturbed later by Cycleway pedestrian works. A contribution for this work to improve the cycleway and provide additional green infrastructure / rain gardens to mitigate for the air quality and flooding issues along Pump lane will be expected. The permeable area for this site should also not include this area.

It is also noted that the proposed connection into the SW sewer does not lead anywhere and a CCTV survey was to be undertaken to provide an indication of the destination location and that the TW sewer is suitable to receive these flows.

It is noted a indicative maintenance plan is included this should incorporate all elements of a drainage proposal including pipework and ability to respond to adhoc issues arising. This could be conditioned.

Case Officer's comments:

The Council's Flood and Water Management Officer has been informed of the applicant's agreement to make significant contributions for pedestrian and cycleway improvements and has confirmed that this is acceptable. The applicant has agreed to remove any drainage elements from within land on Pump Lane that may be required for future cycle or bus services, this will be captured by an appropriately worded condition.

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 SA22 (Part A), 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.

Draft Policy SA 22: Chailey Industrial Estate, Pump Lane, proposes:

'The Chailey site is currently vacant and provides an opportunity for residential development that enhances Hayes Town Centre and takes advantage of the future Crossrail link at Hayes. The following development principles will apply:

- The site should be released for residential development at a development density of 110 units per hectare,
- Small scale commercial uses at ground floor level to support residential uses will be considered suitable; and
- Development proposals should include a buffer along the eastern boundary of the site to mitigate impacts on residential amenity from the adjacent retail use.

- The Council will seek to achieve a proportion of community infrastructure on the site to assist in the regeneration of Hayes;
- Proposals should be provided to a high quality design; and
- Open space and amenity space should be provided in accordance with Council standards.'

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 BE14 of the Local Plan: Part 2 - Saved UDP Policies (2012) outlines that permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites which have development potential. Within the SOPM (2018), the adjacent site to the east has been identified for redevelopment as Part B of SA 22.

The proposal incorporates an 11m setback from the neighbouring site to the East, in order to assist in safeguarding the redevelopment of this site. Furthermore, in the interim period where the neighbouring site will continue to operate in its existing form, this setback will minimise any potential friction arising between the new residential units and existing commercial use. The proposal also incorporates part of the sites' non-residential commercial use on the North Eastern ground floor, in order to ensure a more complementary use opposite the entrance to the existing Matalan store.

The proposal successfully demonstrates how the redevelopment of Site B could be undertaken cohesively in line with this scheme, particularly in terms of demonstrating how new connectivity from East to West has been incorporated. Furthermore, onsite amenity space provision on both the 'green boulevard' and the eastern boundary of the site would create new green infrastructure in an area with a notable shortage (DIFS, 2017). In particular, the proposed 'woodland area' on the eastern boundary provides an opportunity for integration with future amenity space from Site B.

The site also abuts Strategic Industrial Land (SIL) to the south east which is occupied by a number of existing businesses. It is therefore important that new development does not compromise the integrity or effectiveness of this SIL in accommodating existing or future business, in line with Policy 2.17 of the London Plan (2016). It is considered that the development proposal avoids doing so by incorporating sufficient setbacks and introducing significant planting to create a green buffer between potentially incompatible uses.

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 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 Classes A1, A2, A3, B1, D1 or D2) is deemed ancillary to the residential use of the site. Amenity issues relating to this proposed commercial use are discussed throughout the report. The proposed location of the commercial uses offers optimum opportunity to deliver viable commercial premises for Hayes.

Accordingly the proposals accord with Local Plan Core Strategy Policy H1, Saved Policy BE14 of the Hillingdon Local Plan (November 2012), the emerging Local Plan Part 2, Policy SA22, Policy 2.17 of the London Plan (2016) and the NPPF.

7.02 Density of the proposed development

The proposed scheme includes 333 dwellings across the 1.8 ha site area, which equates to 185 dwellings/ha.

The site has a PTAL rating of 2/3 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 2/3, with smaller sized units of 2.7 to 3 habitable rooms that a density of 70-170 is appropriate. The proposed scheme has a density of 185 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, 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 29 units
- 1 Bedroom x 88 units
- 2 Bedroom 3 Person x 48 units
- 2 Bedroom 4 Person x 113 units
- 3 Bedroom x 55 units

The Council's Policy Team have reviewed the submitted housing mix and raise no objections. Saved Policy H4 of the Hillingdon Local Plan (November 2012) encourages one and two bedroom developments 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 at 16.5%, 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 area is mixed use in character and is not within a Conservation Area or an Area of Special Local Character. There are no listed buildings within or directly adjacent to the site, however the Grade II Listed Benlow Works building and the locally listed Silverdale Road warehouses are located to the south of the site.

A Heritage Impact Assessment has been prepared in support of the application which recognises Benlow Works as a Grade II listed factory building and that the factory is of historic and architectural significance with some decorative features of interest. The report concludes that the development would introduce further taller buildings into the setting of Benlow Works where it would respond to the local architectural character and improve what is currently an area of poor townscape and visual quality. The change to the setting would be neutral and the development would preserve the significance of the surrounding listed buildings.

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. In addition the closest heritage assets are not directly adjacent to the site but separated by existing buildings. As such the impact of the proposals on the nearby Grade II Listed Benlow Works building and the locally listed Silverdale Road warehouses are considered acceptable and in accordance with Policy BE10 of the Hillingdon Local Plan (November 2012).

Archaeology

NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. In addition paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public. The planning application lies in an area of archaeological interest and an archaeological desk-based assessment has been submitted to accompany the application.

The Greater London Archaeological Advisory Service were consulted on the proposals and have provided detailed comments. The archaeological desk-based assessment (DBA) that accompanies the application states the site has low archaeological potential partly due to severe, widespread and cumulative impacts from previous development. Whilst there is some validity in these suppositions the study does not in the opinion of GLAAS properly consider the potential for Palaeolithic archaeology at the interface of the natural gravel and brickearth (Langley Silt). Wherever Langley Silt survives in-situ it has potential to seal and preserve prehistoric land surfaces containing evidence of human remains and/or associated fauna. The London Region has been described in the London archaeological research framework as one of the most important in Europe for the Lower Palaeolithic and the Langley Silts of West London are one of the physiographic zones highlighted.

The Greater London Archaeological Advisory Service have therefore concluded that the development could cause harm to archaeological remains and an appropriately worded condition requiring a two stage field evaluation is needed to determine appropriate mitigation.

Subject to the attachment of this condition and an informative no concerns are raised with regards to archaeology.

7.04 Airport safeguarding

National Air Traffic Services (NATS) and Heathrow Airport Ltd have been consulted on the proposals and whilst they are the view that the proposed development is expected to impact its operations, in particular the radar system and the potential for bird strike issues, both NATS and Heathrow have stated that they are of the view that any impact can be mitigated through a modification to the radar system.

Both NATS and HAL have requested similar conditions with regards to the H10 Radar at Heathrow. To avoid repetition a set of conditions have been proposed by the case officer to cover the above requirements that have been agreed as acceptable in writing by both NATS and HAL. These conditions are recommended to be attached to any grant of planning consent. As such the proposals are deemed to have no 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

Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area.

Policy 7.1 of the London Plan (March 2016) sets out a series of overarching design principles for development in London and Policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to optimizing the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

The proposal comprises three buildings that range from 2 to 11 storeys. These buildings are subdivided in blocks within the proposed plans to enable clarity of the development proposed.

The western building comprises Blocks A and B, with Block A rising to a maximum of 5 storeys along Pump Lane, whereas Block B steps down to 2 storeys where it is adjacent No.20 Chalfont Road. The building is linear with active frontages presented to Pump Lane and towards the internal proposed 'Home Zone'. Duplex units have been created to assist in activating this frontage with access doors onto the streetscene as opposed to shared central access cores. Parking is proposed to the rear/west with a podium providing external amenity space above. Landscaping is proposed along the edge of the podium area to prevent overlooking and protect the privacy of adjacent occupiers. A landscaping strip is also proposed between the podium and the site boundary.

The largest of the three buildings comprises Blocks C to G and varies in height between 6-8 storeys along the Pump Lane frontage and rises up to the highest point at 11 storeys in the south east corner. Duplex units have again been included to activate the western and southern elevations. This building (within Blocks D, E and F) includes the proposed commercial units at ground floor level along the Pump Lane frontage and the eastern section closest to the adjacent Matalan store. The Pump Lane frontage varies in height and includes a significant (circa 10m) set back along Pump Lane. The proposals maintain architectural quality throughout the development and particular attention has been paid during the pre-application and design process to breakdown the mass and form of the development along Pump Lane to reduce its impact. High quality materials are proposed and differing colours of bricks proposed to create an architectural language where the building is broken down into sections. The Pump Lane elevation would be two storeys in height at the western end of the site to reflect the height of existing residential buildings which sit adjacent to the site. The building height then steps up west to east so that the tallest section is adjacent to the existing Matalan store. The heights are considered appropriate in this location and the proposed set back from Pump Lane creates additional public realm and 'breathing space' for the mass proposed. In addition the design of development is considered to have an acceptable impact on the current adjacent Matalan

Store, but also to any future redevelopment of the adjacent site should it come forward in the future.

The smaller building towards the south eastern corner of the site comprises 4 and 6 storey elements. This building includes Blocks H and J with parking proposed externally to the west. To the east of the block an area of landscaping is proposed that will separate the block from the adjacent existing industrial uses.

The massing of the scheme has been designed to relate to the streetscape and townscape of its surroundings with the tallest part of the development being proposed towards the commercial properties along the eastern boundary of the site and lower elements adjacent the established residential properties along Chalfont and Little Road. The majority of the scheme is proposed to be masonry construction to tie in to the surrounding area. A full materials condition is recommended to be attached to any grant of planning consent.

The scheme proposes to introduce a 'home zone' area and traffic calming measures to create a residential environment with additional public realm and 'livable streets' that will integrate with adjoining roads. The elevations surrounding this area are proposed to be active and the entrance to the central parking area has been moved from the centre of the site to close to the Pump Lane site access to reduce vehicle movements within the site itself.

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, undertaking a number of revisions to produce a scheme that is considered acceptable in design terms. Officers requested a comprehensive Visual Impact Assessment report be produced to enable a thorough understanding of the impact the scheme would have on the locality. This required a total of 23 viewpoints within a 2km radius of the site which has been submitted with the application and includes long and short distance views as requested. The GLA have also requested six further additional views from Austin and Little Road be produced and these have also been submitted. These clearly show that the tallest element is not seen from the relevant vantage points and therefore there is no impact to the properties located on Austin and Little Road.

The proposal is considered to be well thought out and to respond positively to the site and surrounding area. The Council's Urban Design and Conservation Officer has provided the following list of elements within the scheme that are considered positive in design terms:

- 1) Introduce a setback from Pump Lane that will be circa 10m. This setback has many benefits that includes a) the increased provision of public realm, considering the deficit identified in Hayes, b) allowing for the future provision of highways intervention and mitigation measures to support the increased growth of Hayes in the Pump Lane area that includes cycling and potential buses in the longer term, c) setback that is commensurate to the scale of development proposed on the site to mitigate the impact of increased building heights and massing, for example, against the prevailing existing context to the north, d) reduce the air quality impact on residential dwellings and associated amenity space, if set away from the negative AQ areas along Pump Lane.

- 2) Provide a central 'green' public open space and a range of supporting 'green' landscaped curtilage spaces within the development site that are meaningfully (usable) sized to address a) the increased provision of public open space, considering the deficit

identified in the Hayes DIFS, b) supplement the required level of amenity space provision for residents, c) introduce SUDs for surface water drainage that is integrated into the landscape strategy, d) mitigate air quality concerns with increase planting, e) increase biodiversity to encourage new and support existing habitats, f) mitigate (soften) the impact of the proposed development, g) contribute to the reduction of the potential cumulative 'urban heat island' effect of new development in Hayes, h) create a range of landscaped spaces that vary in size, use and levels of privacy inc. play areas that are evenly distributed across the development site, responding to the developments requirements and residents needs - this will add richness and character to foster placemaking.

3) Introduce new employment uses to, a) mitigate losses of the existing site land use, b) promote active frontages along Pump Lane and generally activate the development outside of residential usage hours, c) support emerging wider employment strategies for Hayes that is responding to new employment trends.

4) Create a variety of scale and form within the development to, a) respond to the varying edge conditions, b) optimise site to balance quality and quantity, c) reduced the impact of the development on neighbouring properties, d) positively contribute to the townscape setting in Hayes.

5) Introduce a development podium typology that integrates a) parking within a podium deck to reduce the impact of on-street parking, b) create 'front doors onto street' to activate the public realm, c) introduce family duplex and/or triplex dwellings at the ground floor with a 'back garden' onto the first floor podium deck, d) create an adequately sized semi-private podium deck amenity space for residents with planting etc.

6) Introduce a home zone, a) create a residential focused public realm and 'livable streets', b) reduced on-street parking to increase the quantum of public open space, areas of play, landscaping and permeable ground for SUDs.

7) Allow adequate setbacks from neighbouring sites a) not to constrain emerging and identified development opportunities i.e Matalan, b) to mitigate the impact of active employment and industrial uses on the proposed residential areas of the development, c) to ensure the sustainability of the existing employment uses that are not impacted by new residential development, c) create an improved interface that reduces the impact on existing residential houses and their curtilage space.

8) Not to consider the site in isolation, therefore a wider 'connectivity' strategy has been developed to ensure the site's positive integration with a) neighbouring sites and land uses, b) town centre core, c) canal and 'Quietway', d) Crossrail station.

9) Maintain architectural design quality throughout the development to a) create a bespoke development that is contextual, articulate in form and legible (plus varied) in use - fostering the principles of placemaking, b) breakdown the mass and form of the development to reduce its impact, c) introduce high quality materials and robust detailing, d) create an interesting and varied roofscape.

The Council's Urban Design and Conservation Officer has provided the following conclusion to their comments:

'The applicant has successfully met these objectives (discussed above) through design development and positive consultation with Officers. The scale of the development ranges from six to eight storeys, and dropping down to five and four storeys, in response to the

varying edge conditions of the site. A taller eleven storey feature building is located towards the centre of the site that has been oriented and architecturally treated to reduce its immediate impact, whilst making a positive contribution to the emerging Hayes setting. The overall scale of development has been rigorously tested through a comprehensive TVIA, with Officers agreeing the various and numerous points that views should be taken from. For these reasons, the scale and form of the development is acceptable in townscape terms. And the residential-led mixed use development will make a positive addition to Hayes in regeneration terms, helping to raise the bar of future development. It is important that the scheme is not 'value engineered' post planning. Therefore a standard condition on materials is required and Officers will not accept the use of render that is not considered a robust material for this location or anywhere in the proposed development site.

This approach will balance the quantity proposed to optimise the site for redevelopment, with the quality required to create a successful residential-led development that will contribute to the positive growth of Hayes. The proposed scheme in it's current form is supported and recommended for approval on Design and Conservation grounds.'

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. The numerous positive elements of the proposals as set out in the Design and Conservation Officer's comments are considered to result in a proposed scheme that is in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan (November 2012).

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.

The proposed development would be separated by a minimum of 30m from two properties on the northern side of Pump Lane, with a third property 36.5m away. The majority of properties on the other side of Pump Lane would be in excess of 40m from the proposed development. It is considered that the separation distances proposed would be sufficient to avoid overdominance to these adjoining properties.

With regards to the impact of the scheme on properties on Little Lane, the scheme is proposing a single storey parking area with landscaped podium above along the majority of this boundary, with a strip of landscaping along the boundary itself to soften the visual impact of the development. The built form would be approximately 16.5m at the closest point from the rear elevation of these dwellings. This separation distance is above 15m and critically there are two large existing double storey industrial buildings with an existing height of 8.66m, which are presently located along the majority of this shared boundary. As such the introduction of the single storey podium with additional landscaping strip is considered to result in a reduced level of overdominance to these adjoining properties when compared to the current larger/higher structures in situ.

No. 20 Chalfont Road will be the closest existing dwelling to the proposed built form. This dwelling would be sited alongside the southern elevation of Block B which is proposed to be a two storey building, to match the existing adjacent property, with the single storey

podium to the rear. The podium is proposed to be located between 2.0m and 2.7m off the shared boundary with No. 20 Chalfont Road. Whilst the podium in this location could be considered to appear as a significant structure when viewed from the rear garden of the adjacent property, there is an existing two storey industrial building located hard against this boundary which also has a large gable elevation that reaches a height of approximately 8.66m. As such the proposed podium represents a significant reduction in built form in this location that would be set further from the boundary than the existing structure and soft landscaping is proposed on the boundary to soften the visual impact further.

No. 20 Chalfont Road would be over 27m from the proposed built form to the north across the proposed central landscaped area. All of the properties on the eastern side of Chalfont Road would have separation distances in excess of 30m from the proposed built form to the east (Block H and Block J).

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.

The scheme has also been designed to introduce an 11m wide gap between the eastern facades of the proposed built form (Blocks F to J) and the eastern boundary of the site. This will ensure that should the adjacent Matalan site be developed in the future a layout can be proposed which mirrors this gap to create policy compliant separation distances.

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 residential developments.

Concerns have been raised with regard to the proposed podium to the rear of Block B in relation to a loss of privacy through overlooking of the rear gardens of properties on Little Road and the northernmost property on Chalfont Road. The proposed landscaping scheme prevents future residents from accessing the western edge of the podium and through appropriate boundary treatments. It is recommended that these treatments are secured by an appropriately worded condition to ensure that there is no potential for loss of privacy to these properties. The proposed access stairs on the southern end of the podium also create a potential risk of overlooking to the rear garden of the adjacent property No. 20 Chalfont Road. Details of this access are recommended to be controlled through an appropriately worded condition to protect the amenity of the neighbouring property. This could be achieved with privacy screens or an enclosure for the stairs.

All of the properties on the eastern side of Chalfont Road would have separation distances in excess of 30m from the proposed built form to the east (Block H and Block J). In addition each of these properties have a large outbuilding located at the end of their gardens which further prevents any risk of overlooking.

Subject to the above conditions, the proposed separation distances are 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

There is no national Planning Policy specifically relating to daylight, sunlight and overshadowing. The Supplementary Planning Guidance on Housing in March 2016, published by the Mayor of London states "An appropriate degree of flexibility needs to be applied when using the BRE guidelines to assess the daylight and sunlight impacts of new developments on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, larger sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time."

Saved 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. The supporting text goes on to state that ensuring adequate sunlight and daylight reaches both habitable rooms (including kitchens) and external private amenity space is an important principle of housing design which affects the enjoyment of occupants' living conditions. The Local Planning Authority will pay full regard to the effects of a proposal, whether it be for a new building or extensions of an existing one, on the sunlight and daylight reaching neighbouring properties, and will have regard to the recommendations of "Site Layout Planning for Daylight and Sunlight" (Building Research Establishment, 1991).

Saved Policy BE20 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. Whilst saved Policy BE21 states that planning permission will not be granted for new buildings which would result in a significant loss of residential amenity.

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'. 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.

In developing a former low-rise industrial site a degree of change is inevitable, however the results demonstrate that the 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 report conclusion states that 'our findings of our analysis demonstrate that considering the urban context of the site the aims of the BRE guidelines are achieved. Therefore, the proposals will not have a significant effect on the neighbour's enjoyment of daylight and

sunlight and the proposals themselves will have good access to daylight and sunlight.

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 Policies BE19, BE20 and 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 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. The proposed commercial premises would be separated by a minimum of 30m from the closest existing residential properties.

7.09 Living conditions for future occupiers

Internal Space Standards

All of the dwellings proposed 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 podium roof gardens above the proposed car parks within the development serve as communal amenity space with defensible private space adjacent to properties to serve residents within the development. A large area of public open space is proposed within the centre of the site and along the eastern boundary. At ground floor level 3213m² of shared amenity space is proposed (in addition 2755m² of new public realm is proposed that, whilst not representing accountable external amenity space, does contribute additional amenity for future and existing residents).

At first floor level 2474m² of shared amenity space is proposed within the shared podium areas. In addition 2,808m² of private amenity space is proposed in the form of terraces and balconies. In total therefore 8495m² of external amenity space is proposed (in addition to the 2755m² of new public realm).

The development proposed is required to deliver the following amenity space:

29 x studio units and 88 x 1 bedroom flats = 2340m²

161 x 2 bedroom flats = 4025m²

55 x 3 bedroom flats = 1650m²

In total therefore 8015m² of external amenity space is required. The amount of amenity space proposed accords with and exceeds (an additional 480m²) the requirements outlined in Hillingdon's Design and Accessibility Statement Supplementary Planning Document - Residential Layouts SPD (2006) and GLA guidance.

Child's Play

The scheme generates a yield of 99 children, and the GLA requirement for play space is 978 sq.m which will form part of the amenity provision identified above. The scheme has developed an overarching play strategy which proposes a significant provision of dedicated play space for under 5's and 6-11 age groups as well as significant opportunities for natural play within the various amenity spaces.

Overshadowing of Amenity Space

The site layout, orientation of the proposed buildings and the separation distances

proposed are intended to minimise overshadowing across the site. The Council's Sustainability Officer has reviewed the scheme and raised a concern that the sun path analysis shows shading to the courtyard areas that may constrain the usability of the courtyard areas as amenity space. However following discussions regarding the over provision of external amenity space and the contributions already agreed by the applicant for recreational improvements such as cycleways, the Council's Sustainability Officer has confirmed that the contribution he requested is no longer necessary.

Daylight/sunlight

An analysis has been undertaken to consider the level of daylight the proposed accommodation will enjoy. The results of the analysis demonstrates that over 90% of all habitable rooms analysed on the lower three floors will achieve or exceed the recommended level of daylight. This would be almost 100% if balconies were not proposed. The proposed accommodation will enjoy a good level of daylight and all units benefit from an area of private amenity space.

The analysis results for those rooms with a principle window facing within 90 degrees of due south demonstrate that over 71% of the rooms will achieve the numerical values set out in the BRE guidelines. In addition, they demonstrate that as recommended, all except 7 bedrooms will enjoy sunlight at some point during the day, as recommended within the Mayor of London's Housing SPG. The principle reason why not all rooms will achieve the numerical values in the BRE guidelines, is due to the provision of private amenity space, such as balconies which can block direct sunlight.

Given that the Supplementary Planning Guidance on Housing in March 2016, published by the Mayor of London states that 'guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, larger sites and accessible locations, where BRE advice suggests considering the use of alternative targets', it is considered that the results demonstrate that the proposed accommodation will enjoy an appropriate level of sunlight.

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 Blocks A & B and Blocks C & D will be a minimum of 21m to protect residential privacy and amenity where windows will directly face each other. Between Block G and Block H the separation distance would be a minimum of 16m. Whilst this would only affect dual aspect rooms in Block H, it would affect single aspect rooms in Block G. The distance proposed is below the level of separation distance required to protect residential amenity. It is therefore recommended that a condition be attached to any grant of planning consent that requires details of an architectural solution (such as oriel windows or louvres with elements of obscure glazing) be provided.

At higher levels the separation distance between Block F and Block G is 16.6m. A condition is therefore required to ensure that the windows in the southern elevation of Block F remain fixed shut and obscure glazed. The windows in this elevation are secondary windows and therefore such a condition will not impact on outlook for future occupiers. At first floor level the proposed separation distance between Block C and Block G is 17.2m, however no windows are proposed in the western elevation of Block G at this level. At upper levels this separation distance increases to 30m.

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. Subject to the above condition 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.

Outlook

The vast majority of the proposed units will be dual aspect with the number of single aspect dwellings reduced through the design process in discussions with officers. The number of single aspect north facing units is considered minimal with no such units proposed in Blocks A, B, C, H and J. In total 20 out of 333 units is proposed as single aspect north facing which equates to 6% of the number of units proposed. No three bed family units are proposed as single aspect north facing. Given the use of standard access lift cores/corridors in developments of this nature, the mix of single and dual aspect units is deemed acceptable. All of the proposed units will have outlook over the internal podium area, the existing streetscene or have longer views and will benefit from acceptable levels of outlook. The proposals are therefore deemed to be in accordance with Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) in terms of outlook.

Neighbouring Uses

The redevelopment of this site borders Strategic Industrial Land (SIL) to the south east which is occupied by a number of existing businesses. It is considered that the development proposal incorporates sufficient setbacks and introduces significant planting to create a green buffer between these potentially incompatible uses. A Noise Impact Assessment report has been submitted with the application which concludes that the proposed development should avoid future residents being exposed to harmful levels of noise. It can therefore be concluded that significant adverse impacts on the health or quality of life of those future residents would be avoided, in line with the aims of the NPPF. This is covered in greater detail within section 7.18 of this report.

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.

The site is currently served by three points of access which are located along the Pump Lane site frontage. Whilst the site at present is served by minor access roads which include Little Road to the west of the site and Chalfont Road/Silverdale Road to the south,

these access points are currently closed off. The proposed development will see the stopping up of all existing access points currently serving the application site along Pump Lane. These are to be replaced by one access along the north-western edge of the site boundary (with Pump Lane). The proposed access will provide a 6.0 metre wide carriageway width with footway in excess of 2.0 metres either side.

An emergency site access is also to be provided south of the site in the position of the existing access point and will be used solely for pedestrian, cycling and emergency access via Chalfont Road. It should be noted that whilst this access is to remain open 24/7, collapsible bollards are proposed in order to allow emergency vehicles access. The eastern most access along Pump Lane will accommodate service vehicles accessing the plant room which is to take place once every 3-4 months. It is mentioned that the type of vehicles carrying out this service will comprise of small vans only. A new pedestrian access is also proposed to be located towards the south eastern boundary of the site which will be accessed off Silverdale Road.

To assess the traffic impact of the proposed development a Transport Assessment has been submitted in support of the proposed development. .

Trip Generation

When comparing both existing and proposed uses, the net increase in traffic movements is concluded to be 37 movements during the AM peak and 3 movements in the PM peak periods. The net increase during the AM period would average 1 vehicle every two minutes entering/leaving the site. The Council's Highway Engineer notes the traffic generation of the proposed development and considers this increase is limited and can be accommodated without detriment to the existing highway network.

Car Parking - Residential

209 car parking spaces are proposed that will include 3 spaces for the proposed commercial units, 204 residential parking spaces and 2 car club parking spaces.

The Council's adopted car parking standards are based on a maximum approach and that some degree of flexibility can be provided given the site's relatively sustainable location in relation to the Hayes Town Centre. The current scheme provides residential car parking at 62% (0.62 per unit). In accordance with currently adopted saved Unitary Development Plan, a recommended maximum parking provision of 441 should be provided on site to serve the new units and does not therefore accord with the UDP standard or the emerging LPP2 DMT6 policy and parking standard for residential developments.

The site has a PTAL rating of 3 which on a scale of 1-6b is considered to be moderate. It is noted however that the site is within a relatively short walking distance to the Hayes Town Centre which provides a plethora of sustainable transport modes. This is reflected with a high PTAL rating of 4 and 5 within Hayes Town Centre which is circa 200m from the site.

It should also be noted that with the introduction of Crossrail which is to commence later in 2019 and the introduction of an extended (H32) bus service along Pump Lane, the area will see improved provisions for sustainable modes of travel. If the linkages between the development and Hayes town centre are convenient and attractive to use, then future residents of the development will be less reliant on the private car to meet their daily travel needs. This could include improvements to the pedestrian routes along Pump Lane as well as the Grand Union Canal Cycle Quietway.

Funding is therefore required for investment in measures that better connect the development site with Hayes town centre and Hayes and Harlington Station. With attractive and convenient measures for pedestrians and cyclists in place the Council can be confident that these will offer a genuine travel alternative to the private car. This opportunity to better connect the development with Hayes town centre has been taken into account when assessing the quantum of car parking spaces proposed on the site.

The Council's Highways Engineer has requested a contribution of £250,000. This would be used towards the following:-

- The upgrade of pedestrian and cycle facilities along Chalfont Road and Silverdale Road
- A complete transformation of the land outside Skeffington Court. The key objective being to make this a direct, attractive, safe and convenient route for pedestrians and cyclist walking and cycling to the town centre; and
- Improving access to the Grand Union Canal towpath from Silverdale Road

Also a £50,000 contribution for upgrading the canal towpath to Quietway standard has also been requested.

In addition to the above Transport for London have requested a contribution of £25,000 each year for three years towards local bus services. This has also been agreed by the applicant.

It is therefore considered that subject to an appropriate contribution, on balance, the level of parking proposed is sufficient for the residential component of the proposals. The applicant has confirmed their acceptance of the proposed level of contributions and these would be secured via a section 106 legal agreement. An amended Travel Plan plus £20,000 bond would also be secured via a section 106 agreement for both the residential and commercial elements of the scheme.

It should be noted that in addition to the above significant improvements to Pump Lane have already been secured through the Southall Gas Works scheme in the neighbouring borough of Ealing.

Disabled Parking

To accord with both the currently adopted UDP standard and the emerging Local Plan: Part 2 DMT 6 policy, it is required that 10% of parking provision be allocated to blue badge holders. Under the proposed level of parking for the residential units it is required that 21 spaces be allocated to disabled users. Whilst it is proposed that 34 spaces be allocated thus representing an overprovision of 13 spaces, this is deemed acceptable.

Electrical Vehicle Charging Points

Provision for electrical vehicle charging points has been provided in excess of the London Plan standards which require 20% active spaces and a further 20% as passive. The submissions propose that 20% as active provision and 54% as passive provision as a measure of mitigation. This represents 41 'active' spaces and 112 'passive' spaces.

Cycle Parking

There are 549 + 8 Visitor secure cycle storage spaces for residents. Long stay parking will be located within covered storage with short stay cycle parking being provided at a ratio of 1 space per 40 units. Whilst this is in accordance with the London Plan standards, this is considered an over provision when compared to the 388 spaces required as per the UDP standards. It is recommended that a condition be attached to any grant of planning consent

to monitor the level of cycle parking proposed and if there is evidence of an over provision that cycle parking spaces be allocated for alternative uses that would enhance residential amenity.

Motorcycle Parking

10 Motorcycle parking spaces have been proposed, which equates to one space per twenty car parking spaces. This is in accordance with Council requirements.

Car Parking - Commercial Units

The submissions seek flexible commercial floor space (Use Classes, A1, A2, A3, B1, D1 or D2). When considering the quantum of development and in accordance with the Saved UDP standards, it is required that 14 parking spaces be provided. It is apparent from the submitted information that only 3 spaces are proposed for staff with no parking being provided for visitors on site. Whilst this represents a shortfall in parking, given the sites sustainable location and that any potential commercial parking taking place could be controlled via a CPMP (Car Parking Management Plan) plus a commercial Travel Plan (and £20,000 bond) the Council's Highways Engineer is of the opinion that this level of provision is acceptable.

In addition to the above the Council's Highways Engineer has requested conditions be attached to any consent that require a car parking management plan and construction management plan be submitted and approved in writing by the Council.

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 34 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 to ensure that further details relating matters such as the proposed 'Home Zone', drop-off points, the proposed paving material and play equipment, plus a condition to secure M4(3) and M4(2) compliance. The Council's Access Officer has requested that 300 of the proposed units be constructed to M4(2) Accessible and Adaptable standard, 24 of the units for private sale be constructed to an M4(3) Wheelchair Adaptable standard and 9 of the affordable housing units be constructed to M4(3) Wheelchair Accessible standard. The applicant is proposing that 9 of the units would be wheelchair accessible however further details are recommended to be secured condition.

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

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 London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 333 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. 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's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 states that the Council aims to achieve a tenure mix of 70% social rent and 30% intermediate housing across the Borough, however it notes at paragraph 4.16 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 scheme will provide 99 affordable housing units, equating to a 35% provision by habitable room. The proposed affordable housing provision would contain a mix of one, two and three bedroom properties for Affordable Rent (27%), London Living Rent (35.6%) and Shared Ownership (37.4%). It is noted that this tenure does not fully accord with planning policy. As such the applicants have lodged a Financial Viability Appraisal which has been independently reviewed and confirms that only 19.1% affordable housing provision is deemed viable. Whilst this is a lower provision, the applicants have maintained their offer of 35% (by habitable room) at a non-policy compliant tenure mix.

The Council's Policy Team have confirmed that they have no objections to the affordable housing offer proposed. Taking the above matters into account, the affordable housing offer is considered to be justified and in accordance with Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies. The details of the provision of affordable housing will be secured under the S106 Legal Agreement that will include an appropriate review mechanism.

It is noted that the Greater London Authority have requested that the affordable housing provision should be 50%, however this is based on policy contained within the proposed, and currently un-adopted, London Plan and as such these policies are not deemed to carry sufficient weight to warrant such a provision at this time.

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.

A tree survey has been submitted with the application that confirms that the few trees on the site are of low quality with no 'A' grade trees. Three (off-site) trees are 'B' grade, whose condition and value indicates that they should be retained as part of any new development. The other 15 trees are 'C' and 'U' grade trees which do not pose a constraint on development. It is noted that none of the off-site 'B' grade trees appear to be at direct (or indirect) risk from the proposals or construction related activities.

The Design & Access Statement provides a comprehensive landscape masterplan and conveys the intended landscape character. The landscape plan features five key landscape zones; Pump Lane frontage, Chalfont Square, Chalfont Road Home Zone, Woodland area and Podium Level Gardens (on the first floor). The proposals would result

in a significant improvement to the level of soft landscaping currently in situ along Pump Lane. The masterplan has been designed to provide well-landscaped boundaries, attractive through routes for pedestrians, lush swathes of planting and a semi-natural linear park. While a significant amount of planting is proposed at ground level (more sustainable), the first floor podium level garden extends over a substantial area and will be large enough to create a variety of attractive and accessible spaces for the occupants of the flats. A range of indicative surface treatments is illustrated under the hard landscape strategy, using permeable paving materials. Boundaries will be defined by (powder-coated) steel railings specified at 1.1metres and 1.8 metres in height. The soft landscape strategy has considered the required heights and form of planting which has guided the planting palette. 'Structure' planting includes the use of single and multi-stem trees and hedges, planted in a range of sizes. 60 small / young trees will be planted on the podium level and well over 100 trees (mixed sizes) will be planted throughout the site at ground level. Play spaces have been incorporated within the masterplan to accommodate doorstep play (for under 5's), local playable space (< 11 years), neighbourhood playable (<11+ years) and youth space (12 +). Trees have been selected and green walls incorporated into the scheme with a view to filtering airborne pollutants and improving local air quality. Subject to detail, the scheme will provide a significant net gain in green infrastructure and biodiversity.

The Landscape Strategy is considered to be well thought out and to represent a high quality of provision. 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.

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

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The Council's Waste Management Officer was consulted on the proposals and raised a concern regarding the proposed location of Block A's collection point on Pump Lane, the refuse provision for the third commercial unit and some of the proposed collection points. These concerns have been passed on to the applicant and an amended layout (plan ref. T20P00 Rev 1B) has now been proposed. The commercial units will have separate refuse storage areas to the residential elements and amended collection points are now proposed. The alternative arrangements have been reviewed by the Council's Waste Management Officer who has confirmed no objection subject to the attachment of appropriate condition requiring details of a Servicing and Refuse Collection Strategy.

The Council's Highways Engineer also raised a concern about the proposed pinch point at the priority junction and servicing layby at the access onto the site with Pump Lane. These concerns have also been passed on to the applicant and the amended arrangement has now been proposed (plan ref. T20P00 Rev 1B). The amended scheme has been reviewed by the Council's Highways Engineer who has confirmed that they accept the proposals subject to a condition requiring final details of traffic arrangements.

Subject to the above conditions the proposed scheme is now considered acceptable.

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. An on-site Combined Heat and Power (CHP) system is proposed to be connected to a site-wide heating network to supply hot water and space heating to the entire development. The CHP and boiler plant together with all the associated ancillary equipment will be located on the ground floor next to Block G in the Energy Centre, to allow for the exit of flue gases at the highest point. The energy centre has a total floor area of circa 121m².

The renewable energy assessment shows that Photovoltaics (PV) systems can be provided to generate renewable power. The energy assessment indicates that circa 750m² of flat roof area (including access) is proposed for the PV panels on the unshaded flat roofs of Cores D, E, F and G.

However, overall 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) reduction in CO₂ from a 2013 Building Regulation baseline. Therefore, the development does not achieve the necessary zero carbon standards and consequently requires a S106 offsite contribution as per Policy 5.2E of the London Plan. The shortfall amounts to 214 tCO₂ as set out on page 2 of the Energy Assessment (Low Energy Consultancy Ltd). This equates to 6420 tCO₂ over the 30 year period defined by the GLA as the period of a carbon intensive grid.

Whilst the GLA have raised a concern with the energy strategy in their Stage I response, 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 £385,200.

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 confirmed that the indicated strategy will control surface water run off from the 1.8ha site to 6ls for events up to and including the 1 in 100 year plus 40% climate change event, which is considered acceptable.

However it is not clear that the best solutions have been incorporated and has recommended a condition be attached requiring a scheme for the provision of sustainable water management.

In addition to the above the Council's Flood and Water Management Officer has raised a concern that the scheme includes proposals to provide drainage infrastructure within an area set aside a proposed extension of cycleways along Pump lane. The proposals for the site therefore need to be revised so that the drainage for the site is not within an area which will be disturbed later by cycleway/pedestrian works.

A contribution to improve the cycleway along Pump lane was requested by the Council's Flood and Water Management Officer, however given the £275,000 contribution already agreed they have confirmed that a further contribution is not required.

A concern has been raised about the proposed connection into the SW sewer and that a CCTV survey is required to be undertaken to provide evidence that the sewer is suitable to receive these flows. A maintenance plan is required to incorporate all elements of a drainage proposal including pipework and ability to respond to adhoc issues arising.

The Council's Flood and Water Management Officer has confirmed that these concerns can be resolved through appropriately worded conditions. These conditions are recommended to be attached to any grant of planning consent.

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 National Planning Policy Framework (NPPF) provides the Government's guidance on noise issues and paragraph 182 states that planning decisions should ensure that new development can be integrated effectively with existing businesses and that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business could have a significant adverse effect on new development (including changes of use to residential) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed. 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.

The application site is adjacent to existing industrial uses to the south east and a Matalan commercial unit to the east on Pump Lane. The proposed residential units are in close proximity to these adjacent uses and the application is supported by a Noise Impact Assessment. In order to determine the extent to which the site is currently affected by noise, a detailed measurement study has been carried out. Measurements have been

carried out in order to characterise the existing noise climate during both the daytime and the night-time. The study revealed that the noise climate on the site was dominated by distant road traffic noise from the nearby A312 Parkway, with louder, regular pass-bys on Pump Lane, which included regular HGV movements. There were also regular aircraft passing overhead and plant noise from the light-industrial buildings close to site. It is noted in the report that there is existing rooftop plant, at first floor level, located at the rear of the industrial buildings on Silverdale Road, approximately 11m from the rear site boundary.

The results of the initial site risk assessment based on the measured noise levels indicate that the site has a medium risk in terms of noise. A Medium level of risk is described as: 'As noise levels increase, the site is likely to be less suitable from a noise perspective and any subsequent application may be refused unless a good acoustic design process is followed and is demonstrated in an Acoustic Design Statement (ADS) which confirms how the adverse impacts of noise will be mitigated and minimised, and which clearly demonstrate that a significant adverse noise impact will be avoided in the finished development.'

Good acoustic design has been shown in the layout of the proposed development in that all ground floor flats are set back from Pump Lane, the majority behind the commercial units. Most flats across the development will benefit from shielding from Pump Lane from the intervening buildings. Additionally, the proposed layout limits the number of balconies overlooking Pump Lane and podium level shared amenity spaces have been provided for the development at first floor level and will be shielded from noise from Pump Lane by the massing of the intervening buildings. A significant section of landscaping is also proposed to the south east of the site between Blocks H and J and the existing industrial uses.

Internal noise levels should ideally be achieved in as many properties as possible with windows open. Due to the relatively high noise levels present at site, not all habitable rooms will be able to achieve the requirement with windows open, and therefore the sound insulation of the building will be required to mitigate noise levels. The report concludes that double glazing should be utilised and that for those elevations which overlook Pump Lane and the existing industrial uses appropriately specified acoustic trickle vents will be installed to allow adequate ventilation without the requirement to open windows.

The Council's Environmental Protection Unit have requested a series of conditions to control both internal, external and plant noise. These conditions are recommended to be attached to any grant of planning consent. In addition a condition is recommended to be attached that limits the hours of use of the proposed commercial units. Subject to these conditions being attached it is considered that the scheme would be acceptable in terms of noise.

AIR QUALITY

The development proposal is for 333 residential units and commercial floorspace. The location is within an Air Quality Focus Area as defined by the GLA (Focus Area 85, Hayes Town Botwell Lane/Pump Lane) and included within the Hillingdon Hayes Focus Area. Focus Areas are defined as areas where the air quality limits are exceeded, there is relevant public exposure and actions should be prioritised to achieve significant improvements in air quality. 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 confirmed that to understand the level of improvements required, a NOx damage cost has been applied to the development. The air quality assessment calculates this as £401, 677 which is agreed.

The quantifiable reductions from specific mitigation measures on-site have also been agreed, namely full and effective implementation of a targeted Travel Plan and a bespoke air quality positive green infrastructure plan. The mitigation in terms of damage costs reductions has been agreed with the Council and calculated at £95,007.

This leaves a quantified damage cost of £306,670 which requires to be addressed i.e. efforts should be made to reduce emissions further.

In terms of achieving further air quality mitigation, the following schemes are supported as measures which if secured and implemented via a s106 obligation could actively contribute to improving the use of sustainable modes of travel:

- Funding of works required to link the development to the town centre thereby reducing future occupiers reliance on the private car
- Contribution towards improvements to the canal towpath to provide future cyclists and pedestrians with direct car free route between Hayes and Harlington and West Drayton stations
- Implementation of the Healthy Streets approach in Hayes

The above improvement works and the requisite contributions have been confirmed and agreed with the developer, in addition to the set back of the development from Pump Lane to enable future bus or cycle way service and the TfL bus contribution of £25,000.

The Council's Air Quality Officer has confirmed that the remainder of the damage costs for air quality have, therefore, been incorporated within the traffic management purposes and no further contributions are required. As such the development is considered to accord with Policy 5.2 and Policy 7.14 of the London Plan (2016) and Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

Consultation letters were sent to 198 local owner/occupiers on 18/12/18. The application was also advertised by way of site and press notices. The following responses have been received:

- 1 petition in objection to the proposals
- 18 comments in objection
- 12 comments in support

Concerns raised regarding the principle of development, loss of daylight and sunlight, privacy, transport, design, density, security, residential amenity, air pollution, sustainability, trees and services are covered within the relevant sections of this report. Concerns raised that are not material planning considerations, such as impact on property values and vermin within existing buildings, cannot be considered. The comments in support of the proposals are noted.

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 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. Pedestrian and Cycle improvements contribution of £250,000
3. Grand Union Canal Quiet Way contribution of £50,000
4. Healthy Streets contribution of £25,000
5. Local Bus Services contribution of £25,000 each year for three years
6. Carbon off-set contribution of £385,200
7. Residential Travel Plan plus £20,000 bond
8. Commercial Travel Plan plus £20,000 bond
9. Car Club provision of two spaces
10. Parking permits restriction for future occupiers
11. 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
12. Highway Works: S278/S38 for required Highways Works
13. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

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 £2,511,162.58 (residential) and £0 if the commercial space is used for offices (do to the demolition of existing buildings on the site).

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 £60 per square metre (as of the 1st of April 2019) 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 £1,685,542.59.

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

Not applicable

10. CONCLUSION

The application proposes the mixed use redevelopment of Chailey Industrial Estate to provide three buildings ranging from 2 to 11 storeys in height delivering 333 residential units and 710 sq.m of ground floor commercial floorspace (Use Classes A1, A2, A3, B1, D1 or D2), including the provision of private and communal amenity areas, child play space, car parking, secure cycle parking, refuse storage areas and other associated development.

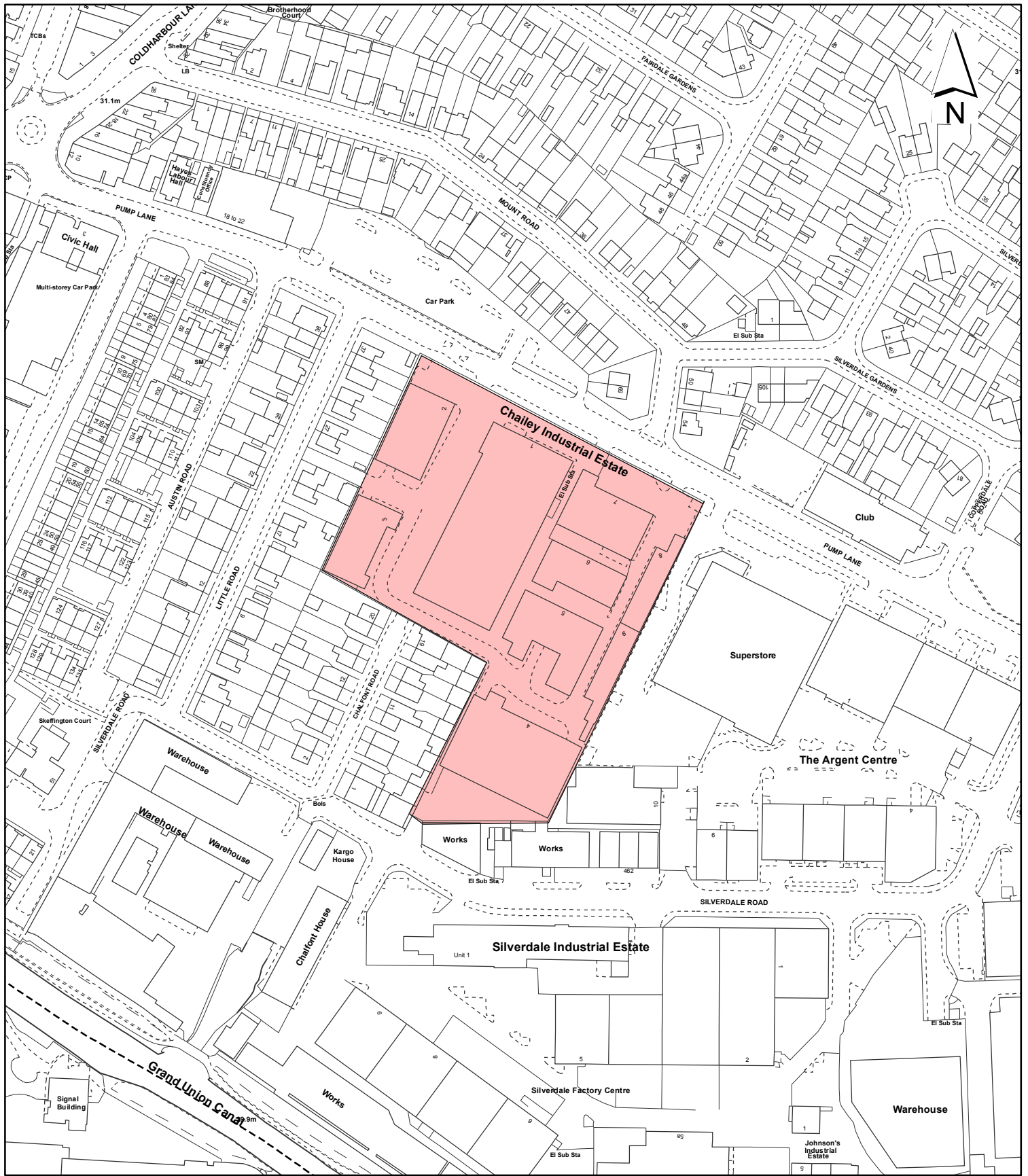
The proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). Subject to a S106 legal agreement and appropriate conditions the application is therefore recommended for approval.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF) 2018
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Council's Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document: Accessible Hillingdon January (2010)
GLA Affordable Housing and Viability Supplementary Planning Guidance (SPG)
Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations
Emerging Hillingdon Local Plan: Part 2 Development Management Policies
Emerging Hillingdon Local Plan: Part 2 Policies Map

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Chailey Industrial Estate
 Pump Lane
 Hayes**

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

Planning Application Ref:

2102/APP/2018/4231

Scale:

1:2,250

Planning Committee:

Major Page 146

Date:

April 2019



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

- Address** LAND AT 3, 233-236 NESTLES AVENUE HAYES
- Development:** Demolition of existing buildings, site clearance and redevelopment to provide a mixed use scheme, including 457 residential units, 264 sqm (GEA) A1 retail use, 229 sqm (GEA) A3 cafe use and 2,273 sqm (GEA) B1 office, together with 237 car parking spaces and 1,070 cycle parking spaces, hard and soft landscaping, refuse and recycling facilities, and public and private amenity space.
- LBH Ref Nos:** 73238/APP/2018/1145
- Drawing Nos:** HAY-FAR-AB-DR-PA-05201 (December 2018) (Building A and B, Sector AA)
HAY-FAR-CD-DR-PA-05201 (December 2018) (Building C & D - Section AA)
HAY-FAR-CD-DR-PA-05202 (December 2018) (Building C & D - Section BB)
HAY-FAR-CD-DR-DR-PA-05203 (December 2018) Building C & D - Section CC)
Operational Waste Management Strategy, December 2018
Volume 1: Environmental Statement - Main Text, March 2018
Volume 2: Environmental Statement - Figures, March 2018
Volume 3: Environmental Statement - Appendices, March 2018
Volume 4: Environmental Statement - Townscape and Visual Assessment, March 2018
Environmental Statement - Non-Technical Summary, March 2018
Volume 1 - 4: 2018 Environmental Statement Addendum, December 2018
Environmental Statement: Non-Technical Summary Updated, December 2018
HAY-FAR-SW-DR-PA-03104 (December 2018) (Existing Context - East & West Elevations)
HAY-FAR-SW-DR-PA-03111 (December 2018) (Proposed Location Plan)
HAY-FAR-SW-DR-PA-03112 (December 2018) (Proposed Block Plan)
HAY-FAR-SW-DR-PA-03113 (December 2018) (Proposed Sitewide Ground Floor Plan)
HAY-FAR-SW-DR-PA-03114 (December 2018) (Proposed Sitewide First Floor Plan)
HAY-FAR-SW-DR-PA-03115 (December 2018) (Proposed Sitewide Second Floor Plan)
HAY-FAR-SW-DR-PA-03116 (December 2018) (Proposed Sitewide Third Floor Plan)
HAY-FAR-SW-DR-PA-03117 (December 2018) (Proposed Sitewide Typical Fourth to Seventh Floor Plan)
HAY-FAR-SW-DR-PA-03118 (December 2018) (Proposed Sitewide Eighth Floor Plan)
HAY-FAR-SW-DR-PA-03119 (December 2018) (Proposed Sitewide Ninth Floor Plan)
HAY-FAR-SW-DR-PA-03120 (December 2018) (Proposed Sitewide Tenth Floor Plan)
HAY-FAR-AB-DR-PA-07103 (December 2018) (Building A and B - Cat. 2

Layouts)
 HAY-FAR-AB-DR-PA-07104 (December 2018) (Building A and B - Cat. 2
 Layouts)
 HAY-FAR-AB-DR-PA-07105 (December 2018) (Building A and B - Cat. 2
 Layouts)
 Planning & Design Addendum - December 2018
 Planning Statement, March 2018
 Landscape Strategy, March 2018
 Internal Daylight and Sunlight Report, March 2018
 Eb7 Ltd letter dated 18/12/18 - Planning Application Amendments - Internal
 Daylight and Sunlight
 Arboricultural Impact Assessment, March 2018
 Historic Environmental Desk-based Assessment, March 2018
 Healthy Urban Planning Checklist, March 2018
 Socio-economic Statement, March 2018
 Socio-economic Statement Addendum, December 2018
 Building Services Report, March 2018
 Structural Report, March 2018
 Statement of Community Involvement, March 2018
 Transport Assessment, V. 2 Issued 03/04/18
 Transport Addendum, December 2018
 Flood Risk Assessment and Drainage Strategy Report, December 2018
 Heritage Desk-Based Assessment Addendum, December 2018
 Sustainability and Energy Statement, Issue 02, dated 11/12/18
 Noise and Vibration Assessment, March 2018
 Noise and Vibration Statement Addendum, December 2018
 Design and Access Statement, December 2018, Planning Addendum
 EXA_1734_P_101 Rev. E
 EXA_1734_P_106 Rev. E (Roof Garden - Level 2
 HAY-FAR-AB-DR-PA-05102 (December 2018)
 HAY-FAR-CD-DR-DR-PA-05204 (December 2018) (Building C & D -
 Section DD)
 HAY-FAR-CD-DR-DR-PA-05205 (December 2018) (Building C & D -
 Section EE)
 HAY-FAR-CD-DR-DR-PA-05206 (December 2018) (Building C & D -
 Section FF)
 HAY-FAR-CD-DR-DR-PA-05301 (December 2018) (Building C & D - South
 Elevation)
 HAY-FAR-CD-DR-DR-PA-05302 (December 2018) (Building C & D - North
 Elevation)
 HAY-FAR-CD-DR-DR-PA-05303 (December 2018) (Building C & D - West
 Elevation)
 HAY-FAR-CD-DR-DR-PA-05304 (December 2018) (Building C & D - East
 Elevation)
 HAY-FAR-CD-DR-PA-07102 (December 2018) (Building C & D - Cat. 2
 Layouts)
 HAY-FAR-CD-DR-PA-07103 (December 2018) (Building C & D - Cat. 2
 Layouts)
 HAY-FAR-CD-DR-PA-07104 (December 2018) (Building C & D - Cat. 2
 Layouts)

HAY-FAR-CD-DR-PA-07105 (December 2018) (Building C & D - Cat. 2 Layouts)
HAY-FAR-CD-DR-PA-07106 (December 2018) (Building C & D - Cat. 2 Layouts)
HAY-FAR-CD-DR-PA-07107 (December 2018) (Building C & D - Cat. 2 Layouts)
HAY-FAR-SW-DR-PA-03101 (December 2018)
HAY-FAR-CD-DR-PA-07101 (December 2018) (Building C & D - Cat. 3 Layouts)
HAY-FAR-SW-DR-PA-03102 (December 2018)
HAY-FAR-SW-DR-PA-03103 (December 2018) (Existing Context - North and South Elevations)
HAY-FAR-AB-DR-PA-05103-A (March 2019)
HAY-FAR-AB-DR-PA-05104-A (March 2019)
HAY-FAR-AB-DR-PA-05105-A (March 2019)
HAY-FAR-AB-DR-PA-05106-A (March 2019)
HAY-FAR-AB-DR-PA-05107-A (March 2019)
HAY-FAR-AB-DR-PA-05108-A (March 2019)
HAY-FAR-AB-DR-PA-05109-A (March 2019)
HAY-FAR-AB-DR-PA-05110-A (March 2019)
HAY-FAR-AB-DR-PA-05111-A (March 2019)
HAY-FAR-CD-DR-PA-05102-A (March 2019)
HAY-FAR-CD-DR-PA-05103-A (March 2019)
HAY-FAR-CD-DR-PA-05104-A (March 2019)
HAY-FAR-CD-DR-PA-05105-A (March 2019)
HAY-FAR-CD-DR-PA-05106-A (March 2019)
HAY-FAR-CD-DR-PA-05107-A (March 2019)
HAY-FAR-CD-DR-PA-05108-A (March 2019)
HAY-FAR-CD-DR-PA-05109-A (March 2019)
HAY-FAR-CD-DR-PA-05110-A (March 2019)
HAY-FAR-CD-DR-PA-05101-A (March 2019)
HAY-FAR-SW-DR-PA-03311 (December 2018) (Proposed Context - North & East Elevations)
HAY-FAR-SW-DR-PA-03312 (December 2018) (Proposed Context - East & West Elevations)
HAY-FAR-SW-DR-PA-03313 (December 2018) (Proposed Context - East - West Link Elevations)
HAY-FAR-SW-DR-PA-03314 (December 2018) (Proposed Context - Sitewide West Elevations)
HAY-FAR-SW-DR-PA-03315 (December 2018) (Proposed Context - Sitewide East Elevations)
HAY-FAR-SW-DR-PA-07701 (December 2018) (Facade Detail 01)
HAY-FAR-SW-DR-PA-07702 (December 2018) (Facade Detail 02)
HAY-FAR-SW-DR-PA-07703 (December 2018) (Facade Detail 03)
HAY-FAR-SW-DR-PA-07704 (December 2018) (Facade Detail 04)
HAY-FAR-SW-DR-PA-07705 (December 2018) (Facade Detail 05)
HAY-FAR-CD-DR-PA-05111 (December 2018) (Building C & D - Roof Plan)
EXA_1734_P_301 Rev. C (Landscape Section A-A)
EXA_1734_P_107 Rev. E
EXA_1734_P_120 Rev. D

HAY-FAR-AB-DR-PA-05112 (December 2018) (Building A & B - Roof Plan)
HAY-FAR-AB-DR-PA-05101-A (March 2019)
EXA_1734_P_102 Rev. E
EXA_1734_P_105 Rev. D (Roof Garden - Level 1
EXA_1734_P_302 Rev. C
HAY-FAR-AB-DR-PA-05202 (December 2018) (Building A and B, Sector BB)
HAY-FAR-AB-DR-PA-05203 (December 2018) (Building A and B, Sector CC)
HAY-FAR-AB-DR-PA-05301 (December 2018) (Building A and B, North Elevation)
HAY-FAR-AB-DR-PA-05302 (December 2018) (Building A and B, South Elevation)
HAY-FAR-AB-DR-PA-05303 (December 2018) (West Elevation - Building B)
HAY-FAR-AB-DR-PA-05304 (December 2018) (East Elevation - Building B)
HAY-FAR-AB-DR-PA-05305 (December 2018) (East Elevation - Building A)
HAY-FAR-AB-DR-PA-07101 (December 2018) (Building A and B - Cat. 3 Layouts)
HAY-FAR-AB-DR-PA-07102 (December 2018) (Building A and B - Cat. 3 Layouts)
HAY-FAR-SW-DR-PA-07706 (December 2018) (Facade Detail 06)
HAY-FAR-SW-DR-PA-07707 (December 2018) (Facade Detail 07)
HAY-FAR-SW-DR-PA-07708 (December 2018) (Facade Detail 08)

Date Plans Received:	03/04/2018	Date(s) of Amendment(s):	10/04/2018
Date Application Valid:	10/04/2018		21/12/2018

1. SUMMARY

The application seeks full planning permission for the demolition of all existing buildings on the site, which forms part of the Nestles Avenue Industrial and Business Area (IBA), adjacent to the Great Western mainline, just south of the Hayes and Harlington and the Hayes Town Centre and its comprehensive redevelopment to provide a residential led mixed use scheme. In total, it would provide 457 residential units, flexible workspace (Use Class B1 - 2,273 sqm (GEA)), a retail unit (Use Class A1 - 264 sqm (GEA)), a cafe/restaurant (Use Class A3 - 229 sqm (GEA)), amenity areas, parking, and associated development.

The scheme is considered to be in accordance with emerging policy on this site and conforms to the Masterplan principles which have been formulated for this and adjoining sites. Importantly, the scheme will maximize residential densities close to the new Hayes and Harlington Station whilst the scheme provides for an east/ west link that will tie this and adjoining sites to the station.

The scheme proposes an acceptable design, with the scale and massing of buildings providing a 11 storey screen, adjacent to the railway, with the buildings stepping down towards the existing residential houses on the southern side of Nestles Avenue. The buildings would be grouped around a northern and southern internal courtyard, either side of the east/ west link and the overall design respects and takes its cues from the industrial heritage of the site.

The scheme provides for an acceptable level of residential amenity and with its massing and set backs from the side boundaries would not negatively impact upon adjoining residents or unduly impinge upon the prospects of adjoining sites being re-developed.

The scheme would provide an acceptable level of off-street car parking, given the site's PTAL score and proximity to the station, and the site connectivity to public transport will only improve with the arrival of the Elizabeth line (Crossrail).

The scheme would provide a commensurate package of s106 contributions that will mitigate its adverse impacts. It is recommended accordingly.

2. RECOMMENDATION

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

A. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

B. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

(i) 80 affordable units (17.5% on a per unit basis and 21.3% on a habitable room basis), with a tenure mix of 24 units - London Affordable Rent, 32 units - London Living Rent and 24 units - Shared Ownership,

(ii) Affordable Housing Review Mechanism, in accordance with GLA guidance,

(iii) Commercial Travel Plan, including a £20,000 Bond,

(iv) Residential Travel Plan, including a £20,000 Bond,

(v) Safeguarding of 'Gilbert Place' to ensure reconfiguration to 2 way traffic movements only once this or the adjoining Access Storage site is redeveloped, a minimum of 2 years post completion of whichever development is completed last,

(vi) £25k contribution towards further works/ studies of Bulls Bridge and the A312 corridor to improve severance of the area (Healthy Streets),

(vii) £140k public transport contribution,

(viii) £25k contribution per annum for 3 years towards introduction and establishment of new Heathrow Airport to Ruislip via Hayes 278 bus service,

(ix) Car club provision of two spaces,

(x) £80k Grand Union Canal quietway contribution

(xi) transfer of land for implementation of Multi modal transport scheme on Nestles Avenue plus £100k contribution and Nestles Avenue widening to be reserved for future improvements to accommodate buses, improved pedestrian and cycle links (MTS),

(xii) £80,000 Contribution towards public open space improvements at Cranford Park etc.

(xiii) £20k contribution towards linking Grand Union Canal Quietway with the M4 St Dunstons subway which provides access to Cranford Park

(xiv) Public Art to be agreed for installation on elevation facing railway line,

(xv) £550,080 carbon offset contribution

(xvi) £5k Santander bikes contribution

(xvii) Air quality contribution

(xviii) Construction Training: To agree the basis and methodology of a Construction Training Scheme with the Council's partnership team (linking with nearby schemes), or failing this, the following contribution shall apply:-

£2500 per £1m build costs + Coordinator Costs: 1000/7500 x £71,765 = £9556.66.

(xix) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions,

(xx) S38 works to provide cycle way, footpath and landscaping as part of MTS road widening proposals

(xxi) Unfettered access to public open space being provided on site

(xxii) Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

C) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement/Deed of Variation and any abortive work as a result of the agreement not being completed.

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

E) That if any of the heads of terms set out above have not been agreed and the S106 Agreement has not been finalised before the 17th May 2019, 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 affordable housing, travel plans, road, canal, local public open space and public transport improvements, carbon dioxide off-setting, air quality neutral off-setting and construction training. Accordingly, the proposal is contrary to policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policies 3.12, 5.2 and 7.14 of the London Plan (March 2016) and the Council's Planning Obligations SPD and the NPPF.'

F) 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 GLA not calling in the application and on completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

HAY-FAR-SW-DR-PA-03112, December 2018 (Proposed Block Plan)
HAY-FAR-AB-DR-PA-07103, December 2018 (Building A and B - Cat. 2 Layouts)
HAY-FAR-AB-DR-PA-07104, December 2018 (Building A and B - Cat. 2 Layouts)
HAY-FAR-AB-DR-PA-07105, December 2018 (Building A and B - Cat. 2 Layouts)
HAY-FAR-AB-DR-PA-05101-A, March 2019 (Building A & B - Ground Floor Plan)
HAY-FAR-AB-DR-PA-05102, December 2018 (Building A & B - First Floor Plan)
HAY-FAR-AB-DR-PA-05103-A, March 2019 (Building A & B - Second Floor Plan)
HAY-FAR-AB-DR-PA-05104-A, March 2019 (Building A & B - Third Floor Plan)
HAY-FAR-AB-DR-PA-05105-A, March 2019 (Building A & B - Fourth Floor Plan)
HAY-FAR-AB-DR-PA-05106-A, March 2019 (Building A & B - Fifth Floor Plan)
HAY-FAR-AB-DR-PA-05107-A, March 2019 (Building A & B - Sixth Floor Plan)
HAY-FAR-AB-DR-PA-05108-A, March 2019 (Building A & B - Seventh Floor Plan)
HAY-FAR-AB-DR-PA-05109-A, March 2019 (Building A & B - Eighth Floor Plan)
HAY-FAR-AB-DR-PA-05110-A, March 2019 (Building A & B - Ninth Floor Plan)
HAY-FAR-AB-DR-PA-05111, December 2018 (Building A & B - Tenth Floor Plan)
HAY-FAR-AB-DR-PA-05112, December 2018 (Building A & B - Roof Plan)
HAY-FAR-AB-DR-PA-05201, December 2018 (Building A and B, Section AA)
HAY-FAR-AB-DR-PA-05202, December 2018 (Building A and B, Section BB)
HAY-FAR-AB-DR-PA-05203, December 2018 (Building A and B, Section CC)
HAY-FAR-AB-DR-PA-05301, December 2018 (Building A and B, North Elevation)
HAY-FAR-AB-DR-PA-05302, December 2018 (Building A and B, South Elevation)
HAY-FAR-AB-DR-PA-05303, December 2018 (West Elevation - Building B)
HAY-FAR-AB-DR-PA-05304, December 2018 (East Elevation - Building B)
HAY-FAR-AB-DR-PA-05305, December 2018 (East Elevation - Building A)
HAY-FAR-AB-DR-PA-07101, December 2018 (Building A and B - Cat. 3 Layouts)
HAY-FAR-AB-DR-PA-07102, December 2018 (Building A and B - Cat. 3 Layouts)
HAY-FAR-CD-DR-PA-05101-A, March 2019 (Building C & D - Ground Floor)
HAY-FAR-CD-DR-PA-05102-A, March 2019 (Building C & D - First Floor)
HAY-FAR-CD-DR-PA-05103-A, March 2019 (Building C & D - Second Floor)
HAY-FAR-CD-DR-PA-05104-A, March 2019 (Building C & D - Third Floor)
HAY-FAR-CD-DR-PA-05105-A, March 2019 (Building C & D - Fourth Floor)
HAY-FAR-CD-DR-PA-05106-A, March 2019 (Building C & D - Fifth Floor)
HAY-FAR-CD-DR-PA-05107-A, March 2019 (Building C & D - Sixth Floor)
HAY-FAR-CD-DR-PA-05108-A, March 2019 (Building C & D - Seventh Floor)
HAY-FAR-CD-DR-PA-05109-A, March 2019 (Building C & D - Eighth Floor)
HAY-FAR-CD-DR-PA-05110-A, March 2019 (Building C & D - Ninth Floor)
HAY-FAR-CD-DR-PA-05111, December 2018 (Building C & D - Roof Plan)
HAY-FAR-CD-DR-PA-05201, December 2018 (Building C & D - Section AA)
HAY-FAR-CD-DR-PA-05202, December 2018 (Building C & D - Section BB)
HAY-FAR-CD-DR-DR-PA-05203, December 2018 (Building C & D - Section CC)
HAY-FAR-CD-DR-DR-PA-05204, December 2018 (Building C & D - Section DD)
HAY-FAR-CD-DR-DR-PA-05205, December 2018 (Building C & D - Section EE)
HAY-FAR-CD-DR-DR-PA-05206, December 2018 (Building C & D - Section FF)
HAY-FAR-CD-DR-DR-PA-05301, December 2018 (Building C & D - South Elevation)
HAY-FAR-CD-DR-DR-PA-05302, December 2018 (Building C & D - North Elevation)
HAY-FAR-CD-DR-DR-PA-05303, December 2018 (Building C & D - West Elevation)
HAY-FAR-CD-DR-DR-PA-05304, December 2018 (Building C & D - East Elevation)
HAY-FAR-CD-DR-PA-07101, December 2018 (Building C & D - Cat. 3 Layouts)
HAY-FAR-CD-DR-PA-07102, December 2018 (Building C & D - Cat. 2 Layouts)
HAY-FAR-CD-DR-PA-07103, December 2018 (Building C & D - Cat. 2 Layouts)
HAY-FAR-CD-DR-PA-07104, December 2018 (Building C & D - Cat. 2 Layouts)
HAY-FAR-CD-DR-PA-07105, December 2018 (Building C & D - Cat. 2 Layouts)
HAY-FAR-CD-DR-PA-07106, December 2018 (Building C & D - Cat. 2 Layouts)

HAY-FAR-CD-DR-PA-07107, December 2018 (Building C & D - Cat. 2 Layouts)
 HAY-FAR-SW-DR-PA-03311, December 2018 (Proposed Context - North & East Elevations)
 HAY-FAR-SW-DR-PA-03312, December 2018 (Proposed Context - East & West Elevations)
 HAY-FAR-SW-DR-PA-03313, December 2018 (Proposed Context - East -West Link Elevations)
 HAY-FAR-SW-DR-PA-03314, December 2018 (Proposed Context - Sitewide West Elevations)
 HAY-FAR-SW-DR-PA-03315, December 2018 (Proposed Context - Sitewide East Elevations)
 HAY-FAR-SW-DR-PA-07701, December 2018 (Facade Detail 01)
 HAY-FAR-SW-DR-PA-07702, December 2018 (Facade Detail 02)
 HAY-FAR-SW-DR-PA-07703, December 2018 (Facade Detail 03)
 HAY-FAR-SW-DR-PA-07704, December 2018 (Facade Detail 04)
 HAY-FAR-SW-DR-PA-07705, December 2018 (Facade Detail 05)
 HAY-FAR-SW-DR-PA-07706, December 2018 (Facade Detail 06)
 HAY-FAR-SW-DR-PA-07707, December 2018 (Facade Detail 07)
 HAY-FAR-SW-DR-PA-07708, December 2018 (Facade Detail 08)
 EXA_1734_P_101 Rev. E (General Arrangement Plan - Option 1)
 EXA_1734_P_102 Rev. E (General Arrangement Plan - Option 2)
 EXA_1734_P_105 Rev. D (Roof Garden - Level 1)
 EXA_1734_P_106 Rev. E (Roof Garden - Level 2)
 EXA_1734_P_107 Rev. E (Roof Garden - Level 8)
 ExA_1734_P_120 Rev. D (Roof Garden Plan - Site)
 EXA_1734_P_301 Rev. C (Landscape Section 'A-A')
 EXA_1734_P_302 Rev. C (Landscape Section 'B-B' and 'C-C')

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

REASON

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

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:

Reduction in energy use and renewable technology installation [Sustainability & Energy Statement, December 2018]

SUDS [Flood Risk Assessment and Drainage Strategy Report, December 2018]

Accessibility Measures [Design and Access Statement]

Refuse and Recycling Storage [Operational Waste Management Strategy, December 2018]

Noise Mitigation Measures [Noise and Vibration Assessment and Noise and Vibration Statement Addendum, December 2018]

Contaminated Land Mitigation [Environmental Statement (Volume 1, Chapter 9 - Ground Conditions and Construction) and the Desk Study Report, Ref. JI 8005 Issue 1 dated 12 February 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 that the development complies with the objectives of Policies OE1, OE3, OE8 and OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 3.8, 5.2, 5.21, 7.2 and 7.15 of the London Plan (March 2016).

4 COM6 Levels

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

REASON

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

5 COM7 Materials (Submission)

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

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

REASON

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

6 RES8 Tree Protection

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

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

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

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

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.

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

REASON

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

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

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

1. Details of Soft Landscaping (to include details of the provision to be made for defensible adjacent to windows)

1.a Planting plans to include pollution absorbing semi-mature trees (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Cycle Storage to include cycle parking spaces

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 48 spaces are served by electrical charging points, with 48 spaces being made capable of easy conversion in the future (passive provision))

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (including details of the designated children's play area, play equipment and furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

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 (March 2016).

8 RES10 Tree to be retained

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

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

REASON

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

9 RES13 Obscure Glazing

The following windows shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence:-

Buildings A and B

The side secondary open plan kitchen/dining/living area windows of Units A1 208, A1 308, A1 408, A1 508, A1 608, A1 708, A1 808, A1 908 and A1 1008 of Building A and Units B1 204, B1 304, B1 404, B1 504, B1 604, B1 704, B1 804, B1 904 and B1 1004 of Building B on the second to tenth floors.

Buildings C and D

The side secondary open plan kitchen/dining/living area windows of Units C1 205, C1 206, C3 203, C3 204, C1 305, C1 306, C3 303 and C3 304 on the second and third floors, C1 405, C1 406, C1 505, C1 506, C1 605, C1 606, C1 705, C1 706, C1 805, C1 806, C1 905 and C1 906 on the fourth to ninth floors of Building C and Units D1 205, D1 206, D3 203, D3 204, D1 305, D1 306, D3 203 and D3 204 on the second and third floors, D1 405, D1 406, D1 505, D1 506, D1 605, D1 606, D1 705, D1 706, D1 805, D1 806, D1 905 and D1 906 on the fourth to ninth floors of Building D.

REASON

To prevent overlooking to adjoining properties in accordance with Policy BE24 Hillingdon

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

10 NONSC Privacy Mitigation Measures

Details of the measures to ensure that the units provide adequate privacy, which may include side privacy screens for the balconies, vertical fins to buildings, obscure glazing etc. to include details of design, construction and materials shall be submitted to and approved in writing by the Local Planning Authority.

The measures shall be installed prior to the occupation of the residential unit and thereafter retained for so long as the development remains in existence.

REASON:

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

11 NONSC Revised Studio Unit Balcony Details

Notwithstanding the detail shown on the approved plans, revised details of the studio units shall be provided in order to maximize the number of studios with balconies.

REASON

In order to ensure that the residential amenity by the smaller units are maximized, in accordance with Policy 3.5 of the London Plan (March 2016).

12 NONSC Non Standard Condition

Notwithstanding the detail including on the floors plans for Building A, revised plans shall be submitted a fire/emergency door fitted between the two lifts, dividing the core into two.

The scheme shall be implemented in accordance with the revised plans prior to the residential occupation of the block.

REASON

To ensure that the block has appropriate access arrangements, in accordance with Policy 3.5 of the London Plan (March 2016).

13 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).

14 NONSC Crane Operation Plan

Prior to the commencement of development, full details of a "Crane Operation Plan" shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (NATS) and BAA Safeguarding. Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

Reason:

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport, in accordance with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

15 NONSC Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

In order to manage the flat roofs so as to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

16 NONSC Photographic Record

Prior to the commencement of any works on site, the building shall be recorded to English Heritage level 1-2 and discs/ copies of the document shall be submitted to the Council, local library and Uxbridge Local History Library.

REASON

To ensure that a record of the building is provided, in accordance with Policy 7.8 of the London Plan (March 2016) and Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

17 NONSC Sustainable Water Management Scheme

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by Heyne Tillet and Steel

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. 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).

18 NONSC CEMP

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, in consultation with Network Rail. 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 arrangements 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.

19 NONSC Internal Noise Level

The noise level in habitable residential rooms at the development hereby approved shall meet the internal noise standard specified in BS8233:2014.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC Sound Insulation

The approved development shall have 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 occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

21 NONSC Air extraction system noise and odour

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

Reason:

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

22 NONSC External Plant Noise

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

23 NONSC Ecological enhancement scheme

Details of a scheme to enhance the ecological diversity of the site shall be submitted to

and approved in writing by the Local Planning Authority.

The approved scheme shall be retained on site for so long as the development remains in existence.

REASON

To ensure that biodiversity is enhanced, in accordance with Policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Contaminated Land Condition

(i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(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

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

25 NONSC Accessible hard and soft landscaping

All areas of hard and soft landscaping shall be constructed to accord with the prescribed standards and tolerances set out in BS8300:2018.

REASON:

To ensure development achieves a high standard of inclusive design in accordance with London Plan policy 7.2.

26 NONSC Accessible play equipment

Prior to occupation of the development, details in respect of the play equipment accessible to disabled children, including those with a sensory impairment, or complex multiple disabilities, shall be submitted and approved in writing by the Local Planning Authority.

REASON:

To ensure development achieves a high standard of inclusive design in accordance with London Plan policy 7.2.

27 NONSC M4(2)/M4 (3)

The development hereby approved shall ensure that ten percent of the residential units are constructed to meet the standards for Category 3 M4(3) wheelchair user dwelling. 16 Affordable Housing units shall be constructed to a Wheelchair Accessible standard, with 31 wheelchair user private for sale dwellings, constructed to a Wheelchair Adaptable standard, 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.

28 NONSC M4(2)/M4 (3)

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

REASON:

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

29 NONSC M4(2)/M4 (3)

Prior to the occupation of the dwellings hereby approved, evidence of compliance with the prescribed standards for M4(2) and M4(3) dwellings, as set out in Approved Document M to the Building Regulations (2010), 2015 edition, shall be submitted to the Local Planning Authority.

REASON:

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

30 NONSC Revised Details of Main Bin Store

Prior to any works above ground level, notwithstanding the detail shown on Drw. No. HAY-FAR-SW-DR-PA-03113 and contained within the Operational Waste Management Strategy, December 2018, revised details of the main bin store in Block C or an alternative collection point shall be submitted to and approved by the Local Planning Authority.

The revised details shall be retained for so long as the development remains in existence.

REASON:

To ensure that appropriate waste/recycling facilities are provided, in accordance with Policy 5.17 of the London Plan (March 2016).

31 COM31 Secured by Design

The building(s) and car parking areas 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.

32 NONSC External amenity area Noise Level

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

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policies OE1 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

33 NONSC Radar Mitigation (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).

34 COM22 Operating Hours

The commercial premises shall not be used except between:-
07:00 and 23:00 hours, Mondays - Saturdays
09:00 to 18:00 hours 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).

35 NONSC Delivery and Servicing Hours

There shall be no loading or unloading of vehicles, including the collection of waste from the site outside of the hours of:-

07:00 and 23:00 hours, Monday to Saturday, and
09:00 and 18:00 hours on 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).

36 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).

37 SUS1 Energy Efficiency

Prior to above ground works, full details of the low and zero carbon technology shall be submitted to and approved in writing by the Local Planning Authority. The details shall reflect the following requirements and must demonstrate compliance with the CO2 reductions identified in the Sustainability and Energy Statement (MTT, issue 02 - 11.12.18):

1 - Details of the CHP should also include the heat network, the plant type and its location. Full details of the fuel inputs and energy outputs shall also be presented.

2 - Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included.

3 - Details of the annual monitoring and reporting to the Local Planning Authority regarding the operational performance of the completed development.

The development must proceed in accordance with the approved plans.

REASON:

To ensure the proposals contribute to a reduction in CO2 in accordance with London Plan 5.2.

38 NONSC Piling

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

REASON

To prevent any detrimental impact on local underground sewerage utility infrastructure and/or contamination of controlled waters from existing land mobilised by the building work and new development in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

39 NONSC Non Standard Condition

There shall be no increase in the use of car parking stackers and/or pallet parking systems, unless agreement to any changes is provided by the Local Planning Authority.

REASON

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

40 NONSC Parking Allocation Plan

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 (March 2016).

41 NONSC No roof gardens

Access to the flat roof areas not within private balconies or terraces hereby approved shall be for maintenance or emergency purposes only and the flat roofs shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

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

42 NONSC Estate Management

Prior to the first occupation of any residential units, details of an Estate Management Plan shall be submitted and approved in writing by the LPA. Details shall include, but not be limited to the control of parking on Canal and Milk Street, Maintenance of the publicly accessible areas, maintenance of all blocks within the estate.

REASON

To safeguard the living environment of the future residential occupiers.

43 NONSC Vehicle Stacker Details

Prior to the occupation of the development, details and design specifications of the proposed vehicle stacker system shall be submitted to and approved in writing by the Local Planning Authority. This should include details of the management and maintenance regime of the proposed car parking stackers, which should include a strategy for dealing with any stackers that fail. The stackers and their layout shall only be installed in strict accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

The parking stackers shall be retained and maintained in good order to the reasonable satisfaction of the Local Planning Authority for so long as the development remains in existence.

REASON

To ensure that accessible off-street car parking is provided, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

44 NONSC Noise and Vibration

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

- | | |
|----------|---|
| NPPF- 2 | NPPF-2 2018 - Achieving sustainable development |
| NPPF- 5 | NPPF-5 2018 - Delivering a sufficient supply of homes |
| NPPF- 6 | NPPF-6 2018 - Building a strong, competitive economy |
| NPPF- 8 | NPPF-8 2018 - Promoting healthy and safe communities |
| NPPF- 9 | NPPF-9 2018 - Promoting sustainable transport |
| NPPF- 11 | NPPF-11 2018 - Making effective use of land |
| NPPF- 12 | NPPF-12 2018 - Achieving well-designed places |
| NPPF- 14 | NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change |
| NPPF- 15 | NPPF-15 2018 - Conserving and enhancing the natural environment |
| NPPF- 16 | NPPF-16 2018 - Conserving & enhancing the historic environment |
| LPP 1.1 | (2016)Delivering the strategic vision and objectives for London |
| LPP 2.1 | (2016) London in its global, European and United Kingdom context |
| LPP 2.2 | (2016) London and the wider metropolitan region |
| LPP 2.3 | (2016) Growth Areas and Co-ordination Corridors |
| LPP 2.6 | (2016) Outer London: vision and strategy |
| LPP 2.7 | (2016) Outer London: Economy |
| LPP 2.8 | (2016) Outer London: Transport |
| LPP 2.13 | (2016) Opportunity Areas and Intensification Areas |
| LPP 2.17 | (2016) Strategic Industrial Locations |
| LPP 2.18 | (2016) Green Infrastructure: the multi functional network of open and green spaces |
| LPP 3.1 | (2016) Ensuring equal life chances for all |
| LPP 3.2 | (2016) Improving health and addressing health inequalities |

LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.15	(2016) Co-Ordination of Housing Development and Investment
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 4.1	(2016) Developing London's economy
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 4.9	(2016) Small Shops
LPP 4.12	(2016) Improving opportunities for all
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
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LPP 7.8	(2016) Heritage assets and archaeology
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AM10	Incorporation in new developments of additions to the proposed cycle network
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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
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SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
DAS-SF	Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

3 I12 **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor

(including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

4 I13 Asbestos Removal

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

5 I14A Compliance with Legislation Administered by EPU

Your attention is drawn to the attached note 'Environmental Control on Construction Sites'

6 I21 Street Naming and Numbering

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

7 I70 LBH worked applicant in a positive & proactive (Granting)

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

8 I73 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.

9

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above mentioned conditions are applied to any planning permission.

10

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

11

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure.

Proper provision must be made to accept and continue drainage discharging from Network Rail's property. (The Land Drainage Act) is to be complied with. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water

enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Full details of the drainage plans are to be submitted for acceptance to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the acceptance of the Network Rail Asset Protection Engineers: Network Rail has various drainage standards that can be provided Free of Charge should the applicant/developer engage with Network Rail's Asset Protection Engineers.

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. The developer must liaise with Network Rail's Asset Protection at the earliest point, with at least 3 months' notice, prior to work starting, to ensure the continued safe operation of the railway. The close proximity of the proposed site could bring a risk to the railway and Asset Protection involvement may be required. The applicant/developer may need to sign into a Basic Asset Protection Agreement, contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

12

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 1.56 hectare broadly rectangular shaped plot located on the northern side of Nestles Avenue in Hayes. It currently accommodates four, two-storey, warehouse buildings, associated sheds and ancillary development which mainly date from the 1930s and have been built in an art deco style. The buildings are currently in D1 (London Motor Museum, a private car museum hosting a collection of privately owned vehicles), B1 (car mechanics), and Sui generis (car sales garage and chauffeur business) uses.

The site is bounded to the north by the Great Western mainline and Hayes and Harlington

Station and its car park, which is due to be served by the Elizabeth line (Crossrail). On the opposite side of the railway line is a modern aparthotel complex, which extends up to 10-storeys in height and forms part of the wider Highpoint Village development. To the east, the site is bounded by Viveash Close, beyond which are various two-storey industrial/warehouse buildings and associated sheds, including those falling within the Squirrels Trading Estate. Parking along Viveash Close is uncontrolled and it is characterised by numerous parked cars and vehicular movements associated with the industrial units along either side. It also provides the only access to the Hayes and Harlington Station Car Park to the north. Nestles Avenue bounds the site to the south, beyond which is a residential area predominantly comprising two-storey semi-detached houses and to the west, the site is bounded by a large Access Self-Storage building.

The site currently falls within the Nestles Avenue Industrial and Business Area (IBA), the Hayes/West Drayton Corridor and an Air Quality Management Area (AQMA) as designated in the Hillingdon Local Plan. It also falls within the Hayes Housing Zone and the Heathrow Opportunity Area, as designated in the London Plan (March 2016).

3.2 Proposed Scheme

The application seeks full planning permission for the demolition of all existing buildings on the site and its comprehensive redevelopment to provide a residential led mixed use scheme. In total it would provide 457 residential units, flexible workspace (Use Class B1), a retail unit (Use Class A1), a cafe/restaurant (Use Class A3), amenity areas, parking, and associated development.

The development would effectively comprise four main blocks, shown on the plans as Buildings A, B, C and D. Buildings A and B would be located towards the north (rear) of the site and would provide a Class A3 use and 4 workshop units on the ground floor, linked at ground floor level to create a covered car park and cycle parking areas and a first floor communal garden above. The workshop units and part of the A3 use would extend into the first floor above. Building A, a largely triangular shaped building, would extend to 11-storeys and would be located in the north west corner of the site. Building B, a 'L' shaped building would also extend to 11-storeys, and would be located towards the north east corner of the site.

A green corridor, known as Sandow Avenue, would run east-west through the middle of the site. This would be a continuation of the greened public realm approved as part of the former Nestle Factory scheme and, in the long-term, should adjacent sites come forward for redevelopment, it is envisaged that a continuous east-west green link would be created.

Buildings C and D would be located towards the south of the site and south of Sandow Avenue. These would be arranged around a central courtyard and would range in height from four-storeys (fronting Nestles Avenue) to ten-storeys (towards the centre of the site). 6 Class B1 units would span the ground and first floor levels which front onto Sandow Avenue and along part of Viveash Close forming a T-shape workspace frontage. A double height retail unit would also be provided at the western end of Sandow Avenue on the ground (and first) floor of Building C. The Nestle Avenue frontage on the ground and first floors would comprise three bedroom duplex units (10 in total) which would also return a short distance along the building's side elevations.

All residential units are design to be compliant with building regulations, 90% of the residential units are compliant with M4(2) and the remaining 10% of units are compliant with M4(3a) that is wheelchair adaptable. The overall mixes of residential units are made up

of the following:

- 23 units (5%) are Studios
- 233 units (51%) are 1 Bedroom
- 152 units (33%) are 2 Bedroom
- 49 units (11%) are 3 Bedroom

There are two residential car parks within the proposed plans, totalling 232 available spaces, with a ratio of 0.51 spaces per unit in the forms of both traditional and stacker parking. The car park located within the ground level of Building A and B will be accessed at the northern end of Viveash Close. The car park in Building C and D spans over two levels, accessed via a central ramp. Access to the parking would be gained from Gilbert Place, a newly proposed road located along the west side of Building C which will provide a shared access to serve the proposed development and the redevelopment of the neighbouring Access Storage site to the west. There are 5 on street visitor parking available along Viveash close adjacent to the workspace units. A total of 1,033 cycle spaces are available across the site, two of the cycle parking areas are located in Building A and B and one in Building C and D and along Gilbert Place.

The total commercial floorspace proposed is 2,766 sqm with 264 sqm (GEA) for A1 retail use, 229 sqm (GEA) for A3 cafe use and 2,273 sqm (GEA) for B1 office use. There are ten workspace units that are double storey with private internal staircases and two retail spaces that are single storey along Sandow Avenue and Viveash Close. All commercial units are step free and can be accessed directly from the public realm on Ground level.

The landscaping strategy adopted in the application shows a series of public open space, totalling to 2,579 sqm of public realm along Sandow Avenue that brings connectivity to the north and south buildings. Along Sandow Avenue, three designated children's play spaces, multiple green spaces and seating steps are proposed on Ground Level, together with the east-west shared surface access route. Podium/ roof gardens are proposed on Level One of Block A and B, Level Two and Level Eight of Block C and D. In addition, there is a natural eco park/rain garden spanning across 1,229 sqm of land separating the pedestrian walkway and the duplexes along the Building C and D frontage. Brown roofs are to be implemented across all buildings.

The proposal has been subject to Financial Viability Appraisal and the scheme would provide 80 affordable units (17.5% on a per unit basis and 21.3% on a habitable room basis), with a tenure mix of 24 units - London Affordable Rent, 32 units - London Living Rent and 24 units - Shared Ownership.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is planning history relating to the existing industrial units on site. However, this predominantly relates to their historic industrial and business use and is of limited relevance to the current proposals.

The site is included within the Hayes Town Centre Housing Zone, a 238 ha area which was selected in March 2016 by the Mayor of London as one of 31 new Housing Zones in London and the Council's emerging Local Plan: Part 2 identifies this as one of three sites (this being site C) along Nestles Avenue, due to be released for their current Industrial and Business Area (IBA) designation and allocated for mixed-use redevelopment. The principle of the development will be discussed in Part 7.1 of this report. However, it is notable that

planning permission (ref: 1331/APP/2017/1883) was granted in 2018 for the comprehensive mixed use redevelopment of the former Nestles Factory site (Site A). The applicant for that site is now in the process of discharging their planning conditions and has commenced works on site. The strategic vision is that sites B, C (and now D, which comprises the Access Self-Storage building located at the very western end of Nestles Avenue) will follow suit.

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 (July 2016)
National Planning Policy Framework (2018)
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Land Contamination
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Document - Affordable Housing

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.E1 (2012) Managing the Supply of Employment Land
PT1.E3 (2012) Strategy for Heathrow Opportunity Area
PT1.E7 (2012) Raising Skills
PT1.HE1 (2012) Heritage
PT1.BE1 (2012) Built Environment
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM11 (2012) Sustainable Waste Management
PT1.EM4 (2012) Open Space and Informal Recreation
PT1.EM5 (2012) Sport and Leisure
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.H1 (2012) Housing Growth
PT1.H2 (2012) Affordable Housing
PT1.T1 (2012) Accessible Local Destinations
PT1.T2 (2012) Public Transport Interchanges

- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation
- PT1.CI3 (2012) Culture

Part 2 Policies:

- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 5 NPPF-5 2018 - Delivering a sufficient supply of homes
- NPPF- 6 NPPF-6 2018 - Building a strong, competitive economy
- NPPF- 8 NPPF-8 2018 - Promoting healthy and safe communities
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport
- NPPF- 11 NPPF-11 2018 - Making effective use of land
- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 14 NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
- NPPF- 15 NPPF-15 2018 - Conserving and enhancing the natural environment
- NPPF- 16 NPPF-16 2018 - Conserving & enhancing the historic environment
- LPP 1.1 (2016) Delivering the strategic vision and objectives for London
- LPP 2.1 (2016) London in its global, European and United Kingdom context
- LPP 2.2 (2016) London and the wider metropolitan region
- LPP 2.3 (2016) Growth Areas and Co-ordination Corridors
- LPP 2.6 (2016) Outer London: vision and strategy
- LPP 2.7 (2016) Outer London: Economy
- LPP 2.8 (2016) Outer London: Transport
- LPP 2.13 (2016) Opportunity Areas and Intensification Areas
- LPP 2.17 (2016) Strategic Industrial Locations
- LPP 2.18 (2016) Green Infrastructure: the multi functional network of open and green spaces
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 3.2 (2016) Improving health and addressing health inequalities
- LPP 3.3 (2016) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2016) Quality and design of housing developments
- LPP 3.6 (2016) Children and young people's play and informal recreation facilities
- LPP 3.7 (2016) Large residential developments
- LPP 3.8 (2016) Housing Choice
- LPP 3.9 (2016) Mixed and Balanced Communities
- LPP 3.10 (2016) Definition of affordable housing

- LPP 3.11 (2016) Affordable housing targets
- LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed-use schemes
- LPP 3.13 (2016) Affordable housing thresholds
- LPP 3.15 (2016) Co-Ordination of Housing Development and Investment
- LPP 3.16 (2016) Protection and enhancement of social infrastructure
- LPP 4.1 (2016) Developing London's economy
- LPP 4.3 (2016) Mixed use development and offices
- LPP 4.4 (2016) Managing Industrial Land and Premises
- LPP 4.8 (2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
- LPP 4.9 (2016) Small Shops
- LPP 4.12 (2016) Improving opportunities for all
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.6 (2016) Decentralised Energy in Development Proposals
- LPP 5.7 (2016) Renewable energy
- LPP 5.9 (2016) Overheating and cooling
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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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd May 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 213 local owner/occupiers on the original application. 5 site notices were also displayed surrounding the site, with a closing date of 22/5/18 and the application was also advertised in the press. No neighbour responses have been received. The 213 local owner/occupiers were also re-consulted on the revised plans on 14/1/19 with a closing date for responses of 28/1/19. Again, no neighbouring responses have been received.

HAYES TOWN PARTNERSHIP

Principle of redevelopment

The Partnership recognises and accepts that this site is suitable for a mixed-use development because of its strategic position close the Hayes & Harlington Station, the need for local housing and the concept of a Hayes Housing Zone. However it questions the balance between the residential and non-residential elements of the proposed scheme. The number of jobs seems very small. The Partnership is concerned that the continuing loss of employment land in Hayes Town is reducing job opportunities for local people and believes that the maintenance of local employment opportunities is an essential element of the good planning needed for a viable town centre and a sustainable community.

In making a presentation to the Steering Group of the Hayes Town Partnership the applicants stated that the employment aspects of their proposed development would be looked at together with those for the adjoining Access Storage site which includes more jobs. We doubt whether this is the right approach and we also understand that the proposals for the latter site are now being revised.

Housing provision

The applicants informed us that they are in discussion with the Council about the proportion of the development that will be allocated for affordable housing. In the light of the pressing local needs and the relative economic disadvantage of local families we believe strongly that the current Mayoral requirement of 35% should be maintained.

Employment and training

The construction of a development on the scale envisaged will involve a large number of jobs and we wish to see every effort being made to give the opportunity of employment to local people.

If the development is approved there is also a very good case for linking the construction training arrangements with those agreed by the Council with SEGRO and Barratts London for the nearby Nestles factory site.

Green spaces

There is a shortage of green spaces in this part of Hayes Town and for a development of 474 residential units there appears to be little provision on site and that being proposed seems to be restricted to only parts of the development. It is also unclear what will be provided for the people in the affordable homes.

The approved scheme for the redevelopment of the Nestles site will open up Wallis Gardens for general public use and Cranford Park is within reach. The green space at Fairey's Corner (the junction of Nestles Avenue and Station Road) could also form part of a wider plan to provide facilities for those who will be living in the development. The Partnership would expect the developers to make a substantial contribution to the Council by way of a Section 106 Agreement to improve the facilities available to residents.

Grand Union Canal

Although the site does not directly abut the Grand Union Canal it should be noted that the canal forms a green corridor through the built-up area and is close enough to act as an informal recreation area for walking and enjoyment of the natural environment.

The towpath is also an important cycling route and this needs to be linked with the proposed provision of 703 cycle parking spaces as part of a green travel plan. The Canal and River Trust already has proposals in hand to improve the towpath from Bulls Bridge to West Drayton for both cyclists and pedestrians as part of its 'Quietways' programme and the Partnership would expect the developers to make a financial contribution to this project.

Impact on local infrastructure

The main concern of the Partnership about granting approval to another housing development in Hayes continues to be the added pressure that this will put on local infrastructure, particularly in relation to health services, school places, youth provision and other facilities. In the absence of an overall plan for Hayes Town Centre it is important that the contribution from the developers by means of the Community Infrastructure Levy will be used to meet the specific needs generated by this development in the event that it receives approval.

Conclusion

The Partnership does not believe it is possible to 'substitute' obligations to other sites in the immediate area as the applicant appears to be proposing. It is clear that the provision of employment and community facilities on sites that are not related to the application in question, nor in the ownership of the applicant cannot be acceptable.

Whilst no details of the financial viability of the scheme were offered, the applicant made it clear that it was unlikely to commit to 35% affordable housing. The Partnership has serious concerns over the reluctance of the applicant to commit to the Mayor for London's baseline requirement.

The Partnership is of the opinion that the applicant needs to address the issues of affordable housing, employment and community amenities before it could endorse the application.

HAYES VILLAGE CONSERVATION PANEL

No response received.

GREATER LONDON AUTHORITY (Summary)

London Plan and draft London Plan policies on the principle of development; employment; affordable housing; housing; urban design; historic environment; inclusive design; transport; and climate change are relevant to this application. The application does not comply with the London Plan and the draft London Plan, for the reasons set out below; however, the possible remedies set out could address these deficiencies:

- Principle of development: In view of the plan-led consolidation of the Nestles Avenue SIL, the proposed residential-led mixed use redevelopment of this Opportunity Area site to deliver increased housing is supported, subject to an increase in the level of on-site employment floorspace proposed.
- Employment: The significant reduction in employment floorspace on the site raises concerns and

the applicant should provide further on-site employment floorspace.

- Affordable housing: 16% affordable housing, made up of 100% shared ownership, is wholly unacceptable. The financial viability assessment is currently undergoing robust interrogation by GLA officers to ensure that the maximum contribution is delivered in accordance with policies H5 and H6 of the draft London Plan and policies 3.11 and 3.12 of the London Plan. The tenure of the affordable housing should be diversified in accordance with Policy H7 of the draft London Plan and full details of affordability secured. As proposed, early and late stage viability reviews are also required.
- Urban design: The proposals are generally of a high quality; however, on-street parking should be reduced; the lack of external amenity space for studio units should be rectified; and the layout of Building A clarified.
- Transport: Parking levels should be reduced and cycle parking increased. Contributions should be secured for road junction improvements.
- Climate change: Further information is required on cooling/overheating, worksheet calculations, the district energy network, the site heat network, and combined heat and power, which must be provided before the proposals can be considered acceptable.

TRANSPORT FOR LONDON (TFL) (Summary)

While the principle of the proposal is accepted, the latest proposal remains non-compliant with the London Plan in a number of transport terms. The applicant is therefore required to address the following items satisfactorily before TfL can support more than just the principle of development:

1. Assess the scheme in relation to the Healthy Streets approach including the securing of an appropriate contribution to improved sustainable links across the A312, Bulls Bridge and linkages to Cranford Park, as well as undertake Healthy Street Check for Design against proposed public realm;
2. Undertake Road Safety Audit to proposed vehicular access arrangements;
3. Remove visitor parking; and revise the car parking monitoring strategy only to identify the need of further parking reduction but not to increase parking;
4. Secure a 'Permit Free' restriction and provide contribution toward a local CPZ;
5. Provide EVCP to meet the Draft London Plan standards;
6. Provide details of cycle parking design conforming the LCDS and split the cycle storage into smaller clusters;
7. Safeguard land at the site's Nestle Avenue frontage for the provision of the planned pedestrian, cycle and public transport link;
8. Secure appropriate financial contribution toward the planned transport link on Nestle Avenue, improvements to local highway network, as well as the proposed Bulls Bridge roundabout/ Healthy Street improvement.
9. Secure the submission of detailed Travel Plan by s106 agreement;
10. Secure the submission of DSP and CLP by planning conditions;
11. Secure the appropriate Mayor CIL payment and Crossrail SPG contributions.

NATIONAL AIR TRAFFIC SERVICES (NATS)

NATS has assessed the proposal and has identified the potential for an impact upon its infrastructure, namely its H10 radar located at Heathrow Airport.

NATS has evidence of buildings in the vicinity causing an impact to its infrastructure which it has taken measures to manage. Due to insufficient detail around the final design of the buildings as well as the timing of construction, also in relation to neighbouring schemes, NATS has concerns over the planning application in question.

The current application may benefit from the shielding provided by other construction, however as NATS has been unable to verify this, it wishes to object to the application unless appropriate

planning conditions are imposed. Should the applicant be able to demonstrate that the scheme is shielded by similar buildings, obstructing the line of sight to the H10 radar, NATS will be in a position to withdraw its objection.

Radar Mitigation Scheme

1. Prior to the commencement of development of any industrial phase of development, the following shall be submitted to and approved in writing by the Local Planning Authority and by the Radar Operator - NATS (En-route) plc either;

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar;

OR,

- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

2. Where a 'Radar Mitigation Scheme' has been required, no construction above 12m above ground level (AGL) shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented. Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason: In the interests of Air Traffic Safety and of the operations of NATS En-route PLC.

Crane Operation Plan

3. Prior to the commencement of development within the Industrial development hereby approved, full details of a "Crane Operation Plan" shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (NATS) and BAA Safeguarding. Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

Reason: In the interests of Air Traffic Safety and of the operations of NATS En-route PLC.

HEATHROW AIRPORT LTD

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

Radar Mitigation Condition

No Development can take place until:

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

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

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Informative

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above mentioned conditions are applied to any planning permission.

We would also make the following observation:

Cranes

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

NETWORK RAIL

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

The applicant/developer should be made aware of the following which are a requirement of the Crossrail project:

Hayes and Harlington Station will be reconstructed by the Network Rail Crossrail Programme during 2018/19.

Viveash Close must remain open at all times as this is the only access in/out of the station car park, which is a commuter car park which will be used as a construction site and access.

If the developer wishes to utilise Viveash Close they are to notify both Network Rail, TfL and the CrossRail project to ensure that any works CRL are undertaking are not impacted.

Crossrail will need to get a crane through Viveash Close for the installation of a new footbridge and therefore the road must not be closed or compromised. Viveash Close is one of the official and approved Crossrail lorry routes for the works and lorry signage has been installed directing lorries from M4/A312 to this site. Therefore access to the site must be maintained at all times.

We do have a concern with regards to the allocation of parking. There are approximately 100 more residential units than parking spaces allocated to the residential properties; therefore, we have concerns that the future residents may use the station car park.

Access to Railway

Network Rail must have 24/7 access to its infrastructure, therefore, at no time must the access gates or right of access be blocked also access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Demolition

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure.

Proper provision must be made to accept and continue drainage discharging from Network Rail's property. (The Land Drainage Act) is to be complied with. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Full details of the drainage plans are to be submitted for acceptance to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the acceptance of the Network Rail Asset Protection Engineers: Network Rail has various drainage

standards that can be provided Free of Charge should the applicant/developer engage with Network Rail's Asset Protection Engineers.

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. The developer must liaise with Network Rail's Asset Protection at the earliest point, with at least 3 months' notice, prior to work starting, to ensure the continued safe operation of the railway. The close proximity of the proposed site could bring a risk to the railway and Asset Protection involvement may be required. The applicant/developer may need to sign into a Basic Asset Protection Agreement, contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Site Layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

Open Spaces/Amenities

Open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with

the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Signalling

The proposal must not interfere with or obscure any signals that may be in the area.

Noise

Network Rail would remind the council and the applicant of the potential for any noise/ vibration impacts caused by the proximity between the proposed development and the existing railway, which must be assessed in the context of the National Planning Policy Framework (NPPF) and the local planning authority should use conditions as necessary. The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains. There is also the potential for maintenance works to be carried out on trains, which is undertaken at night and means leaving the trains' motors running

which can lead to increased levels of noise. We therefore strongly recommend that all future residents are informed of the noise and vibration emanating from the railway, and of potential future increases in railway noise and vibration.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Safety Barrier

Where new roads, turning spaces or parking areas are to be situated adjacent to the railway; which is at or below the level of the development, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling onto the railway or damaging the lineside fencing.

CROSSRAIL

The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for 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.

HS2 SAFEGUARDING

The application site lies outside the safeguarded area for Phase One of HS2 and accordingly we have no comments to make.

METROPOLITAN POLICE

I met representatives from this application in January, reviewed the proposal and advised. I do not object to this application however I do request that a condition is applied to it that the development achieves Secured By Design accreditation, as this will ensure that the security and crime prevention measures are of an appropriate standard.

LONDON FIRE BRIGADE

No comments received.

THAMES WATER

Waste Comments

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

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information

provided

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

'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."

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.

CADENT GAS

Should you be minded to approve this application the following notes should be included as an informative note for the Applicant:

Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

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.

The applicant's historic environment assessment identifies moderate potential for deeply buried Palaeolithic archaeology. Typically this would manifest as flint artefacts redeposited in gravel, although rare in-situ sites are known. Near surface remains of later periods will have been destroyed or badly damaged by modern development and brickearth extraction.

As the proposed development does not involve the construction of basements the impact at depth appears be limited to piling, and perhaps some other minor works. On balance given the rarity of in-situ Palaeolithic archaeology it seems unlikely that the development will cause harm.

No further assessment or conditions are therefore necessary.

CANAL & RIVER TRUST (CRT)

Do not wish to comment as falls outside statutory consultation area for the CRT.

Comments on Revised plans:

The Canal & River Trust is a statutory consultee under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The current notified area applicable to consultations with us, in our capacity as a Statutory Consultee was issued to Local Planning Authorities in 2011 under the organisations former name, British Waterways. The 2011 issue introduced a notified area for household and minor scale development and a notified area for EIA and major scale development.

This application falls outside the notified area for its application scale. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.

We are happy to comment on particular applications that fall outside the notified areas if you would like the Canal & River Trust's comments in specific cases, but this would be outside the statutory consultation regime and must be made clear to us in any notification letter you send. The document Development Management and British Waterways, issued to all LPAs with the changes to the notified areas in 2011, highlights some areas where specific cases may occur. This and further information on Planning and the Canal & River Trust can be found at: www.canalrivertrust.org.uk

Should you have a query in relation to consultation or notification of the Canal & River Trust on planning applications, please email us at planning@canalrivertrust.org.uk

ENVIRONMENT AGENCY

We recommend, that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our Groundwater Protection guidance (previously covered by the GP3) and CLR11 (Model Procedures for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration-based sustainable drainage systems should be constructed on land affected by

contamination, as contaminants can remobilise and cause groundwater pollution.

- Piling, or any other foundation designs using penetrative methods, should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

- Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies, in line with paragraph 170 of the National Planning Policy Framework.

The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

From www.gov.uk:

- The Environment Agency's approach to groundwater protection (2017)
- Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section
- Use MCERTS accredited methods for testing contaminated soils at the site

From the National Planning Practice Guidance:

- Land affected by contamination

British Standards when investigating potentially contaminated sites and groundwater:

- BS 5930:2015 Code of practice for site investigations;
- BS 10175:2011+A2:2017 Code of practice for investigation of potentially contaminated sites
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.)

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Internal Consultees

POLICY AND ENVIRONMENTAL PLANNING OFFICER:
Development Plan

1.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2 The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Saved UDP Policies (2012)
- The London Plan - Consolidated With Alterations (2016)

1.3 The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Local Plan: Part 2

2.1 The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18 May 2018. This comprises a Development Management Policies document, a Site Allocations and Designations document and associated policies maps. This will replace the current Local Plan: Part 2 - Saved UDP Policies (2012) once adopted.

2.2 The document was submitted alongside Statements of Proposed Main and Minor Modifications (SOPM) which outline the proposed changes to submission version (2015) that are being considered as part of the examination process.

2.3 Submission to the Secretary of State on 18th May 2018 represented the start of the Examination in Public (EiP). The public examination hearings concluded on the 9 August 2018. The Inspector has submitted a Post Hearing Advice Note outlining the need to undertake a final consultation on the Main Modifications only. The Council has responded to this note outlining that its preferred dates for doing so would be 27th March 2019 to 8th May 2019. All consultation responses will be provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

2.6 Paragraph 48 of the NPPF (2019) outlines that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

2.7 On the basis that the Council is awaiting the final Inspector's Report on the emerging Local Plan: Part 2, the document is considered to be in the latter stages of the preparation process. The degree to which weight may be attached to each policy is therefore based on the extent to which there is an unresolved objection being determined through the public examination process and the degree of consistency to the relevant policies in the NPPF (2019).

Designations

3.1 In the adopted Local Plan: Part 2 - Saved UDP Policies (2012), the site is located within an Industrial and Business Area (IBA).

3.2 In the emerging Local Plan: Part 2 - Site Allocations (2015), the site is located within Site Allocation SA 5, Site C. This allocation is for the redevelopment of the site for mixed use.

Comprehensive Development

4.1 Policy BE14 of the Local Plan: Part 2 - Saved UDP Policies (2012) outlines that permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites which have development potential. The wider site has been identified for development potential through the allocation of SA 5 (C) of the emerging Local Plan: Part 2 - Site Allocations and Designations Document (2015) and is retained within the SOPM (2018).

4.2 The emerging Local Plan: Part 2 - Site Allocations and Designations (2015) outlines that for SA

5, the three parts (A, B and C) should form a comprehensive development scheme as a preference. It is acknowledged however that this is a preference and the principle of the three sites coming forward separately has been accepted where the scheme is not in conflict with Policy BE14, with Site A being approved independently (1331/APP/2017/1883).

4.3 The boundary of this application however forms only part of Site C, albeit the majority of it, with the rest of Site C being in the ownership of Precis Holdings. As such, there is a particular need to ensure the satisfactory redevelopment of adjoining sites is safeguarded, particularly with the remainder of Site C.

4.4 It is considered that this has been achieved through the extensive and ongoing engagement that has taken place between the applicant and Precis Holdings, which has resulted in an agreement between the landowners in terms of design and access. This includes a 10.5m pull back from the red-line boundary on both sides to achieve a 21m separation and an access road agreement regarding the proposed Gilbert Place.

4.4 To the East, SA 5 (B) has also been identified as having development potential for redevelopment as a mixed use scheme. Site C and B are currently separated by Viveash Close.

4.5 It is considered that the opportunity to redevelop this site has been achieved through maintaining the setback with Site B currently provided by Viveash Close, as well as activating the front of the ground and first floors of the buildings along this street with proposals for B1 employment space. This proposal is considered to support and encourage active frontages directly opposite as part of the redevelopment of Site B, whilst also acting as a complementary neighbour to existing users in the interim, so that the new development is integrated effectively with existing businesses in line with Paragraph 182 of the NPPF (2019).

4.6 To the North of the site is a car park owned by Network Rail, which is not within the boundary of SA 5. As outlined within the Section 3.1.3 of the Design & Access Statement, an extensive process was undertaken to try and include this within the scheme, however ultimately Network Rail have stated that the land cannot be developed and will be retained as a station car park. It is not considered that the scheme compromises the ability of the Network Rail site to perform this function.

Principle of mixed use development:

5.1 In the adopted Local Plan: Part 2 - Saved UDP Policies (2012), the site is located within an Industrial and Business Area (IBA). However, in the emerging Local Plan: Part 2 - Site Allocations (2015), the site is located within SA 5 (C) for redevelopment as a new mixed use scheme.

5.2 The release of SA 5 from its designation as an IBA is justified within the employment land studies that form part of the Local Plan evidence base. The allocation is deemed to be consistent with the wider principles of the Hayes Housing Zone and the introduction of a new Crossrail Station at Hayes & Harlington Station. Furthermore, it is also consistent with the implementation of Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012), particularly in that it:

- Ensures development makes the most efficient use of brownfield land;
- Promotes high quality mixed use development; and
- Represents the release of sites in non-residential use, subject to policies in the Development Plan.

5.3 However, as part of the justification for releasing such a large quantity of employment land, SA 5 is for a new mixed use scheme that includes a proportion of employment floorspace to be re-provided onsite. The latest requirement submitted within the Statement of Proposed Main Modifications (SOPM) (2018) is for all three sites within SA 5 to:

Comprise a proportion of employment generating uses to be agreed with the Council. Suitable uses will include B1 and elements of B2 and B8 that are compatible with the residential elements of the scheme.

5.4 The initial proposal only consisted of 341 sqm (GEA) B1 office use. Following further discussion with the Council and other consultees, the applicant has agreed to increase this amount to 2,273 sqm (GEA).

5.5 The B1 ground floorspace only compromises 1,150 sqm (35.9%) of the total 3,202 sqm usable ground floorspace, which excludes the floorspace required for parking and circulation/ servicing space. However, an additional 1,123 sqm has been provided on the first floor level to increase the overall provision on site to 2,273 sqm. This additional floorspace on the first floor will assist in creating a critical mass of employment floorspace at the centre of the scheme to be named Sandow Village. This new employment floorspace will both benefit from having two-storey frontages and integrating with the new proposed public realm, as well as being more compatible with the existing industrial uses currently located on Viveash Close than additional residential units. It will also be of sufficient quantity to make it viable for number of potential commercial users.

5.6 The scheme also proposes the inclusion of 264 sqm (GEA) of A1 retail use and 229 sqm (GEA) of A3 Cafe use. It is considered that these uses will provide ancillary support to the employment uses within Sandow Village and serve to improve the viability of the new B1 office space, without being of a scale that would detract from the vitality of the Town Centre. As such, the combination of the quantity, quality and viability of the newly proposed B1 floorspace on the site is deemed sufficient to resolve the Policy Team's original objection.

Residential Mix

6.1 Policies H4 and H5 of the Local Plan: Part 2 - Saved UDP Policies (2012) relate to the mix of housing to be provided on new schemes. Policy H4 notes that within town centres, predominantly one and two bedroom developments will be preferable. Policy H5 however also notes that the council will encourage new homes for large families where required, including through the provision of larger dwellings by the private sector in new development.

6.2 The latest evidence of local housing need comes from the Strategic Housing Market Assessment (2016) which indicates a substantial borough-wide requirement for larger private market units, particularly 3 bedroom properties. In regards to affordable housing specifically, the need is for 2 and 3 bedroom properties.

6.3 The scheme is proposing a mix of unit sizes at the following proportions:

- Studio: 23 (5%)
- 1 bedroom: 233 (51%)
- 2 bedroom: 152 (33%)
- 3 bedroom: 49 (11%)

6.4 Whilst there is a focus on one and two bedroom units in the scheme, the approach to family sized accommodation slightly improves on the approved application on the Former Nestle Factory Scheme (10%) to the East of the site.

6.5 Noting that a substantial part of the ground and first floors of the site are required for employment floorspace, which are typically the most appropriate locations for family sized accommodation, as well as the closer proximity to Hayes Town Centre than the Former Nestle Factory Scheme, this housing mix is considered to be acceptable.

Affordable Housing

7.1 The applicant is not proposing 35% affordable homes by habitable rooms in line with the Council's preferred tenure mix and as such has submitted a Financial Viability Appraisal (FVA) to justify why it is not viable to do so.

7.2 This FVA is being independently assess by the Council's own consultants. If viability is demonstrated to be an issue, the tenure mix should be the starting point for negotiations where this could support a greater number of affordable homes. Final options, showing different affordable housing levels with different tenures, should be provided to Housing Officers for final determination.

URBAN DESIGN/ CONSERVATION OFFICER:

A number of revisions have been made for this application. The latest set of proposals increase the employment space and improve the ground floor activity/ interface with the public realm which is supported.

- Active uses at ground floor levels provide a positive response to the streetscene, especially where new 'streets' are being introduced through the scheme. This includes the ability for the future Sandow Square to be a fully utilised public open space for the wider community and future residents. The limited vehicular access onto Sandow Square also re-emphasises the need to promote this space as a public space rather than one where vehicles dominate.

- The design of the proposed buildings reflects the site and surroundings and the industrial heritage of the site. The brick balconies reflect the quality of the proposed scheme at street level and re-emphasise the rooflines. The design however fully respects the low lying suburban nature of the existing properties on Nestles Avenue whilst utilising the sites potential away from this suburban character.

- The delivery of the new bus route on Nestles Avenue is also fully considered and welcomed and should be secured through the S106 agreement to enable its delivery. This also enables a greater set back of the development from the 2 storey properties on the southern side of Nestles Avenue, affording the delivery of an open boulevard and sense of space and place to be created.

- Gilbert Place is also a well considered public thoroughfare, however there have been extensive discussions between both this site and the adjoining Access Self Storage site to avoid the delivery of 4 lanes of vehicular traffic (2 serving this site and a further 2 lanes serving Access Self Storage in any redevelopment proposals). It is therefore essential that as part of this application, and part of any future proposals on the access self storage site, that vehicular access be reconfigured to only 2-way traffic, to prevent a detrimental impact on the future of the bus route on Nestles Avenue and also for all future highway users.

Overall, the proposed scheme is considered a good design that responds to the requirement to optimise the site for a residential led mixed use development (SA5). The design, layout and fenestration are high quality and positively respond to Nestles Ave and deemed comprehensive when considering the adjoining former proposals for No.1 Nestles Avenue. S106 will need to be secured for the Nestles Ave widening/ MTS, Gilbert Place requiring the developers to implement a single scheme (2-way traffic) a minimum of 2 years post completion of whichever development is completed last and off-site amenity space contribution for Cranford Park. No objection.

HIGHWAY ENGINEER:

Site Context

The development site is situated just south of Hayes town centre bordered by the Great Western Mainline to the north, Nestles Avenue to the south, Viveash to the east and a business use to the west. The site is currently occupied by low-rise light industrial employment use class B2 buildings

and one D1 building. The development proposals seek to demolish these and build two sets of individual buildings. The new development comprises of 457 new homes as well as small amounts of retail, restaurant and business land uses.

A planning application for this development was first submitted in April 2018, the main changes pertinent to highway, traffic and transportation impacts are:

- A decrease in the number of residential units from 474 to 457;
- An increase in the total employment area from 834 sqm to 2,766 sqm (GEA); and
- A decrease in the total number of residential car parking spaces from 284 to 232, this represents a reduction in the ratio of spaces per unit from 0.6 to 0.51. The new parking arrangements will be a mix of traditional and 'stacker' car parking.

Access to the site is provided by Nestles Avenue which is a straight road with a north east to south west alignment. There is a priority junction at its western where Nestles Avenue intersects with Station Road with a banned right hand turn out. At its eastern vehicular access to North Hyde Gardens once open is now closed, however cyclist and pedestrians are still able to pass. Nestles Avenue benefits from street lighting and a 30 mph speed limit.

There is on-street parking along much of Nestles Avenue controlled by a parking management scheme introduced in 2018. There are off and on-road and cycle facilities along the eastern side of Station Road between the railway station and the signalised junction of Station Road with North Hyde Road, this junction is locally known as Fairey Corner.

Hayes is designated a District Centre in the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012). The town centre supports approximately 200 retailers, 30,900 sqm gross of retail floorspace and 40,000 sqm of office space. Similar to most town centres of its size, Hayes offers a full range of services and facilities - pharmacists, a Post Office, convenience stores and banks etc. Hayes also has a leisure centre and library. Just 400 metres south of the Nestles Avenue/Station Road priority junction at Fairey Corner is a large ASDA supermarket. Both the town centred and ASDA supermarket is within convenient walking distance of the development site.

Hayes and Harlington station is on the Great Western Mainline with direct train services to London Paddington, Reading, Heathrow airport as well as Didcot and Oxford. From 2019 Hayes will also be served by the new Elizabeth Line (Crossrail) currently under construction. The Elizabeth Line is a new railway line across Central London serving the West End, City and Docklands and running from Reading and Heathrow in the west across to Shenfield and Abbey Wood in the east.

Hayes is also well connected to the local bus network, eight different bus services pick up and set down in the town providing access Uxbridge, Harrow Weald, Greenford, Charville Estate, Northolt, Heathrow Terminal Five, Heathrow Central Bus Station, Feltham, Brentford and Bulls Bridge Roundabout. Many of these bus services pick up and drop off directly outside Hayes and Harlington station. There are firm proposals to change the West London bus network in response to the opening of the Elizabeth Line. These proposals include a new north/south bus route linking Ruislip with Heathrow Airport; there is a good opportunity to route this new service along Nestles Avenue, thereby widening the occupiers of 233 - 236 Nestle Avenue range of travel options. However this will require Nestles Avenue to be remodelled so that it will be able to cater for 2-way bus traffic.

Hayes town centre also offers access directly onto the under construction Grand Union Canal Quietway. When complete early in 2020, Phase 1 of the The Grand Union Quietway will link Hayes town centre with Yiewsley via Stockley Park and West Drayton. Works involve resurfacing the existing unmade towpath with a 2 metre wide bitumen macadam surface for pedestrians and cyclist to use. Eastbound the Grand Union Canal Quietway when complete will provide cyclists with a direct, pleasant and off-road route all the way to Central London. This Quietway provides a further opportunity to extend the recently launched Brunel University Santander bicycle hire scheme to

include Hayes, Stockley Park and West Drayton. Once introduced, this would increase the travel choice available to all including the occupiers of 233 - 236 Nestle Avenue.

Transport for London (TfL) use a system called PTAL (Public Transport Access Level) to measure access to the public transport network. For any given location, PTAL assesses walk times to the public transport network taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b is best. The land at 233 - 236 Nestles Avenue has a PTAL of between 3 and 4 which is moderate/good.

The housing along Nestles Avenue comprises mainly of semi-detached town houses and a small number of bungalows. Many of these properties, though not all, have driveways with vehicle crossovers providing off street parking. There are four minor side roads leading off the southern side of Nestles Avenue all of which provide access to housing similar to the type along Nestles Avenue. Just one of these side roads, Harold Avenue is a through road which leads to the A437 North Hyde Road. There are footways with street trees on either side of Nestles Avenue. There are currently no buses services operating along Nestles Avenue. There have been just 43 road traffic accidents over the 3 year period up March 2018 of which just 4 were serious and none fatal.

Access and Car Parking

Vehicular access will be taken from Gilbert Place and Viveash Close both via Nestles Avenue. Gilbert Place will provide access to an off-street podium parking before leading on to Sandow Avenue. Between Nestles Avenue and the podium parking access Gilbert Place will have 2-way operation, beyond the podium parking entrance Gilbert Place will become one-way shared space. There will be a banned right hand turn for vehicle leaving the podium parking, the only option will be for drivers to head south back towards Nestles Avenue. This arrangement will stop most vehicles from entering the core of the site, thereby helping to safeguard residential amenity and improve road safety. Refuse and service vehicles will be allowed to proceed past the podium parking access onto Sandow Avenue where there will be three loading bays and one refuse collection point. Sandow Avenue then connects with Viveash Close - the second point of access also leading off Nestles Avenue approximately 100 metres east of Gilbert Place.

Viveash Close provides access to the northern most boundary of the site, and the station car park beyond and the car parking for buildings A and B. To maximise the quantum of parking provided within a limited amount of space, this parking will include both 'stacker' and 'pallet' parking. Viveash Close will have 2-way operation along its full length. There will be a further 2 loading bays along Viveash Close.

The developer has provided tracking drawings that show how a refuse vehicle would manoeuvre within the site. If this planning application is approved, vehicle tracking will continue to be kept under review through to detailed design stage.

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards. As part of the development the following car and cycle parking spaces will be provided:-

- Car parking- 204
- Cycle parking - 1,070
- Disabled car parking - 33
- Motorcycle parking - 15

Twenty per cent of all car parking spaces at the development would have active electric vehicle charging points provided; a further 20% would have provision for an electric vehicle charging point to be installed at some point in the future in response to demand.

A total of 237 on-plot residential spaces are proposed which equates to a ratio of 0.5 spaces per dwelling. Planning permission (Ref 1331/APP/2017/1883) has recently been granted for a 1,386

residential development also along Nestles Avenue, the ratio of car parking spaces to residential units approved was 0.6. That site had a lower PTAL and greater distance from the station. The car parking spaces to be provided are to be arranged in buildings A and B on the ground floor and in buildings C and D on the ground floor with an upper deck above.

Utilising the Hillingdon saved UDP parking standards; the maximum number of parking spaces permitted would be 686 spaces. At the pre-application stage a 0.6 parking ratio was suggested, taking into account the site's location.

As mentioned above, to help maximise the amount of car parking provided within a limited amount of space, the developer proposes to use 'stacker' and 'pallet' parking. 'Stacker' parking, this is a system whereby one car parks above another on a pallet over another and another below. The 'stacker' parking mechanism works by having a raised point of entry - a platform. The 'stacker' pivots up and down rather like a 'see-saw' providing both the car above and car below the opportunity to drive on/off. 'Pallet' parking allows cars to double park as the base upon which the car is parked can be moved sideways, cars can be 'shuffled' around.

'Stacker' parking is only initially being proposed within Blocks A and B, there would be traditional parking only with the two levels of parking beneath the podium of Blocks C and D. The use of 'stacker' parking provides flexibility to change the quantum of car parking provided across the site. The developers do offer to monitor the uptake of the car parking across the development - the developer highlights that should there be greater demand for car parking once the development is occupied then more stackers could be provided in the parking area within Blocks C and D. Alternatively, should demand for parking be lower than that provided, then some stackers could be removed. The Highway Authority recognises that 'stacker' parking provides flexibility to respond to parking demand, however any changes to the number of parking spaces provided should be first approved by the Council. A suitable condition is required to allow the Council to retain control over parking supply.

In addition to the parking for residents, five car parking spaces would be provided for visitors, it is also proposed that the B1 office workshops will be provided with 5 accessible parking bays.

The development as proposed would have a total of 1,070 cycle parking spaces, 1,033 for residents and 37 for visitors.

Trip Generation

The number of trips that a new development will generate is a key consideration when determining a planning application as any increase may lead to traffic congestion on the surrounding road network and overcrowding on public transport services. The impact on road safety, air quality and residential amenity are other considerations to be taken into account. To help the Council decide whether the development is acceptable on traffic, highway and transportation grounds the developer has calculated the number trips that the development is forecast to generate and presented the finding of this work in a Transport Assessment (TA) that accompanies the planning application.

Existing Site Trips

The developer describes the existing site as being a piecemeal arrangement of low-rise light industrial B2 buildings and a single D1 use building. In November 2017 traffic surveys were undertaken which counted 201 vehicle trips generated over the 12 hour period 07:00 to 19:00 hours. Of these 15 were movements that took place in the AM Peak 07:00 to 08:00 hours, 11 arrivals and 4 departures and 7 in the PM Peak 17:00 to 18:00 hours, 2 arrivals and 5 departures.

Committed Developments

The developer recognises that there are a number of potential new developments within the vicinity of the site. The developer has included the following sites within the scope of the Transport

Assessment

1. The Old Vinyl Factory
2. Union House
3. Enterprise House
4. Trident House
5. Former EMI site
6. Hayes Swimming Pool site
7. Southall Gas Works
8. Hyde Park Hayes
9. 20 to 30 Blyth Road
10. Asda Site, Station Road

Furthermore the Transport Assessment takes into full account the highway works that have recently been implemented as part of the Transport for London, Hayes Town Centre, Major scheme.

The developers are aware of the other developments proposed along Nestles Avenue, including

1. Squirrel Trading Estate
2. Barratt and SEGRO - former Nestle Factory site
3. Access Self - Storage

Trip Generation and Mode Split

The trip rates quoted by the developer for the new development have been taken from the TRICS - the 'industry standard' national database of trip generation. This works by selecting a comparable site from the data base in terms development type and location and applying those observed trip rates to the proposed development. The sites selected by the developer have been validated to confirm that the forecast number of trips generated by the development is a reasonable approximation.

To help forecast how many of the new residents will travel to work by car, bus, walk or cycle etc the developers have referred to the results of the 2011 population census method of travel to work results. The census results show that in 2011 51% of residents in the Botwell ward travel to work by car, 22% by bus and 16% by train/underground. Using census information is considered a reasonable indicator of how the new residents will travel to work; if the characteristics of the new householders and the travel options available remain broadly similar it is assumed that people will be motivated to make the same travel choices.

The developer forecasts that over a 12 hour period 07:00 to 19:00 hours, the development will generate 2,499 person trips. As would be expected, the residential part of the development generates most of these, 1,546 or 61.9% of the total. The time of day when the development generates the highest amount of trips (residential and office) is in the PM Peak 17:00 to 18:00 hours. According to the developer 305 people either arrive or leave the development during this period. At this time, 116 or 38.0% of people (2-way flow) will be travelling by car most of whom 73 will be arriving, most likely people driving along Nestles Avenue on their way home from work. Forty three vehicles will be leaving the site travelling in the opposite direction. Taking into account that the site in its existing use already generates a total of 7 PM Peak 2-way vehicular trips the net uplift is 109 (116 with the new development less 7 existing trips already on the network).

The developers report that the new development would have an insignificant impact on the demand for bus and rail travel, just one extra trip per bus and two extra trips per train during the busiest bus trip and would be generated.

Trip Distribution

Having considered the amount of vehicular trips the development will generate, the Transport Assessment then discusses to which road these trips will be assigned and whether the local road

network now and in the future has the capacity to absorb these extra vehicles. The developers have forecast which roads the occupiers to the development will use by referring to 2011 population census information. Similar to mode split, it is assumed that if the characteristics of the new householders, travel options and trip attracters remain broadly similar then peoples trip making will remain broadly similar. Nearly half (46%) of all vehicular trips from the development will assign to North Hyde Road and the A312 southbound, over a quarter (28%) will assign to North Hyde Road and the A312 northbound.

In accordance with standard practice, the developers have sourced traffic survey data for 2018 - existing flows and applied growth factors to provide representative traffic flows for the year of occupancy 2021. Additional traffic flows associated with the committed and cumulative developments listed above have then be added to the 2018 existing flows to provide a 2021 Baseline Do Minimum Scenario. The development traffic has then been distributed onto the network to provide the 2021 Occupancy Year assessment scenario. The ability of the network cope with the extra trips generated by 233 - 236 Nestle Avenue, background growth, committed developments and all other developments along Nestle Avenue has then been tested. These tests assume that committed capacity improvement works at North Hyde Road/Station Road and North Hyde Road/Harold Avenue as proposed in relation to the Old Vinyl Factory and Former Nestle Factory have been implemented.

Taking into account, trip generation and the roads to which development traffic will assign the developer has then tested the impact of the development on the following junctions:-

- Nestle Avenue/Station Road;
- Harold Avenue/North Hyde Road;
- Dawley Road/Blyth Road roundabout;
- Dawley Road/North Hyde Road roundabout;
- Station Road/North Hyde Road; and
- Bulls Bridge roundabout.

The only junctions with an increase in traffic of around 2% or greater are:-

- Nestle Avenue/Station Road - 2.4%;
- Harold Avenue/North Hyde Road - 4.4%; and
- Station Road/North Hyde Road - 1.9%.

The impact of the development on Bulls Bridge roundabout is marginal; the development will lead to traffic volumes on the roundabout to increase by 1.3% in 2018, falling to 1.0% in 2026. Compared to existing flows the impact of 233 - 236 Nestles Avenue on Bulls Bridge Roundabout is marginal, though a slight increase in traffic can lead to a disproportionate increase in congestion. The Council is aware that studies are underway to improve the operation of the roundabout not just to help the efficient flow of traffic but also to improve the safety and convenience with which vulnerable road users - cyclists and pedestrians can use the roundabout. A contribution is sought towards a larger project that aims to transform the subways and shared cyclist footways beneath the roundabout into a place characterised by TfL's Ten Healthy Street Indicators.

The three junctions above as well as North Hyde Gardens/North Hyde Road have then been investigated in greater detail to determine what potential mitigation measured might be needed to allow the network to operate as efficiently as possible with 233 - 236 Nestle Avenue built and occupied. The results of this modelling show that Station Road (north) will operate over capacity at the Station Road/North Hyde Road junction and this will result in queuing having an impact upon the Station Road/Nestle Avenue - Faireys Junction. The other junction most effected is North Hyde Road/North Hyde Gardens which will experience queuing.

Travel Plan

To help reduce the amount of road traffic 233-236 Nestles Avenue generates a Framework Travel Plan has been submitted to accompany the planning application. This Framework Travel Plan

makes a commitment to appoint a Travel Plan Coordinator and outlines the Coordinators responsibilities. The Transport Assessment refers to TfL's thresholds for producing a Travel Plan and gives and undertaking to produce a Travel Plan for both the residential and office element of the development.

The Transport Assessment includes details of the type of measures that the Travel Plan will contain which include

- Upgrade of the urban realm in the immediate vicinity of the site, providing an amenable and inviting environment for pedestrians to use
- To encourage and enable cycling showers and changing facilities will be provided
- The usage level of cycling will be monitored and if demand for cycle parking facilities exceeds supply, further cycle parking facilities should be provided.
- Travel plan coordinator will to establish a Bicycle Users Group (BUG). This will take active steps to encourage cycling by providing ongoing reviews of parking, changing facilities and equipment storage.
- Every 12 months after the implementation of a travel plan, travel plan coordinator to review the performance of public transport in the area to meet the development users' needs. This will include checking timetables, routes, information, maintenance and accessibility. After this review the coordinator will liaise with LBH and TfL regarding any matters arising.
- Promote the use of Car Clubs in the area.

A travel plan is a "living" document, and therefore requires monitoring, review and revision to ensure it remains relevant to the site and its users.

- Staff travel pattern surveys;
- The level of cycle usage, and cycle parking;
- Usage of car share and car club schemes;
- Usage and/or demand for car park spaces;
- Use of public transport, including a check on levels of comfort and congestion;
- Impact of urban realm improvements, and general walkability of the area;
- Impact of any promotional events.

To ensure that the Travel Plan is delivered, a Bond is required. In the event of the Travel Plan not being delivered, this Bond will be used by the Council implement the Travel Plan itself.

Summary and Conclusion

233 - 236 Nestle Avenue is located close to and midway between Hayes Town Centre and a large ASDA supermarket. Within convenient walking and cycling distance of the site there is the full range of shops and services available to satisfy peoples everyday needs without having to resort to making trips in the private car. Furthermore Hayes town centre offers a range of genuine transport opportunities including buses, rail and access to the under construction Grand Union Canal Quietway. Later in 2019 the first Elizabeth Line (Crossrail) trains will start operation from Hayes and Harlington Station. The development will also have a Travel Plan to help with the ease and convenience with which people can utilise these opportunities to maximum benefit.

The development will have a ratio of 0.5 parking spaces per dwelling - around half of its residents will not have a car available for their own use parked within the development. There is little risk of residents being tempted to buy a car with the intension of parking it on-street as a residents parking scheme is in operation along Nestles Avenue, it is recommended that the new occupiers of the development are prohibited from joining this scheme by way of a S106 agreement.

The developers have undertaken a thorough assessment of the impact the development will have on the surrounding road network. This road network is typical of most places in outer London - it is characterised by peak hour traffic congestion. The developers report that with the development Station Road (north) will operate over capacity at the Station Road/North Hyde Road junction as will

Station Road/Nestle Avenue - Faireys Junction. The other junction most effected is North Hyde Road/North Hyde Gardens which will experience significant queuing. However the developer is prepared to contribute funds toward alternative or additional off-site highway improvements that are related to the impact of the development. It should be borne in mind that the amount of trips generated by the development would be more acute if the development had more generous car parking provision and if on-street parking along Nestles Avenue was not controlled by a residents parking management scheme. Many of the new occupiers will be obliged to travel by public transport, walk or cycle as they will not have access to a private car for their own use, although the scheme would make provision for a car club, which should be secured with the S106 Agreement.

The development at 233 - 236 Nestles Avenue will have a parking ratio of 0.5 car parking spaces per dwelling. The Highway Authority is not concerned that this will lead to parking being displaced on site as parking along Nestles Avenue is controlled by a residents parking management scheme. Those residents without a parking space and access to a private car will still however be able to satisfy their daily needs as 233 - 236 Nestles Avenue occupiers an edge of town centre site with convenient access to shops, services, public transport and active travel opportunities. These 0.5 parking spaces to dwellings ratio in turn limits the amount of vehicular trips that the development generates, limiting the impact of the development on the surrounding road network. Where traffic generated by the development does contribute to junctions becoming over capacity, the developer has shown willingness to contribute to those mitigation measures deemed necessary. This should include not only making contribution to highway works but also include investment in measure that widen travel choice such as investment in bus services, Car Clubs, bike hire schemes, investment in the public realm so that places exhibit the Ten Health Street Indicators as well as investment in and cycling infrastructure. Taking the above into account there are no Highway Authority objections to this development.

ENVIRONMENTAL PROTECTION UNIT

No objection subject to conditions requiring the following:

1. A demolition method statement and a construction management plan;
2. That the development complies with the requirements of BS83233:2014 relating to sound insulation and noise reduction;
3. Details of enhanced sound insulation values for floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings;
4. Details of sound insulation;
5. That external noise from plant complies with the requirements of BS4142:2014, relating to methods for rating industrial and commercial sound; and
6. Remediation and verification reports relating to contamination.

AIR QUALITY OFFICER

No objection. Final comments to be given in Committee Addendum.

TREES/LANDSCAPE OFFICER

This site is occupied by warehouses / commercial premises situated to the west of Viveash Close and the main Nestles site to the south of Hayes and Harlington Station car park.

Dominated by grey infrastructure, there are few trees or other green infrastructure associated with the site.

There are no TPO's or Conservation Area designations affecting the site, which might pose a planning constraint.

Comment:

This application follows a request for a scoping opinion under application ref. 2017/3709 (when the scheme was referred to as the Buccleuch site) and subsequent preapplication meetings.

An initial tree report was issued by Waterman's in September 2017. The current submission includes a final version, dated March 2018.

Five individual trees have been identified and assessed, with no grade 'A' trees. One tree, T4 a lime, is assessed to be a 'B' grade tree and should be considered worthy of retention. T3 a goat willow is a 'U' grade tree and can be removed in the interests of sound arboricultural management. The remaining trees are all 'C' (poor) specimens: T1 and T2 sycamores and T5 lime. This grade of tree is not considered to be a constraint on development. However, they may be considered for retention, subject to the site layout and possible management / maintenance requirements.

All trees will be removed to facilitate the development with the exception of T5, the 'C' grade lime on the front boundary for which tree protection measures are provided.

A Landscape strategy document has been prepared by Exterior Architecture. This analyses the constraints and opportunities of the site and explains the design concept and objectives, including the strong pedestrian link with Sandow Square on the Nestle site - subject to the intervening connection through the Viveash site.

The document shows the site masterplan, pedestrian and vehicular circulation, landscape spatial typologies, play spaces, an option for a rain garden on the site frontage, roof garden treatments, brown roofs, lighting and palettes of hard and soft materials.

The following drawings provide further landscape details:
EXA_1734_p_120 Rev C Roof plan with external spaces
EXA_1734_P_105 Rev C Roof garden: Level 1
EXA_1734_P_107 Rev D Roof garden: Level 8
EXA_1734_A_301 Rev C and 302 Rev B Nestles Avenue plans and sections.

Recommendations:

The landscape proposals are generally in line with those discussed earlier last year.

The suggested tree selection for the main pedestrian plaza / Sandow Way link needs to be carefully considered.

The roof gardens indicate a commitment to creating interesting and attractive spaces including 'structure planting' (trees and hedges) and the use of pergolas.

Earlier last year it was noted that the zig-zag path along the site frontage was very angular and the space might be more pleasant to walk through if the path was less angular or shallow curvilinear / meandering. This does not appear to have been amended.

Landscape conditions should include: RES8, RES9 (parts 1, 2, 3, 4, 5 and 6) and RES10.

Officer comment:

The applicant has advised that T4 "was considered for retention as part of the landscaping strategy for the site. However, it was noted that it would be required to be lost as part of the proposed future upgrade/widening works for Nestles Avenue. The chosen landscaping strategy therefore seeks to mitigate its loss through the introduction of a number of new trees along the new green route forward of the new buildings. Its loss is considered to be outweighed by the considerable improvements to the pedestrian environment along Nestles Avenue."

The applicant also clarifies that Tree T5 is proposed to be retained. T1 and T2 will be lost, and that the design of the zig-zag path area has been amended since pre-application stage, taking into account comments regarding front amenity spaces etc. It is less angular that it was previously and it

almost mirrors the footpath proposed further down Nestles Avenue. However, the treatment of this area will require further amendment as the footpath will need widening to create a segregated joint footpath/cycleway to replicate that proposed on the adjoining Nestle site.

The applicant's comments are noted and accepted.

FLOOD AND WATER MANAGEMENT OFFICER

Following the submission of an amended report to reduction in run off from the site limited now to 50.6ls a significant reduction over the 1 in 100 year event and will be provided through a blue roof.

However further details are indicated will need to evolve at detailed design, and therefore the following condition is required:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by Heyne Tillet and Steel

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. 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 DMEI 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,

Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).

National Planning Policy Framework (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

SUSTAINABILITY OFFICER:

I have no objections to the proposed development subject to the following S106 contribution and planning condition:

S106 Contribution

The development fails to meet the zero carbon standards required by the London Plan. It has achieved the 35% minimum reduction target for the residential element but is still short of the overall 100% reduction target. The non residential target of 35% is also missed.

The level of detail is broadly sufficient and the options of full onsite compliance are complicated. The applicant has achieved an overall minimum reduction of 35% and therefore I have no objections subject to policy compliance being achieved through a combination of onsite measures (as proposed) and an offsite contribution through the application of Policy 5.2e of the London Plan.

Based on the details submitted the onsite shortfall equates 305.6tCO₂/annum.

This results in an offsite contribution of £550,080

Planning Condition

In addition the following condition is necessary to ensure the details coming forward relate to the broad energy strategy and show suitable compliance with the onsite reduction targets.

Condition:

Prior to above ground works, full details of the low and zero carbon technology shall be submitted to and approved in writing by the Local Planning Authority. The details shall reflect the following requirements and must demonstrate compliance with the CO₂ reductions identified in the Sustainability and Energy Statement (MTT, issue 02 - 11.12.18):

1 - Details of the CHP should also include the heat network, the plant type and its location. Full

details of the fuel inputs and energy outputs shall also be presented.

2 - Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included.

3 - Details of the annual monitoring and reporting to the Local Planning Authority regarding the operational performance of the completed development.

The development must proceed in accordance with the approved plans.

Reason:

To ensure the proposals contribute to a reduction in CO2 in accordance with London Plan 5.2.

ACCESS OFFICER:

In assessing this application, reference has been made to the London Plan 2016, Policy 3.8 (Housing Choice), 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.

An Access Statement has been prepared by Peter Connell Associates which provides detail on the accessibility provisions. Typical unit plans which demonstrate furniture items and layouts for M4(2) & M4(3) are included within the submitted Design & Access Statement.

The agents have confirmed that the M4(3) have been designed for 'day one occupation', with all M4(3) units served by minimum of two lifts and providing step free access via the principal private entrance.

However, the outstanding concerns could be dealt with by way of suitable planning conditions, attached to any grant of planning permission, as set out below:

Planning Conditions

1. All areas of hard and soft landscaping shall be constructed to accord with the prescribed standards and tolerances set out in BS8300:2018.

REASON: to ensure development achieves a high standard of inclusive design in accordance with London Plan policy 7.2.

2. Prior to occupation of the development, details in respect of the play equipment accessible to disabled children, including those with a sensory impairment, or complex multiple disabilities, shall be submitted and approved in writing by the Local Planning Authority.

REASON: to ensure development achieves a high standard of inclusive design in accordance with London Plan policy 7.2.

3. The development hereby approved shall ensure that ten percent of the residential units are constructed to meet the standards for Category 3 M4(3) wheelchair user dwelling. 16 Affordable Housing units shall be constructed to a Wheelchair Accessible standard, with 31 wheelchair user private for sale dwellings, constructed to a Wheelchair Adaptable standard, 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.

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

REASON:

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

5. Prior to the occupation of the dwellings hereby approved, evidence of compliance with the prescribed standards for M4(2) and M4(3) dwellings, as set out in Approved Document M to the Building Regulations (2010), 2015 edition, shall be submitted to the Local Planning Authority.

REASON:

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

CONTAMINATED LAND OFFICER:

I have reviewed the details within two reports submitted as follows:

1. Waterman Infrastructure and Environment Limited, Environmental Statement, WIE 10928-101 233-236 Nestles Avenue, ES Volume 1, Chapter 9 Ground Conditions and Construction.

2. Geotechnical & Environmental Associates Limited: Desk Study Report, Ref JI 8005 Issue 1 dated 12 February 2018

Conclusions within section 5 of the Desk Study, (which includes the CSM and PRA) as produced by Geotechnical & Environmental Associates Limited (and summarised within the Waterman Infrastructure and Environment Limited, Environmental Statement), state:

"On the basis of the findings of the research carried out there is considered to be a MODERATE RISK of there being a significant contamination linkage at this site.

It will be necessary to carry out intrusive investigations prior to the redevelopment of the site, to allow the risks associated with any potentially contaminated soils that may be present due to past activities on the site to be determined. Measures to deal with any contamination can then be proposed. It is possible that remedial measures will be required. A ground investigation will also be required to confirm the ground conditions and to provide parameters for a pile design.

A Preliminary UXO Risk Assessment has indicated a need for further work in the form of a Detailed UXO Risk Assessment in order to determine the risk of encountering UXO beneath the site. In lieu of this assessment, appropriate UXO risk mitigation measures will be essential for any intrusive works. This usually entails site specific UXO awareness briefings are recommended for all personnel conducting intrusive works, with on-site support for shallow intrusive works. Intrusive magnetometer surveying will be required for all borehole and pile locations down to a maximum bomb penetration depth".

The completion of a suitably designed and implemented Phase 2 investigation will provide additional details for revising the initial Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA) in accordance with the findings from a site specific investigation.

It is therefore recommended that, for clarity (see observations below), the following conditions should be applied:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

S106 OFFICER:

The amended scheme includes an overall total 457 residential units. The Council has appointed third party Financial Viability Appraisal (FVA) assessor for an FVA Review.

We have been liaising with Housing officers and the third party FVA assessor regarding the latest affordable housing provision.

The third party FVA assessor addendum report should be read in conjunction with their Draft Report dated 23 August 2018 and subsequent addendum dated 3 December 2018.

The latest FVA assessor addendum report includes below:

(1) Applicant Amended Proposal - the amended appraisals are based on an amended scheme, with increased commercial space, fewer residential units and a marginally higher number of Affordable Housing units (AH). The agent contends that 77 units can be provided, with a tenure mix of 23 London Affordable Rent (LAR), 29 London Living Rent (LLR), 25 Shared Ownership (SO).

(2) FVA Assessor Review - they have modelled what they consider would be viably provided as affordable housing. A number of scenarios have been taken. Two options were suggested:

- (a) Option 1 : a scheme with a higher number of Affordable Housing units can be viably provided than the 77 being proposed by the agent. The Assessor conclude that 80 units, assuming a mix of 24 LAR, 32 LLR, 24 SO; This equates to 17.5% Affordable Housing on a per unit basis and 21.3% on a habitable room basis; and

- (b) Option 2: the overall units that could be provided if the LLR intermediate product was amended to Shared Ownership would be 95 units, with a tenure mix of 29 LAR units and 66 SO. This equates to 20.8% Affordable Housing on a per unit basis and 23.6% on a habitable room basis.

(3) Review Mechanism- given the scheme is not meeting policy required level, it is recommended a review mechanism is agreed and a late stage review is undertaken, in line with GLA guidance. This would reflect actual costs and values in due course.

(4) Affordable Housing Tenure

(i) The Council's policy requirement for the mix of affordable housing is 70% rented and 30% intermediate. The draft London Plan suggests a mix of 30% London Affordable Rent (LAR), 40% to be determined by the Local Authority, and 30% Shared Ownership (SO). As the Council own policy includes a requirement for 70% rented, our preference is for a mix of 30% LAR, 40% LAR if possible and if not London Living Rent (LLR), and 30% SO.

(ii) The FVA assessor has shown that the policy compliant mix of affordable housing is not viable on this development. Having considered the options suggested by the FVA Assessor, the preference based on housing need is option 1 as this is closest to our preferred mix.

(iii) In addition, officers are aware from consented schemes that the market in this area is likely to see a substantial amount of SO development already. Additional rented property is needed to provide greater choice of product.

In view of the above, the preference is with Option 1, that is 80 AH units, assuming a mix of 24 LAR, 32 LLR, 24 SO. This equates to 17.5% Affordable Housing on a per unit basis and 21.3% on a habitable room basis. An affordable housing review mechanism should be required.

The Councils Housing Officers have indicated they prefer option 1 and I suggest this is referenced in the Head of terms in the report, in the interim I will secure the applicants agreement to this option.

OFFICER COMMENT:

Option 1 has been agreed and will be secured in the Heads of Terms.

WASTE STRATEGY:

We are happy with the capacities for waste and recycling and the method of moving bins to the main storage location.

Contrary to the statement that: 'bins will be held in the central bin store, the entrance of which is within 10m of the RC stopping point', made in Table 9 of the operational waste management

strategy, the distance from the bin store to the stopping point is in excess of 10 metres.

Minor alterations should be made to reduce this pull distance in line with the national standard, or an alternative collection point allocated.

OFFICER COMMENT:

A condition required revised details to be submitted forms part of the officer recommendation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Planning law requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. For Hillingdon, this currently comprises of:

- The Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
- The Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
- The London Plan (March 2016)

The National Planning Policy Framework (February 2019) is also a material consideration in planning decisions, together with relevant supplementary planning documents and guidance.

In the adopted Local Plan: Part 2 - Saved UDP Policies (2012), the site is located within an Industrial and Business Area (IBA).

The saved UDP policies of the development plan are being replaced and the new plan with its emerging policies and designations are at a fairly advanced stage in the process.

The Council's Policy Officer advises that the Examination in Public process commenced on 18th May 2018, when the Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State. In addition to the Development Management Policies document, a Site Allocations and Designations document and associated policy maps and a Statements of Proposed Main and Minor Modifications (SOPM) have also been submitted which outline the proposed changes to the submission version (2015) that the Council is seeking as part of the examination process.

Following the conclusion of public examination hearings on the 9 August 2018, the Inspector has submitted a Post Hearing Advice Note outlining the need to undertake a final consultation on the Main Modifications only. The Council has responded to this note outlining that its preferred dates for doing so would be 27th March 2019 to 8th May 2019. All consultation responses will be provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

Paragraph 48 of the NPPF (2019) states that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

On the basis that the Council is awaiting the final Inspector's Report on the emerging Local Plan: Part 2, the document is considered to be in the latter stages of the preparation process. The degree to which weight may be attached to each policy is therefore based on the extent to which there is an unresolved objection being determined through the public examination process and the degree of consistency to the relevant policies in the NPPF (2019).

In terms of the emerging Local Plan: Part 2 - Site Allocations (2015), the site is located within Site Allocation SA 5, Site C. This allocation is for the redevelopment of the site for mixed use and this designation is retained within the SOPM (2018). The emerging Local Plan: Part 2 - Site Allocations and Designations (2015) envisages that for SA 5, the three parts (A, B and C) should form a comprehensive development scheme, although it is acknowledged that this is a preference and the principle of the three sites coming forward separately has been accepted where the scheme is not in conflict with Policy BE14 (which seeks to ensure that permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites which have development potential), with Site A being approved independently (App. No. 1331/APP/2017/1883 refers).

The Council's Policy Officer goes on to advise that the boundary of this application site however only forms part of Site C, albeit the majority of it, with the rest of Site C (the Access Storage site to the west) being in separate ownership. As such, there is a particular need to ensure the satisfactory redevelopment of adjoining sites is safeguarded, particularly with the remainder of Site C.

The officer considers that as regards the remainder of Site C, this has been achieved through the extensive and ongoing engagement that has taken place between the applicant and adjoining landowner, which has resulted in an agreement between the landowners in terms of design and access, to include a 10.5m setback from the red-line boundary on both sides to achieve a 21m separation and an access road agreement regarding the proposed Gilbert Place.

Also, to the East, SA 5 (B) has also been identified as being suitable for mixed use and these sites are currently separated by Viveash Close. The opportunity to redevelop this site has been achieved through maintaining the setback with Site B currently provided by Viveash Close, as well as activating the front of the ground and first floors of the buildings along this street with proposals for B1 employment space. This proposal is considered to support and encourage active frontages directly opposite as part of the redevelopment of Site B, whilst also acting as a complementary neighbour to existing users in the interim, so that the new development is integrated effectively with existing businesses in line with Paragraph 182 of the NPPF (2019).

The Policy Officer further advises that to the North of the site is a car park owned by Network Rail, which is not within the boundary of SA 5. As outlined within the Section 3.1.3 of the Design & Access Statement, an extensive process was undertaken to try and include this within the scheme, however ultimately Network Rail have stated that the land cannot be developed and will be retained as a station car park. It is not considered that the scheme compromises the ability of the Network Rail site to perform this function.

The release of SA 5 from its designation as an IBA is justified within the employment land studies that form part of the Local Plan evidence base. The allocation is deemed to be consistent with the wider principles of the Hayes Housing Zone and the introduction of a

new Crossrail Station at Hayes & Harlington Station. Furthermore, it is also consistent with the implementation of Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012), particularly in that it:

- Ensures development makes the most efficient use of brownfield land;
- Promotes high quality mixed use development; and
- Represents the release of sites in non-residential use, subject to policies in the Development Plan.

However, as part of the justification for releasing such a large quantity of employment land, SA 5 is for a new mixed use scheme that includes a proportion of employment floorspace to be re-provided onsite. The latest requirement submitted within the Statement of Proposed Main Modifications (SOPM) (2018) is for all three sites within SA 5 to:

Comprise a proportion of employment generating uses to be agreed with the Council. Suitable uses will include B1 and elements of B2 and B8 that are compatible with the residential elements of the scheme.

The initial proposal only consisted of 341 sqm (GEA) B1 office use. Following further discussion with the Council and other consultees, the applicant has agreed to increase this amount to 2,273 sqm (GEA).

The B1 ground floorspace only comprises 1,150 sqm (35.9%) of the total 3,202 sqm usable ground floorspace, which excludes the floorspace required for parking and circulation/ servicing space. However, an additional 1,123 sqm has been provided on the first floor level to increase the overall provision on site to 2,273 sqm. This additional floorspace on the first floor will assist in creating a critical mass of employment floorspace at the centre of the scheme to be named Sandow Village. This new employment floorspace will both benefit from having two-storey frontages and integrating with the new proposed public realm, as well as being more compatible with the existing industrial uses currently located on Viveash Close than additional residential units. It will also be of sufficient quantity to make it viable for number of potential commercial users.

The scheme also proposes the inclusion of 264 sqm (GEA) of A1 retail use and 229 sqm (GEA) of A3 Cafe use. It is considered that these uses will provide ancillary support to the employment uses within Sandow Village and serve to improve the viability of the new B1 office space, without being of a scale that would detract from the vitality of the Town Centre. As such, the combination of the quantity, quality and viability of the newly proposed B1 floorspace on the site is deemed sufficient to be acceptable and accords with adopted and emerging planning policies.

As regards the residential mix, Policies H4 and H5 of the Local Plan: Part 2 - Saved UDP Policies (2012) relate to the mix of housing to be provided on new schemes. Policy H4 notes that within town centres, predominantly one and two bedroom developments will be preferable. Policy H5 however also notes that the council will encourage new homes for large families where required, including through the provision of larger dwellings by the private sector in new development.

The latest evidence of local housing need comes from the Strategic Housing Market Assessment (2016) which indicates a substantial borough-wide requirement for larger private market units, particularly 3 bedroom properties. In regards to affordable housing specifically, the need is for 2 and 3 bedroom properties.

The scheme is proposing a mix of unit sizes at the following proportions:

- Studio: 23 (5%)
- 1 bedroom: 233 (51%)
- 2 bedroom: 152 (33%)
- 3 bedroom: 49 (11%)

Whilst there is a focus on one and two bedroom units in the scheme, the approach to family sized accommodation in this central location is supported.

Noting that a substantial part of the ground and first floors of the site are required for employment floorspace, which are typically the most appropriate locations for family sized accommodation, as well as the closer proximity to Hayes Town Centre that the Former Nestle Factory Scheme, this housing mix is considered to be acceptable.

7.02 Density of the proposed development

London Plan Policy 3.4 (March 2016) seeks to maximise the potential of sites, compatible with local context, design principles and public transport accessibility. Boroughs are encouraged to adopt the residential density ranges set out in the density matrix within Table 3.2 of the plan (habitable rooms and dwellings per hectare) in order to encourage sustainable residential quality.

Although this is a mixed use scheme, the majority of the proposed floor space would provide residential accommodation. The site has an area of 1.56 ha and the revised proposal would have a density of 293 units and 728 habitable rooms per hectare. Having regard to the urban character of the site and its PTAL score of 4, the Mayor recommends that an appropriate density on this site would range from 70 - 260 units per hectare and 200 - 700 habitable rooms per hectare.

The proposal, even without factoring in the commercial floor space, exceeds the Mayor's guidance. However, the Council's design guidance also advises that numerical densities, whilst useful for undertaking an initial assessment, should not be relied upon as the sole means of assessing housing proposals, as density is only a general indicator of the likely acceptability of a scheme and a more fuller assessment is required in order to gauge the suitability of the scheme within its surroundings, together with a consideration of the overall environmental quality and impacts of the development. These are provided within the relevant chapters in this report. The GLA in their Stage 1 response, having regard to the emerging London Plan consider the scheme to be broadly in accord with guidance ranges and at paragraph 45 state 'the density of the proposals is supported'.

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

The NPPF (February 2019) advises at paragraph 189 that planning applications should describe the significance of any heritage assets affected, including any contribution made by their setting and the level of detail should be proportionate to the assets' importance. It goes on to advise that:-

'Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'

Paragraph 190 goes on to advise LPAs are required to identify and assess the particular significance of any heritage asset that may be affected by a proposal and this should be taken into account when considering the impact of a proposal on a heritage asset, to avoid

or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

London Plan policies 7.8 and 7.9 recognise the potential of heritage assets as catalysts for regeneration and seek to ensure that development proposals conserve, restore and re-use heritage assets wherever possible.

Adopted local policies HE1 of the Local Plan Part 1 and saved policies BE4 and BE8 and BE12 of the UDP 2012, seek to secure the preservation or enhancement of conservation areas and locally listed buildings and structures.

The application is supported by a Historic Environment Desk-based Assessment.

The application site does not form part of a Conservation Area nor an Area of Special Local Character. The Botwell Nestle Conservation Area, which is centred upon the large Nestle factory buildings, is located to the east of the site, with its main area sited some 90m away on the opposite side of the Squirrels Trading Estate. A thin tapering spur of the Conservation Area does project towards the application site along the top of the trading estate, adjacent to the railway, but at its nearest point, it would still be some 40m away and it is considered that given its relationship with the application site, the Conservation Area would not be adversely affected as it would largely be screened by existing buildings on the adjoining site.

The site itself currently comprises four, two-storey, warehouse buildings, associated sheds and ancillary development which mainly date from the 1930s and have been built in an art deco style, although they appear to be of a fairly standard design and are not of any significant architectural or historical interest. The layout of the site has remained unaltered since these original buildings were constructed and the proposal will result in this built form being demolished. However, these buildings are not locally or statutorily listed and there are no objections to their loss, subject to a pictorial survey being undertaken, as recommended by the submitted assessment.

As regards listed buildings, the nearest heritage assets to the application site are the Nestle factory buildings and an associated Canteen building within the Botwell Nestle Conservation Area, which are locally listed and the Hayes and Harlington Station building, on the other side of the mainline which is also locally listed.

The scheme does however, seek to enhance the overall setting of the Conservation Area and its locally listed buildings, by incorporating the open east/ west link along Sandow Avenue, which if adhered to by all the other sites along Nestles Avenue, would allow long views of the retained historic facade of the locally listed Nestle building.

The Council's Conservation/ Urban design Officer does not raise any objections to the scheme.

In terms of archaeology, the application has also been referred to GLAAS. They advise that the applicant's historic environment assessment identifies moderate potential for deeply buried Palaeolithic archaeology, but typically, this would manifest as flint artefacts redeposited in gravel, although rare in-situ sites are known. Near surface remains of later periods will have been destroyed or badly damaged by modern development and brickearth extraction.

As the proposed development does not involve the construction of basements the impact at depth appears be limited to piling, and perhaps some other minor works. On balance given the rarity of in-situ Palaeolithic archaeology it seems unlikely that the development will cause harm.

They conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and consider that no further assessment or conditions are therefore necessary.

Therefore, subject to a photographic record being made of the on site buildings, there are no objections to the scheme and it is in accordance with the NPPF (January 2019) and Policies 7.8 and 7.9 of the London Plan and Policy HE1 of the Local Plan Part 1 and saved policies BE4 and BE8 and BE12 of the UDP 2012.

7.04 Airport safeguarding

NATS and Heathrow Airport Ltd have been consulted on the application. NATS advise that the scheme, due to insufficient detail around the final design of the buildings, the timing of construction, which will also be important in relation to neighbouring schemes coming forward etc, has the potential to impact upon its infrastructure, namely obstruction of the line of sight to its H10 radar located at Heathrow Airport. However, they do go on to advise that the current application may benefit from the shielding afforded by other buildings, but this has not as yet been verified and therefore wish to object to the proposals, unless appropriate planning conditions are imposed. These conditions form part of the officer recommendation. Heathrow also advises of the need for a radar mitigation scheme, a bird hazard management scheme and two informatives to provide further clarification on the bird hazard management plan and to advise of the precautions required if cranes are to be used in construction.

There are therefore no safeguarding objections to the proposal, subject to the imposition of the recommended conditions and informatives. These form part of the officer's recommendation.

7.05 Impact on the green belt

The application site does not form part of the Metropolitan Green Belt, nor is it located close to the Green Belt boundary so that there are no Green Belt issues raised by the development proposals.

7.07 Impact on the character & appearance of the area

Policy 7.1 of the London Plan (March 2016) sets out a series of overarching design principles for development in London and Policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to optimizing the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area.

The buildings would be arranged around raised internal courtyards, that will enable a sense of enclosure to be provided and particularly in the case of Buildings A and B sited next to the railway, help to screen the space from external noise.

Proposed Buildings A and B adjacent to the railway are 11 storeys, with Buildings C and D to the south of Sandow Avenue being 10 storeys, before dropping down to 8 storeys and

then to 4 storeys fronting Nestles Avenue.

The massing of the buildings would be broken up by the gaps between the buildings and the articulation of the frontages and use of materials.

Building C and D has been set well back from Nestles Avenue, which as well as allowing road widening to support buses, will provide a generous open frontage which will help to assimilate the four storey frontage with the predominant two storey character of the semi-detached properties with more modest front gardens opposite.

On the eastern and western side boundaries, the proposed building will be set back some 10.5m from the boundary, which with this being duplicated by the adjoining landowner, will allow a 21m wide street to be maintained along Viveash Close and a similar width of roadway would be created on the other side with the formation of the new Gilbert Close.

The current proposals provide the east/west link that will tie the site back to the station whilst making suitable provision to allow views of the retained heritage facades of the former Nestle Factory to the east. The siting of the workshop units and the Class A3 and A1 uses along Sandow Avenue will activate these frontages with some of the activity spilling out into the public space. The character of this part of Sandow Avenue will therefore be more commercial, which would be appropriate, given its location closer to Hayes Town Centre as opposed to the more residential character of the route further east.

The submitted Design and Access Statement advises that the design of the scheme has been influenced by 4 primary themes:-

- London Brick Vernacular
- Industrial Heritage
- Art Deco and Modernist Heritage
- The Factory in a garden

The Hayes area around the Grand Union Canal was a centre for brick making in the 1750s and the buildings mainly use brick as the main facing material, albeit it is to be used in contemporary methods of construction, with brick slip panels that will enable decorative patterns and precise detailing to be created. The industrial heritage of the site is further picked up by the saw tooth pattern along some of the buildings and the bold, simple forms of the buildings which will use exposed flues, rain water attenuation tanks, pipework, gantries, stair cases, ducting and windows, often using metal components to reflect typical features and materials found on industrial buildings. The design of the buildings, with clean horizontal lines, square facades, flat roofs and round corners, with bright feature colours and geometric window detail is also influenced by Art Deco inspired modernism. The curved prow of Building A is influenced by the Art Deco style, a particularly striking feature which will help to define the scheme from the railway. The layout of the scheme, with its green spaces also reflects the former Nesltes factory, with its large garden areas. The wall adjoining the railway will also benefit from a public art feature and this is included in the Heads of Terms.

The Council's Conservation/ Urban Design Officer considers the scheme to be acceptable and the GLA in their Stage 1 report are generally supportive of the proposals and advise at paragraph 37 that:-

'The proposals for the comprehensive development of the site relate well to the wider

emerging context and are in line with the wider Masterplan principles.'

As such, it is considered that the scheme complies with Policies 7.1 and 7.6 of the London Plan (March 2016) and Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a minimum 21m distance should be maintained between facing habitable room windows and private amenity areas such as balconies and patio areas (considered to be a 3m deep area adjoining the rear elevation of a property) in order to safeguard privacy.

There are no residential properties that immediately adjoin the site, with the nearest residential properties being the residential properties on the opposite side of Nestles Avenue. These would be separated by Nestles Avenue itself and as a result of setting the development back into the application site itself, there would be a separation distance of some 34m between the nearest part of proposed Buildings C and D on the ground floor and the Nestles Avenue properties. The main elevations of these buildings have been set back some 2m further on the first to third floor levels, above which, the upper floors would be set back further into the site so that the fourth to seventh levels would have a setback of over 50m and the eight and ninth levels a setback of over 80m from the properties opposite.

To the east and west of the site are industrial/ storage premises whereas to the north, the site is immediately adjoined by the station car park and then the Great Western Mainline and the Hayes and Harlington Station, beyond which is a 10 storey apart hotel which would be sited over 50m from the nearest part of the proposal.

As part of the Environmental Statement, an assessment has been made of the impact of the development in terms of daylight, sunlight and overshadowing of surrounding residential properties and the proposed amenity space. As all the nearest residential properties are to the south of the site, in terms of daylight, the assessment advises that the impacts range from minimal for the majority of the residential properties adjoining the site to minor reduction against target for one or two windows for 1 - 6 Griffiths Court and 42 to 56 Nestles Avenue. The report advises that due to the marginal nature of the deviations beyond the target, no mitigation measures are required.

Given the surrounding relationship, there would be no significant adverse impact on any surrounding residential occupiers by reason of loss of sunlight, dominance or loss of privacy, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Potential impacts of noise and general disturbance on surrounding residential occupiers are considered in Section 7.17 below.

7.09 Living conditions for future occupiers

- Internal living space

In terms of the residential amenities provided for the future occupiers of the new residential units, following the receipt of revised plans, all of the proposed 457 residential units would

have internal floor areas which would satisfy the relevant National Housing /London Plan standards for the type of unit proposed which are indicated within brackets. As regards the flatted accommodation, the studios with showers would have an internal area of 38sqm (37sqm), those with baths would either be 39 or 40sqm (39sqm), 1 Bed, 2 Person Units would range from 50sqm to 65sqm (50sqm), 2 Bed, 3 Person Units - 61sqm to 76sqm (61sqm); 2 Bed, 4 Person - 70 to 90sqm (70sqm); 3 Bed, 4 Person - 97sqm (74sqm); 3 Bed 5 Person Units - 100 to 102sqm (86sqm) and 3 Bed, 6 Person Units - 100 - 102 sqm (95sqm). As regards the duplex units, the 3 Bed, 5 Person Units would range from 102 to 107sqm (93sqm) and the 3 Bed, 6 Person Units would be 112sqm (102sqm). Furthermore, all the single and double bedrooms would satisfy minimum standards.

The vast majority of the proposed units would have their main aspect facing either south, east or west, with a total of 66 units (or 14.4%) being north or north-east facing. The original scheme was supported by an Internal Daylight and Sunlight Report. This provides the standard caveat of stressing that although the guidance is based on numerical guidelines, these should be interpreted flexibly as natural lighting is only one of many factors in achieving good site layout design. It goes on to advise that only the lower floor windows have been assessed as these rooms would be the most constrained/sensitive and that light levels will improve further up the building. Both the daylight and sunlight levels have been assessed in the original proposed scheme, in accordance with Building Research Establishment (BRE) good practice. With regard to the windows in the proposed development, the report states that in terms of the Average Daylight Factor calculation (ADF), the proposal is excellent, with 96% of habitable rooms exceeding the BRE targets. In terms of sunlight, the assessment advises that as would be expected for a scheme of this size, the results of the Annual Probable Sunlight Hours (APSH) sunlight assessment have shown that in some instances, direct sunlight to the window face will be limited, often as a result of the presence of balconies, however, with an overall compliance rate of 70% (which would improve if the upper floors had been assessed), the results are considered very good for such a scheme and are in line with BRE guidance.

The report also considers the impact upon the proposed amenity areas and advises that the scheme has been developed to allow suitable light penetration to these areas where possible and that the assessment undertaken demonstrates that all the amenity areas would experience direct sunlight across more than 50% of their area for 2 hours or more on the 21st of March and therefore the areas are considered acceptable.

In terms of dominance and overlooking, the proposed buildings are sufficiently setback from Nestles Avenue and the cumulative 21m separation distance that the development will maintain across Viveash Close with any adjoining development would ensure that the residential units facing these roads would have adequate amenities in terms of dominance and overlooking, both in terms of the new residential accommodation proposed on this site with existing industrial buildings on the adjoining site and in connection the adjoining site's future re-development. Similarly, the proposed Gilbert Close and set back of development from this side boundary (main elevation being set in some 11.2m) would ensure that residential amenity across this road on both sites would be safeguarded. At the rear, the site immediately adjoins the station car park and the width of the mainline railway to the north would ensure that the units facing this boundary would be in excess of 52m from development to the north of the railway so that they would not experience any undue dominance or loss of privacy. The width of the public open space along Sandow Avenue, some 22.8m at the closest point between the proposed buildings would also ensure that the properties fronting this space would be afforded adequate amenity.

The size of the internal courtyards would also ensure that the internal flats would have an adequate separation distance between them. The gap between Buildings A and B does reduce to around 16m along the northern boundary and between the northern and southern wings of Buildings C and D, but there are only secondary windows proposed to the open plan kitchen/dining/living area in these elevations which can be obscure glazed to prevent overlooking, which has been secured through condition. The Design and Access Statement does state that further measures will be required to ensure that adequate privacy is provided such as opaque films to glazing, balcony screens and vertical fins to windows. The use of opaque films would not be acceptable as they can be removed. However, full details of other privacy measures such as obscure glazing, privacy screens and vertical fins has been secured by condition.

Two internal units (C3 302 and D3 302) on the third floor of the southern wing of Buildings C and D would have bedroom windows which look directly out onto neighbouring balconies sited some 1.5 metres away from the windows. Side privacy screens would mitigate against overlooking, but the balconies, particularly with privacy screens would obstruct the outlook from the bedrooms. However, as these are both studio units, the bedrooms would have the benefit of being served by other windows so that it is considered, a reasonable degree of amenity would be afforded.

In terms of the internal corners of Buildings C and D, the siting of the windows has been carefully considered so as to avoid any overlooking within the 45 degree splay. The only other issue is the need to provide defensible space to those units which adjoin the amenity space, but this would be secured as part of the landscaping condition.

The GLA in their Stage 1 Report do advise that clarification is needed in terms of core access in Building A as this appears to allow two back to back cores (although no division between cores is shown on the drawings) and one of the cores has no lift access which is not acceptable in an 11 storey building. Building A does contain two stairwells and 2 lifts and therefore it would be an easy remedy to divide the core by a fire door between the two lifts so that each would service 5 units on each floor and would have 1 stairwell and 1 lift each. This would be controlled by condition.

- External amenity space

Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (September 2012) requires residential development proposals to contain an adequate amount of private usable amenity space.

The Council's HDAS 'Residential Layouts' advises at paragraph 4.17 that the space should be usable, attractively laid out and conveniently located in relation to the flats they serve and that as a minimum, 20sqm per unit should be provided for studios/1 bedroom units, 25sqm for 2 bedroom units and 30sqm for units with 3 or more bedrooms. Paragraph 4.18 advises that 'balconies should be provided wherever possible for upper floor flats, along with private patio or garden areas for ground floor units. Where usable balconies or private garden space has been provided for individual units, the floorspace can be deducted from the calculation of outdoor amenity space.' Having regard to these minimum guidelines, the communal space required amounts to a total of 10,390sqm (256 x 20 (studios/ 1 bed units), 152 x 25 (2 bed units) and 49 x 30 (3 bed units)).

Of the 457 units, 396 (87%) would be provided with balconies and/or private patio areas which would predominantly be in excess of 5sqm and 1.5m or more deep to satisfy the Mayor's guidance. The units without balconies predominantly face the railway and would be

oversized, however, the studio units which are not over-sized also do not provide balconies. Whilst the overall design, with some of the studios being sited close to internal corners may prevent all the units from having balconies it is not clear why some of the other studios do not provide them and therefore a condition has been added which requires revised details to be submitted.

Communal podium/rooftop amenity areas would be provided within the internal courtyards on Level 1 in Building A and B and on the second floor level for Building C and D. In addition to this, there would be two roof top amenity areas on Level 8 of Building C and D.

In total, approximately 2,535sqm of balcony/ private garden/patio space and 3,164sqm of communal usable amenity space would be provided. This amounts to some 5,699 sqm or 55% of that required to satisfy the Council's minimum standard. However, in addition to this, the proposal also includes an area of public open space in excess of 2,500sqm between the two blocks of buildings along Sandow Avenue. Although this is not private space and includes a shared vehicle/ pedestrian surface, the space would also provide landscaped areas and 3 children's play areas and it is clear that the space would be conveniently located and provide a valuable additional amenity area for the occupiers of the scheme. Details of the children's play areas would be secured as part of the a Landscaping condition.

Furthermore, as part of the S106 Agreement, a £70,000 contribution is sought for improvements to Cranford Park which lies some 800m to the south east of the application site with the expectation that with the completion of the re-development of the wider site to the south of the railway on Nestles Avenue, including the Nestles Site (Policy SA 5 refers), the landscaped public area along Sandow Avenue will provide the main length of a convenient and safe access route to the park. Therefore, it is considered that a reason for refusal on the ground that the scheme fails to provide an adequate amount of amenity space could not be justified.

It is therefore considered that subject to the recommended conditions, overall, the scheme would afford a suitable standard of residential amenity for future occupiers and make adequate provision for an acceptable quantitative and qualitative standard of amenity space, in accordance with Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 3.6 of the London Plan (March 2016).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at paragraph 108 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; paragraph 109 advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe and paragraph 110 states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

The London Plan (March 2016) requires development proposals to fully assess their impacts on transport capacity and the transport network (policy 6.3); provision for cyclists are considered and cycle parking facilities are provided in line with minimum standards (Policy 6.9); high quality pedestrian environments are provided (Policy 6.10) and maximum parking standards and other standards should be used in considering planning applications (Policy 6.13).

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

The application is supported by a Transport Assessment, V. 2 issued on 3/4/18, which as a result of the plans and mix of development being revised in December 2018, has been updated by a Transport Addendum, December 2018. These have been reviewed by the Council's Highway Engineer.

Car Parking Residential

The Council's adopted car parking standards set a maximum limit of 1.5 spaces per unit, where residential properties have no individual curtilages. This provides for a maximum limit of residential parking spaces on site of 686, whereas the proposal would provide a total of 237 car parking spaces, which equates to a ratio of 0.52 spaces per unit including 5 spaces proposed on Viveash Close as visitor parking. The Transport Assessment advises that the uptake of parking will be monitored through the S106. If there is a demand for greater parking once the development is complete, then a pallet car parking system could be introduced and alternatively if lower than anticipated the stacker system could be removed. The site does lie immediately adjacent to the Hayes and Harlington Railway station and the adjoining bus stops which give the application site a moderate PTAL score of 4. Nestles Avenue is also subject to parking management, where on-street parking is restricted to permit holders only. The Council's Highway Engineer raises no objections to this level of car parking, given the site's location, next to the station and the town centre with all of its services. The Highway Engineer welcomes the monitoring of the car parking take-up, but does raise concern about the use and reliability of stacker systems. A condition has been added to ensure that details of the stacker system and its maintenance regime is submitted to the LPA prior to the building's occupation.

The development would provide a total of 1,070 cycle parking spaces, 1,033 for residents and 37 for residents. The Highway Engineer raises no objection to this level of provision.

The assessment addendum advises that the commercial uses will essentially be car free, as they would only be served by 5 accessible spaces.

Trip Generation

From traffic surveys undertaken in November 2017, 201 vehicle trips were generated by the existing uses on site during the 12 hour period from 07:00 to 19:00 hours. Of these, 15 were undertaken in the AM peak hour of 07:00 - 08:00 (11 arrivals and 4 departures) and 7 in the PM peak period (2 arrivals and 5 departures).

The assessment uses the 2011 Census to identify the transport mode split of residents travelling to work in the Botwell ward. This reveals that 51% of residents travel by car, 22% by bus and 16% by train/underground.

The assessment uses TRICS, the 'industry standard' national database to predict trip generation from the site by using comparable uses and sites elsewhere. The Council's Highway Engineer has confirmed that the sites selected by the developer are valid in order

for them to provide a reasonable approximation of trip generation by the proposed development. The assessment also takes into account committed development and the Council's Highway Engineer is satisfied that the developments selected give a realistic representation of the trip generation changes likely in this area which would be attributable to new development. The assessment forecasts that 2,499 trips would be generated in the 12 hour period from 07:00 to 19:00 hours (with the residential element accounting for most of these (1,546 or 61.9% of the total). The highest trip generation is predicted in the PM peak (17:00 to 18:00 hours) with 305 trips of which 116 or 38% will be by car. Taking into account the existing use of the site, which generates a total of 7 vehicle movements in the PM peak, the uplift is 109 vehicle trips.

As regards public transport, in terms of buses, the additional trips (from March 2018 assessment) would only equate to 1 additional trip per bus in busiest period which is not significant. In terms of trains, equates to 2 additional trips per service during busiest peak hour/direction which is insignificant particularly as Crossrail would be in operation in the year of occupation, 2021.

As regards vehicle trip distribution, the Transport Assessment then models the additional traffic, based on existing travel habits identified from the 2011 Census and nearly half (46%) of all vehicular trips from the development would use the North Hyde Road and the A312 southbound and over a quarter (28%) will use the North Hyde Road and the A312 northbound.

Of the surrounding junctions modelled, only 3 would experience an increase in traffic of around 2% or greater, namely:-

Nestles Avenue/ Station Road - 2.4%
Harold Avenue/ North Hyde Road - 4.4% and
Station Road/ North Hyde Road - 1.9%

The Highway Engineer advises that these junctions and the North Hyde Gardens/ North Hyde Road junction have been investigated in greater detail in order to determine the potential mitigation measures that might be needed. Station Road (north) will operate over capacity at the Station Road/ North Hyde Road junction and this will result in queuing upon the Station Road/ Nestle Avenue junction. The other junction most affected would be the North Hyde Road/ North Hyde Gardens which will experience significant queuing.

The impact of the development on Bulls Bridge roundabout is marginal but a slight increase in traffic can lead to a disproportionate increase in congestion. The Council is aware that studies are underway to improve the operation of the roundabout, not just in terms of traffic flow but also to improve its safety and convenience, particularly as regards to its more vulnerable users such as cyclists and pedestrians and therefore it is considered a contribution would be justified to help fund these works.

As part of the S106 Heads of Terms, residential and commercial travel plans are sought which will hopefully assist in reducing traffic. In addition to securing Gilbert Place, the S106 will also secure contributions towards further works/ studies of Bulls Bridge and the A312 corridor to improve severance of the area (Healthy Streets); public transport; 3 year contribution towards the introduction and establishment of new Heathrow Airport to Ruislip via Hayes 278 bus service; Grand Union Canal quietway; car club; Nestles Avenue widening to be reserved for future improvements to accommodate buses, improved pedestrian and cycle links (MTS), linkage between Grand Union Canal Quietway with the

M4 St Dunstons subway and Santander bikes. These all have the potential to assist in improving alternative means of travel and reduce the amount of traffic on the roads.

Servicing and Deliveries:

The commercial units would be serviced from adjoining roads, including the vehicle bays on Sandow Avenue. The Council's Highway Engineer raises no objections to this arrangement and the scheme would also be subject to a Servicing Management Plan to help safeguard residential amenities.

Overall, the Highway Engineer is satisfied with the proposals and raises no objections.

7.11 Urban design, access and security

URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

MIX OF UNITS

The scheme, comprising 5% studios, 51% one bed, 33% two bed and 11% three bed units provides a good mix of unit size to which the Council's Housing Officer raises no objections. As such, the application complies with Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

ACCESS

This issue is addressed in Section 7.12 of the report.

SECURITY

The Metropolitan Police's Secure by Design Officer has reviewed the application and raises no objections subject to the development adhering to the security principles of Secured by Design and to this end, recommends a condition. This forms part of the officer recommendation.

7.12 Disabled access

Policies 3.8 and 7.2 of the London Plan (March 2016) require new housing to offer a range of housing choices, with 90% of new housing meeting Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' with the remaining 10% meeting Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users and that the principles of inclusive design are applied to new development. Further guidance is provided in the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted September 2017).

The application is supported by a Design and Access Statement which describes the access strategy and provisions to be made within the scheme and goes on to provide typical floor plans for M4(2) & M4(3) units.

The Council's Access Officer has reviewed the application and advises that the agents have confirmed that the M4(3) units have been designed for 'day one occupation', with all M4(3) units served by a minimum of two lifts and providing step free access via the principal private entrance.

However, there are outstanding concerns which could be dealt with by way of suitable planning conditions, attached to any grant of planning permission. The Access Officer's

recommended conditions form part of the officer's recommendation.

7.13 Provision of affordable & special needs housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 457 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. 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's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 notes at paragraph 4.16 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.

As the proposal was not offering a policy compliant 35% affordable housing by habitable room, (the originally submitted scheme proposed 16% affordable housing), a Financial Viability Appraisal (FVA) was submitted, and then revised to take account of the floor space amendments made to the scheme. Hillingdon has appointed its own third party FVA assessor.

The Council's FVA assessor has reviewed the appraisals and advises that the policy compliant mix of affordable housing is not viable on this development. However, they have re-modelled the schemes financing and have suggested two possible options which they consider would be viable:-

- (a) Option 1 : a scheme with 80 units, assuming a mix of 24 LAR, 32 LLR, 24 SO; This equates to 17.5% Affordable Housing on a per unit basis and 21.3% on a habitable room basis; and
- (b) Option 2: the overall units that could be provided if the LLR intermediate product was amended to Shared Ownership would be 95 units, with a tenure mix of 29 LAR units and 66 SO. This equates to 20.8% Affordable Housing on a per unit basis and 23.6% on a habitable room basis.

The Council's S106 Officer, in association with the Housing Officer advise that they prefer Option 1 as this is closest to the Council's preferred mix and that having regard to the local market, additional rented property is needed to provide greater choice of product.

Option 1 has now been agreed by the applicant.

As the scheme remains non-compliant, the assessor also advises that a Review Mechanism, in line with GLA guidance is agreed to ensure that the affordable housing element can be re-viewed at a later date to reflect actual costs and values in due course.

The affordable housing and review mechanism are included within Heads of Terms of the S106 Agreement.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit

and that new planting and landscaping should be provided wherever it is appropriate.

The site is dominated by existing industrial buildings and hardstanding, and there are few trees or other green infrastructure associated with the site. There are also no TPO's or Conservation Area designations affecting the site, which might pose a planning constraint.

The Council's Tree/Landscaping Officer advises that the current submission includes a final version of a tree report, dated March 2018. This identifies and assesses 5 individual trees, with no grade 'A' trees; one tree, T4 a lime, is assessed to be a 'B' grade tree and should therefore be considered worthy of retention; T3 a goat willow is a 'U' grade tree and can be removed in the interests of sound arboricultural management and the remaining trees are all 'C' (poor) specimens: T1 and T2 sycamores and T5 lime. This grade of tree is not considered to be a constraint on development. However, they may be considered for retention, subject to the site layout and possible management / maintenance requirements.

Initially, all trees were proposed to be removed to facilitate the development with the exception of T5, the 'C' grade lime on the front boundary. However, the applicant has advised that this may need to be lost as part of the proposed future upgrade/widening works for Nestles Avenue. The chosen landscaping strategy therefore seeks to mitigate its loss through the introduction of a number of new trees along the new green route forward of the new buildings. The detail of the works along Nestles Avenue have not been finalized and it is anticipated that the works would include a joint pedestrian footpath/cycleway which would be segregated from the road. As such, these plans are likely to change, as would be the potential to retain the tree, but it is considered that the improvement works would outweigh the loss of the tree, particularly if replacement tree planting was secured.

A Landscape strategy document has been prepared by Exterior Architecture. This analyses the constraints and opportunities of the site and explains the design concept and objectives, including the strong pedestrian link with Sandow Square on the Nestle site - subject to the intervening connection through the Viveash site.

The document shows the site masterplan, pedestrian and vehicular circulation, landscape spatial typologies, play spaces, an option for a rain garden on the site frontage, roof garden treatments, brown roofs, lighting and palettes of hard and soft materials, with further detail provided within Drw Nos. EXA_1734_p_120 Rev. C (Roof plan with external spaces), EXA_1734_P_105 Rev. C (Roof garden: Level 1), EXA_1734_P_107 Rev. D (Roof garden: Level 8), EXA_1734_A_301 Rev. C and 302 Rev B (Nestles Avenue plans and sections).

The Council's Tree Officer advises that the landscape proposals are generally acceptable but the suggested tree selection for the main pedestrian plaza / Sandow Way link needs to be carefully considered. The roof gardens indicate a commitment to creating interesting and attractive spaces including 'structure planting' (trees and hedges) and the use of pergolas. As such, the scheme is acceptable subject to landscape conditions RES8, RES9 (parts 1, 2, 3, 4, 5 and 6) and RES10. These form part of the officer recommendation.

ECOLOGY

Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that there may be a requirement to retain on-site ecological features in new development and seek enhancements to the nature conservation and ecological interest of the site or create new habitats.

The existing site with its commercial/ industrial uses and lack of green space would not provide any significant ecological interest. The proposals including an ecological buffer zone along Nestles Avenue, central green space on Sandow Avenue, amenity and landscaping areas with tree planting and brown roofs offers the potential to significantly enhance biodiversity on site. A condition has been added requiring that a suitable scheme of ecological enhancement, which would have to be sensitive to the needs of aviation is provided.

7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The application is supported by a revised Operational Waste Management Strategy, December 2018. In terms of the residential elements, the report advises that each of the four blocks will have residential bin storage locations at ground level within each of the stairwell core areas which will prevent residents from having to carry their waste more than 30m (horizontal distance). The core bin stores will store at least three 1,280 litre Eurobins and facilities management will be responsible for the collection and management of all waste, including ensuring there is sufficient capacity within each of the core bin stores at all times. Facilities management staff will swap full bins within the core bin stores with empty bins which will be stored in the large, centralised bin store within Block C where full bins will be stored ahead of collection.

The report goes on to advise that it is anticipated that refuse collection vehicles (RCVs) will stop adjacent to the north of Block C, in line with the door to the corridor to the central bin store, in order to collect the residential bins. The stopping point will be reserved for RCVs servicing residential waste one day a week and on all other days will be able to be used for commercial waste collections from the retail and workspace units. In readiness for refuse collection days, facilities management staff will move all residential bins from each of the core bin stores to the central bin store, placing one empty bin of each type in each core bin store to ensure continual access for residents. The central bin store will be serviced directly by LBH operatives who should not have to move a 1,280 litre bulk bin more than 10m from the point of storage (the entrance of the central bin store) to the collection vehicle.

Facilities management staff will also arrange for the storage and removal of bulky waste items. A single, centralised store for bulky waste items will be located at ground floor level within Block C.

In terms of commercial waste, the report advises that waste and recycling from the proposed commercial uses will be managed separately from the residential waste and commercial tenants will be responsible for managing their own wastes. Each of the commercial use types will have separate areas for the storage of their wastes with the required refuse and recycling storage areas for the retail and cafe units being accommodated within the curtilage of each of these units and that workspace bins will be stored in a designated area within the central bin store in Block C. Staff of the workspace units will be expected to leave bagged waste at a specified location, as instructed by facilities management. Facilities management staff will then transfer the waste to the central bin store where it will be stored in an appropriate bulk bin ahead of collection. On collection day, tenants of the retail and cafe units would have their bins collected from their units, pulled to the RCV at the stopping point (to the north of Block C) for servicing with the bins returned to the units by the refuse collection operatives.

Access to the central bin store and bulky waste store will be off limits to commercial tenants. Only facilities management staff will be able to access these areas. All commercial waste bins are expected to be serviced from the RCV stopping point adjacent to the north of Block C.

The Council's Waste Officer has reviewed the application and the proposed waste strategy and advises that there are no concerns regarding the capacities for waste and recycling and the method of moving bins to the main storage location. They do advise that although the Waste Strategy makes mention of the necessity to have a maximum of 10 metres pull distance for the waste and recycling crews, the entrance to the bin store appears to be further than 10 metres from the indicated collection point and that minor alterations should be made to reduce this pull distance in line with the national standard, or an alternative collection point allocated.

A condition has been added requiring revision of the waste store.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

A Sustainability Statement & Energy Statement, December 2018 has been submitted in support of the revised application. This describes the measures that will be applied to the development such as enhanced passive design, use of solar glazing where necessary, water efficient fittings, and assesses the feasibility of using alternative renewable technologies. It goes on to identify surrounding energy networks and the feasibility of connecting to them. It then goes on to calculate a contribution to offset any missed carbon reduction target.

The Council's Sustainability Officer has reviewed the information and advises that the development fails to meet the zero carbon standards required by the London Plan. It achieves the 35% minimum reduction target for the residential element but is still short of the overall 100% reduction target and the non residential target of 35% is also missed.

The officer goes on to advise that the level of detail supplied with the application is broadly sufficient and the options for full onsite compliance are complicated. However, the officer advises that the applicant has achieved an overall minimum reduction of 35% and therefore raises no objections, subject to policy compliance being achieved through a combination of onsite measures (as proposed) and an offsite contribution through the application of Policy 5.2e of the London Plan.

The officer goes on to advise that based on the details submitted, the onsite shortfall equates 305.6tCO₂/annum which results in a requirement for an offsite contribution of £550,080.

A Heads of Term has been added to include this contribution and the officer's recommended condition has also been added.

The GLA in their Stage 1 Report in considering the early Energy Report did advise that further information has been requested on cooling/ overheating, worksheet calculations, the

district energy network, the site heat network and combined heat and power, which must be submitted to demonstrate that all opportunities to provide further on-site savings have been exhausted before the proposals can be fully assessed and any residual shortfall mitigated via a carbon offset payment. The GLA will review the latest Energy Sustainability Statement & Energy Statement, December 2018 in their Stage 2 Report.

7.17 Flooding or Drainage Issues

Policy OE7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies seeks to prevent development in areas liable to flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a revised Flood Risk Assessment and Drainage Strategy Report, December 2018. This advises that the site is within Flood Zone 1, which has a low probability of flooding. This considers the options available to provide surface water drainage with the aim of achieving greenfield runoff rates or if this is not possible, justification would be needed. Due to Thames Water sewers being close to the surface, attenuation tanks are not feasible as any surface water system should avoid the need for waters to be pumped. The strategy, based on detailed calculations proposes the use of permeable paving with further storage capacity provided by 'blue roofs' on roof and podium levels. A rain garden is also proposed along Nestles Avenue. All surface and foul water systems will be kept separate.

As regards foul water drainage, the report advises that this will be connected to the existing Thames Water network via gravity. Until more detailed information is available, there is a potential risk of pumping, primarily from Block A due to the shallow sewers. In such a case, foul water will be pumped to the nearest manhole on site and then continue to be drained by gravity.

The report concludes by detailing a management and maintenance schedule.

The Council's Water and Flood Management Officer has reviewed the proposal and supporting documentation and advises that with a reduction in run off from the site limited now to 50.6ls, a significant reduction over the 1 in 100 year event will be provided through a blue roof.

However further details are indicated will need to evolve at detailed design, and therefore a sustainable water management condition is required. This forms part of the officer's recommendation.

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) requires development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to amongst other criteria, noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Noise

The layout of the units has taken into consideration the need to mitigate external noise, particularly from the railway. The siting of Blocks A and B would help to screen the development from this noise source. In terms of the units facing the railway, these units do

not include a balcony due to noise exposure concerns. The units on this side of the building do tend to have generous floor areas and the building does have a stepped frontage on this site so that the living spaces would have more of a dual aspect to lessen the face to face aspect with the railway.

A Noise and Vibration Assessment has been submitted with the original application. This assesses background noise and vibration levels and compares these with relevant standards and then advises of the mitigation measures that would be required to ensure the units and amenity areas would be compliant.

A Noise and Vibration Statement Addendum, December 2018 has also been submitted which advises that there has been no material change to the baseline conditions or policy (the only exception being the replacement NPPF in July 2018 which does not result in the need to change the methodology or alters the noise criteria, and only introduces the 'agent of change' principle whereby the developer takes more responsibility to ensure suitable mitigation is in place to ensure compatibility with surrounding land uses) that would now render the conclusions of the assessment invalid.

The Council's Environmental Health Officer has reviewed the application and its submissions and advise that they have no objections to the scheme, subject to conditions to require the following:-

1. A demolition method statement and a construction management plan;
2. That the development complies with the requirements of BS83233:2014 relating to sound insulation and noise reduction;
3. Details of enhanced sound insulation values for floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings;
4. Details of sound insulation;
5. That external noise from plant complies with the requirements of BS4142:2014, relating to methods for rating industrial and commercial sound.

These conditions form part of the officer recommendation. It is also noted that the applicants Noise and Vibration assessment sets out a number of mitigation measures which require implementation to prevent noise disturbance to future residents and these will be secured by condition. Other recommendations require submission of details for balcony designs (subject to their detailed design) to ensure that the noise and vibration are adequately mitigated during the design phase. Again, this will be conditioned to ensure the amenity of future residents.

Air Quality

The site is located within the Air Quality Management Area (AQMA).

The Council's Environmental Protection (Air Quality) Officer raises no objection to the proposal but their more detailed assessment will be provided on the Committee Addendum.

7.19 Comments on Public Consultations

No consultations from the public have been received.

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.

The following would be required to mitigate the impact of the development:

- (i) 80 affordable units (17.5% on a per unit basis and 21.3% on a habitable room basis), with a tenure mix of 24 units - London Affordable Rent, 32 units - London Living Rent and 24 units - Shared Ownership,
- (ii) Affordable Housing Review Mechanism, in accordance with GLA guidance,
- (iii) Commercial Travel Plan, including a £20,000 Bond,
- (iv) Residential Travel Plan, including a £20,000 Bond,
- (v) Safeguarding of 'Gilbert Place' to ensure reconfiguration to 2 way traffic movements only once this or the adjoining Access Storage site is redeveloped, a minimum of 2 years post completion of whichever development is completed last,
- (vi) £25k contribution towards further works/ studies of Bulls Bridge and the A312 corridor to improve severance of the area (Healthy Streets),
- (vii) £140k public transport contribution,
- (viii) £25k contribution per annum for 3 years towards introduction and establishment of new Heathrow Airport to Ruislip via Hayes 278 bus service,
- (ix) Car club provision of two spaces,
- (x) £80k Grand Union Canal quietway contribution
- (xi) transfer of land for implementation of Multi modal transport scheme on Nestles Avenue plus £100k contribution and Nestles Avenue widening to be reserved for future improvements to accommodate buses, improved pedestrian and cycle links (MTS),
- (xii) £80,000 Contribution towards public open space improvements at Cranford Park etc.
- (xiii) £20k contribution towards linking Grand Union Canal Quietway with the M4 St Dunstons subway which provides access to Cranford Park
- (xiv) Public Art to be agreed for installation on elevation facing railway line,
- (xv) £550,080 carbon offset contribution
- (xvi) £5k Santander bikes contribution
- (xvii) Air quality contribution
- (xviii) Construction Training: To agree the basis and methodology of a Construction Training Scheme with the Council's partnership team (linking with nearby schemes), or failing this, the following contribution shall apply:-

£2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$.

- (xix) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions,
- (xx) S38 works to provide cycle way, footpath and landscaping as part of MTS road widening proposals
- (xxi) Unfettered access to public open space being provided on site
- (xxii) Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

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 £4,946,664.43.

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 £1,936,869.55.

The Mayor of London's Community Infrastructure Levy (CIL) is due to introduce an increased charging system within Hillingdon of £60 per square metre (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. As this application is CIL Liable, it will be liable to the £60 psqm charge, and the sum calculated for this application based on the floor area proposed is £3,320,347.80.

7.21 Expediency of enforcement action

No enforcement issues are raised by the application site.

7.22 Other Issues

Land Contamination

The Council's Land Contamination Officer has reviewed the submitted Environmental Statement (Volume 1, Chapter 9 - Ground Conditions and Construction) and the Desk Study Report, Ref. JI 8005 Issue 1 dated 12 February 2018 and does not raise any objections to the proposal, subject to a condition to require further assessment and verification of the ground conditions. This forms part of the officer recommendation. Subject to conditions, the proposals accord with Saved policy OE11 of the Hillingdon Local Plan Part 2 (2012).

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

N/A

10. CONCLUSION

The scheme is considered to be in accordance with emerging policy on this site and conforms to the Masterplan principles which have been formulated for this and adjoining sites. Importantly, the scheme will maximize residential densities close to the new Hayes and Harlington Station whilst the scheme provides for an east/ west link that will tie this and adjoining sites to the station.

The scheme is acceptable in layout and design terms and would provide an acceptable level of residential amenity for its occupiers and makes adequate provision for the re-development of adjoining sites.

The scheme would provide an acceptable level of off-street car parking, given the site's PTAL score and proximity to the station, and the site connectivity to public transport will only improve with the arrival of the Elizabeth line (Crossrail).

The scheme would provide a commensurate package of s106 contributions that will mitigate its adverse impacts. It is recommended accordingly.

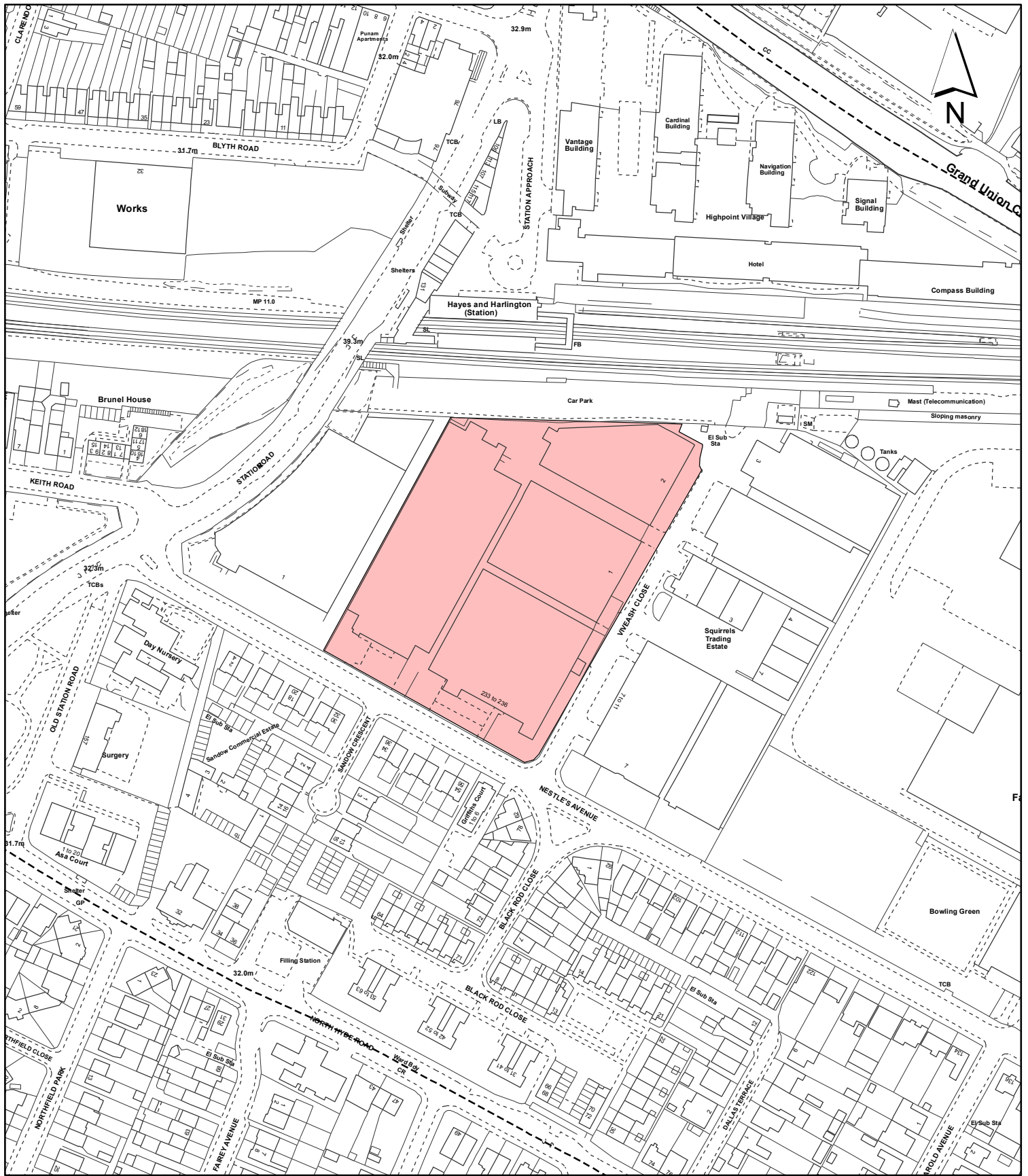
11. Reference Documents

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 (February 2019)
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Land Contamination
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Document - Affordable Housing
Emerging Hillingdon Local Plan: Part 2 - Site Allocations and Designations
Emerging Hillingdon Local Plan: Part 2 - Development Management Policies
Emerging Hillingdon Local Plan: Part 2 - Policies Map

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Land at 3, 233-236 Nestles Avenue
 Hayes**

Planning Application Ref:

73238/APP/2018/1145

Planning Committee:

Major Page 234

Scale:

1:2,250

Date:

April 2019

**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 AT STATUS PARK NOBEL DRIVE HARLINGTON

Development: Redevelopment of the existing car park to provide a 6-storey building comprising 140 room hotel (Use Class C1) including the reconfiguring of car parking spaces across the site to secure 1:1 parking for the residential buildings (Building 2, 3 and 4), associated access, car parking and hard and soft landscaping (Re-consultation MARCH 2019)

LBH Ref Nos: 74423/APP/2018/4437

Drawing Nos: 18032 P3-100 Rev.P10
18032-P0-001 Rev. P11
18032-P1-100 Rev. P11
18032-P1-101 Rev. P10
18032-P1-102 Rev. P10
18032 P1-103 Rev. P10
18032-P1-104 Rev. P10
18032 P1-105 Rev. P10
18032 P4-100 Rev.P10
Covering Letter dated 13-12-18
Design and Access Statement Ref: 44303/2001 | Rev. 2
BD 0205 SD 101 R02
BD 0205 SD 102 R02
BD 0205 SD 801 R03
Transport Assessment
Travel Plan
18032 P3-101 Rev. P6
18032 P1-106 Rev.P6
Arboricultural Report Impact Assessment and Method Statement
10074 All Tree Plans
Daylight and Sunlight Assessment for Planning
Environmental Noise Survey and Acoustic Design Statement Report
Energy and Sustainability Statement Issue 1
Sustainability Statement Issue 3
Drainage Statement
Air Quality Assessment
18032 P2-100 Rev. P6

Date Plans Received: 19/12/2018 **Date(s) of Amendment(s):** 21/12/2018
Date Application Valid: 19/12/2018 19/12/2018

1. SUMMARY

This application seeks planning permission for a 140 bedroom, 6 storey hotel on the northern side of the A4 Bath Road. The hotel would be sited on an existing surface car park which appears to be surplus to the existing residential use. Previously the car park would have served an office at Building 2 Status Park. The principle of a hotel use at this site is supported by both the Local Plan (November 2012) and London Plan (2016). The proposal would make efficient use of land by redistributing car parking spaces elsewhere on the site. The development would not harm the openness of the surrounding Green Belt

given the proposal does not encroach upon it.

The height of the proposed hotel respects the building hierarchy and importance of the A4 Bath Road frontage and its scale and massing has been set back from Bath Road. This application raises no adverse amenity issues to neighbouring occupiers. The car parking provision and highway access arrangements are considered to be sufficient and consistent with planning policy, including the arrangements for service delivery and guest drop off / collection.

The proposal accords with the requirements of the development plan and for the reasons outlined within the report, the application is recommended for approval.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Regeneration and Transportation to grant planning permission, subject to no substantive new comments being raised in the current re-consultation:

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

2. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.

3. To provide 185 allocated car parking spaces for residents of Building 2, 3 and 4, Status Park. No charges for residents car parking at surface levels. The applicant cannot sell or rent the allocated car parking spaces to third parties. To provide details of temporary parking arrangements for residents of Building 2, Status Park during construction.

4. The provision of a Travel Plan, including a bond of £20,000, which shall incorporate Sustainable Transport Measures such as the Hoppa Bus Service.

5. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9600 Coordinator Costs).

6. Hospitality Training contributions or an in-kind scheme.

7. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.

8. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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

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

d) If the Legal Agreement have not been finalised by the 30-05-2019 or any other date that may be agreed by the Head of Planning and Enforcement, that delegated authority be given to the Planning, Regeneration and Transportation to refuse planning permission for the following reason:

'The applicant has failed to agree to provide a Travel Plan, or undertake all necessary highway works, or to provide contributions towards the improvement of air quality and construction and employment training. The proposal therefore conflicts with Policy EM8 of the Local Plan Part 1 and Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

18032-P0-001 Rev. P11
18032-P1-100 Rev. P11
18032-P1-101 Rev. P10
18032-P1-102 Rev. P10
18032-P1-103 Rev. P10
18032-P1-104 Rev. P10
18032-P1-105 Rev. P10
18032 P4-100 Rev.P10
18032 P3-100 Rev. P6
18032 P2-100 Rev. P6
18032 P1-106 Rev.P6

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two

Saved UDP Policies (November 2012) and the London Plan (March 2016).

3 COM5 General compliance with supporting documentation

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

Covering Letter dated 13-12-18
Design and Access Statement Ref: 44303/2001 | Rev. 2
BD 0205 SD 101 R02
BD 0205 SD 102 R02
BD 0205 SD 801 R03
Transport Assessment
Travel Plan
Arboricultural Report Impact Assessment and Method Statement
10074 All Tree Plans
Daylight and Sunlight Assessment for Planning
Environmental Noise Survey and Acoustic Design Statement Report
Energy and Sustainability Statement Issue 1
Sustainability Statement Issue 3
Drainage Statement
Air Quality Assessment

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

REASON

To ensure that the development complies with the objectives of Policies 4.5 and 7.2 of the London Plan (March 2016).

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

Prior to works above damp course proof level, 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 to include semi mature pollution absorbing trees (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts for the hotel showing 28 car parking spaces, 2 active electric charging points and 2 easily convertible passive charging
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.f End of journey facilities (showers/changing facilities and lockers for staff).

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

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

5 COM10 Tree to be retained

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

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

REASON

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

6 COM7 Materials (Submission)

Prior works above damp course proof level, samples of brick and details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

7 COM31 Secured by Design

The site (including the car parks) 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 COM15 Sustainable Water Management

Prior to commencement (excluding demolition and site clearance) a scheme for the provision of sustainable water management in accordance with the proposals submitted in the PBA/Stantec Drainage Statement dated December 2018 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 incorporating a Sustainable Drainage System (SuDS) scheme in accordance with the hierarchy set out in Policy 5.13 of the London Plan. The scheme should provide information on:

a) SuDS features:

- i. a ground investigation must be provided to establish the level of groundwater on the site, to demonstrate the suitability of infiltration techniques proposed on the site by providing the results of infiltration testing in line with BRE Digest 365, and to confirm the suitability of infiltration drainage based on any encountered contamination.
- ii. include calculations to demonstrate the volume of storage and size of drainage features required to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
- iii. provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.
- iv. discharge from the site must be no greater than 3l/s at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

b) Long term management and maintenance of the drainage system.

- i. provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground and identifies the responsibility of different parties for each component of the drainage network.
- ii. include details of the necessary inspection regimes and maintenance frequencies.
- iii. where managed flooding of the ground surface is proposed, the plan should include the appropriate actions for those areas and document the actions required to ensure the safety of the users of the site during a rainfall event.

- 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.

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

REASON

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

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 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 in consultation with Transport for London. This document should consider measures such as a delivery booking system, off-site fabrication, consolidation of deliveries and co-operation between construction sites in the area (including common procurement). 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 adjoining A4 Bath Road 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 Car Park Management Plan

The car parking facilities provided at the hotel shall be used by hotel guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the development, a car parking management plan and strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The details shall include how car parking spaces for residential units across Status Park have been reconfigured to meet requirements.

REASON

To ensure that the car parking facilities at the site are only used by hotel guests, visitors and staff and to provide a mechanism whereby some of the car parking could provide additional amenity / landscaping space if the overall demand for parking at the site does not materialize, in accordance with Policies A4, BE38, AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 6.1 and 6.13 of the London Plan (March 2016) and to advice in NPPF to restrain the use of private cars and encourage travel by alternative modes.

11 NONSC Delivery and Servicing Plan

Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development is operational shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. This shall incorporate measures to minimise

vehicle deliveries/servicing during am and pm peak hours.

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).

12 NONSC Cycle Parking and Facilities

Notwithstanding the numbers stated in the Transport Statement, prior to occupation, details of the cycle storage provision to include a minimum of 13 long stay and 5 short stay cycle parking within a secure, sheltered and accessible location that meet the requirements in the London Cycle Design Standards shall be submitted to and approved in writing by the Local Planning Authority. Details of supporting facilities should also be provided for long stay cyclists such as lockers, shower and changing facilities.

The approved parking and supporting facilities shall be retained on site for so long as the development remains in existence.

REASON

To ensure that appropriate cyclist facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

13 NONSC Piling

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

To ensure that the culvert is in a safe condition for the life time of the development and to prevent an increase in flood risk on site and to third parties, in accordance with policy OE8 of the Local Plan: Part Two - Saved UDP Policies (November 2012).

14 COM17 Control of site noise rating level

The noise level in rooms at the development hereby approved shall meet the following standards:

- Bedrooms: to meet NR30 between 23:00-07:00hrs
- Bathrooms: to meet NR 45
- Corridors: to meet NR 40
- Hotel Restaurant /cafe/bar:to meet NR 40.

REASON

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

15 NONSC Bird Hazard Management Plan

Prior works above damp proof course level, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan

shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

16 NONSC Control of Lighting

Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

REASON

To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in accordance with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

17 NONSC Non Standard Condition

Prior to the occupation of the hotel, details of a scheme to improve site legibility and wayfinding on the site, together with an appropriate lighting strategy, shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be retained and maintained in reasonable working order for the duration of the development.

REASON

To ensure that access arrangements to the hotel are clearly marked to ensure efficient use, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

18 NONSC Energy

Prior to works above damp proof course level, full details of the low and zero carbon technology to be used shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the specification and location of the technology to be installed in the plant and the subsequent environmental conditions (emissions for the CHP unit and noise for the heat pumps). The details shall demonstrate how the technology meets the requirements of the outlined energy strategy (Caldwell, V2 January 2018). The development must proceed in accordance with the approved plans.

REASON

To ensure the development achieves a 35% reduction in CO2 in accordance with Policy 5.2 of the London Plan (March 2016).

19 NONSC Contamination

Prior to commencement

(i) a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

20 NONSC Air Quality - Operational Phase

Prior to occupation details of a Low Emission Strategy (LES) shall be submitted to, and approved in writing by, the Local Planning Authority. The LES shall include, but not be limited to any CHP or gas boilers associated with the development to conform to the standards for Ultra Low NOx boilers as required in the GLA Sustainable Design and Construction SPG; setting of targets for the use of low/zero emission vehicle technologies for the servicing and delivery vehicles associated with the operation of the hotel; active promotion of cleaner vehicle technologies for all users of the development with targets set

for increased trips by zero emission vehicles, this may include consideration of the provision of electric shuttle buses to the airport; enforcement of no idling policy for users of the site.

REASON

To ensure that the operation of the hotel minimizes its impact on air quality, in compliance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012).

21 NONSC No Additional Plant/Extension

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no plant, equipment or development/extension shall be installed/undertaken that would increase the overall height of the building hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the visual amenities/ openness of the surrounding Green Belt and to safeguard the safe operation of Heathrow Airport, in accordance with Policies OL5 and A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity

LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2016) Aviation
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 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.14	(2016) Improving air quality
LPP 7.19	(2016) Biodiversity and access to nature
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 13 Building Regulations - Demolition and Building Works

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

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The

owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

6

For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety).

7

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

8

Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking construction work, separate licences may be required from TfL. Further advice can be found at <https://www.tfl.gov.uk/info-for/urban-planning-andconstruction/highway-licences>.

9

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.

10 170 **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.

11 173 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.

3. CONSIDERATIONS

3.1 Site and Locality

The site is situated on the northern side of Bath Road. The application site comprises 0.4 ha and is currently a surface car park which comprises 85 spaces which was previously used by the office occupants of Building 2 Status Park.

Building 2 is located immediately to the west and is currently being converted to 46 self-contained units which were consented under planning ref: 72408/APP/2017/3021. Across the wider site, Buildings 3 and 4 situated to the north, were recently converted to residential units. To the north of the site, the application is bound by residential units to the north off Caroline Place. To the east of the site is an open site which is designated as Green Belt. To the west, the application site is bound by the boundary of Ibis Hotel.

Bath Road is of a varied character and comprises offices, hotels, commercial uses. The site is designated within the Local Plan: Part Two (November 2012) as a hotel and office growth location and it is situated within the Heathrow Opportunity Area identified in Annex 1 of the London Plan (2016).

The site is constrained by height restrictions due to its proximity to the airport. The site is identified as possibly contaminated and is susceptible to surface water flooding. The site is within an Air Quality Management Area with a PTAL rating of 3. The application site falls outside both options within the Airports National Policy Statement (2018).

3.2 Proposed Scheme

The application proposal seeks to provide a 6-storey building comprising a 140 bedroom budget style hotel on the existing surface car park of Building 2 Status Park. The proposed hotel is proposed to be up to 21m in height and 40m in length along Bath Road and 22m

along Nobel Drive. The proposed hotel would be constructed in red brick reflecting the palette of materials across Status Park.

The proposal includes the reconfiguration of car parking spaces across Status Park to provide 1:1 car parking for the existing residential units and 28 car parking spaces would be provided for the hotel. Overall, 185 car parking spaces would be provided across Status Park. Access is to remain off Nobel Drive.

3.3 Relevant Planning History

72408/APP/2016/4382 Building 2, Status Park Nobel Drive Harlington

Prior Approval for the change of use from Use Class B1(a)(Offices) to Use Class C3 (Residential) to provide 42 self-contained units (32 x 1-bed and 10 x 2-bed) with provision of cycle and refuse storage.

Decision: 18-01-2017 Approved

72408/APP/2017/3021 Building 2, Status Park Nobel Drive Harlington

Prior Approval for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide 46 self-contained units (6 x studio flats, 38 x 1-bed flats, and 2 x 2-bed flats) with provision of car parking, cycle and refuse storage.

Decision: 27-10-2017 Approved

72408/APP/2018/972 Building 2, Status Park Nobel Drive Harlington

Proposed construction of roof extension to second floor to provide 7 x 1 bed and 1 x 2 bed flats

Decision: 07-06-2018 Approved

Comment on Relevant Planning History

Application relevant to the determination of this application include:

Building 2 - Status Park

72408/APP/2018/972 (07-06-18) planning consent granted for proposed construction of roof extension to second floor to provide 7 x 1 bed and 1 x 2 bed flats.

72408/APP/2017/3021 (27-10-17) for prior approval for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide 46 self-contained units (6 x studio flats, 38 x 1-bed flats, and 2 x 2-bed flats) with provision of car parking, cycle and refuse storage.

Status: Building 2 is no longer being used as office floorspace and construction works have commenced for the change of use of the property from office to residential.

Building 3 - Status Park

69183/APP/2018/692 (30-05-18) for a proposed roof extension to form 4 x 1 bed flats.

69183/APP/2017/1363 (14-06-17) for prior approval for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide 36 self-contained flats (4 x

studios, 29 x 1-bed and 3 x 2-bed units) with provision of recycling and refuse storage.

Status: Building 3 has been converted to residential units.

Building 4 - Status Park

46616/APP/2018/699 (03-05-18) for proposed construction of roof extension to third floor comprising of 6 x 1 bed flats.

46616/APP/2016/4300 (15-06-17) for prior approval consented for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide 45 self-contained flats (38 x 1-bed and 7 x 2-bed units) with provision of recycling and refuse storage.

Status: Building 4 has been converted to residential units.

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation

Part 2 Policies:

- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 6 NPPF-6 2018 - Building a strong, competitive economy
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport
- NPPF- 11 NPPF-11 2018 - Making effective use of land
- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 14 NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
- LPP 3.2 (2016) Improving health and addressing health inequalities
- LPP 4.5 (2016) London's Visitor Infrastructure
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.15 (2016) Water use and supplies
- LPP 6.3 (2016) Assessing effects of development on transport capacity

LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2016) Aviation
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 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.14	(2016) Improving air quality
LPP 7.19	(2016) Biodiversity and access to nature
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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.

AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd April 2019**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application was consulted upon between 02-01-19 and 23-02-19. No comments or objections were received.

Re-consultation

During the assessment of the application, it became clear that the proposal also included amendments to the car parking areas of Buildings 3 and 4. The red line boundary was therefore amended to include Buildings 3 and 4 of Status Park. The amendments were consulted on between 26-02-19 and 19-03-19.

This application was consulted on a clearer description of development between 20-03-19 and 03-04-19. At the time of writing this report, no comments or objections were received from neighbouring properties. Comments from statutory consultees are summarised below.

STATUTORY CONSULTEES

Transport for London

Car Parking: A total of 28 car parking spaces are proposed for the hotel, which equates to a ratio of 0.2 spaces per room. Of the 28 car parking spaces, 3 are proposed as disabled parking bays. These bays should be marked up as disabled persons parking bays from the outset.

All operational parking must provide infrastructure for electric or other ultra-low emission vehicles, including active charging points for any taxi bays. A Parking Design and Management Plan should be secured by condition which should outline how these spaces will be designed and managed in order to conform to draft London Plan policy T6 G.

The parking should be for the sole use of guests whilst staying at the hotel, staff working at the hotel or those attending function and other non-resident activities and this should be restricted by condition, in order to avoid the use of this car park as a Heathrow passenger car park.

As part of this application, car parking for the residential units (which already have prior approval) will be re-configured. As part of this, car parking will be reduced, however TfL would urge the applicant

to reduce car parking further, in order to conform to draft London Plan policy T6.1, which allows a maximum provision of 0.75 spaces per dwelling. As above, all car parking should be restricted by condition for the use of residents only in order to ensure that car parking is not used as a Heathrow passenger car park.

Cycle Parking: Cycle parking will be provided in accordance with draft London Plan minimum standards, as outlined in policy T5. Long stay cycle parking will be provided in a safe, secure and covered location within the hotel building in the form of wall-rack storage, whilst short stay cycle parking will be provided in form of Sheffield stands located adjacent to the main entrance to the hotel building. End of journey facilities for staff should be provided, including showers, changing facilities and lockers, in order to promote active travel to the site.

Coach Parking and Drop Off and Pick Up Arrangements: One coach parking bay is proposed and details of how this space will be designed and managed should be included in the Parking Design and Management Plan. The applicant has provided swept paths of a coach accessing and egressing the proposed bay, which shows that the coach would be required to undertake a three point turn at the access junction, which is not considered acceptable in light of Mayoral Vision Zero aspirations, which aims to eliminate all deaths and serious injuries on London's streets by 2041. Therefore, it is recommended that this arrangement should be reviewed in order to allow coaches to access and egress the site in forward gear.

Hoppa Bus Service: The applicant is seeking an extension to the H6 and H56 Heathrow Hoppa Bus service which currently serves the nearby hotels, which would be supported. Prior to first occupancy, details of an agreement for the shuttle bus extension should be provided, or an alternative shuttle bus service should be provided.

Construction: The footway and carriageway of the A4 Bath Road must not be blocked during the construction of the hotel. All vehicles associated with the construction of the hotel must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway of the TLRN at any time. Should the applicant wish to scaffold or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>. A Construction Logistics Plan, as referred to in draft London Plan policy T7, should be submitted to and approved by the London Borough of Hillingdon, in conjunction with TfL before construction works commence on site. This document should consider measures such as a delivery booking system, off-site fabrication, consolidation of deliveries and co-operation between construction sites in the area (including common procurement). This requirement should be secured by condition on any consent.

Delivery and Servicing A Delivery and Servicing Plan (DSP): As referred to in draft London Plan policy T7, which identifies efficiency and sustainability measures to be undertaken once developments are operational, should be submitted to and approved by the London Borough of Hillingdon in conjunction with TfL prior to first occupation. The DSP should include measures to reduce the impact that the development has on the surrounding network, including booking systems and the co-ordination of deliveries. Furthermore, all suppliers should be registered with a best practice scheme such as the Freight Operator Scheme (FORS).

Travel Planning: Staff and guest travel plan should be produced, which includes measures which encourage the use of sustainable modes, such as walking, cycling and public transport. The finalised document should be secured by condition.

Officer comment: The requested conditions and informatives have been attached to the decision notice. A clause within the Section 106 legal agreement is suggested to prevent third parties from using the car park.

Heathrow Airport Safeguarding

There are no safeguarding objections. Requested a number of conditions and informatives relating bird hazard management plan, lighting, landscaping and cranes.

Officer report: The conditions and informatives have been included within the decision notice.

Highways England

No objections raised to the application.

Thames Water

Request planning conditions and informatives are secured.

The proposed development is located within 15m of a strategic sewer. Thames Water request a condition and an informative is secured with any planning permission.

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

Waste - The surface water drainage strategy for this development should follow policy 5.13 of the London Plan. Typically greenfield run off rates of 5l/s/ha should be aimed for using the drainage hierarchy. The hierarchy lists the preference for surface water disposal as follows; Store Rainwater for later use > Use infiltration techniques, such as porous surfaces in non-clay areas > Attenuate rainwater in ponds or open water features for gradual release > Discharge rainwater direct to a watercourse > Discharge rainwater direct to a surface water sewer/drain > Discharge rainwater to the combined sewer.

Officer comment: An informative has been added accordingly. Surface drainage has been considered by the Flood Water Management Officer.

Metropolitan Police (Secured by Design)

I have met with the applicant and made recommendations, including to reduce permeability to Status Park by having one entrance point and exit for both vehicles and pedestrians, as at present the site's permeability leaves in vulnerable to crime. I do not wish to object to this application, but do request a condition is adhered to it that Secure By Design accreditation is achieved, which having reviewed the site is achievable. This would ensure the site has an appropriate resilience to crime types for this area.

Officer comment: A condition requiring secured by design certification has been secured.

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.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

Waste Strategy

Suitable for waste and recycling requirements. Consideration of the necessary turning manoeuvre for loading bay access should be considered if any barriers are to be installed for the car park.

Officer comment: The servicing and delivery arrangements have been considered by the highways officer and following amendments to the site access strategy, the proposed servicing arrangements have been considered acceptable.

Access Officer

In assessing this application, reference has been made to the 2016 London Plan and Policy 4.5 (London's Visitor Infrastructure), and its requirement to ensure that 10% of all new hotel bedrooms are accessible to wheelchair users. Reference is also made to the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

Officer comment: Revised plans were received following the access officer's comments which addressed the matters raised. The revised plans were reviewed by the access officer and considered acceptable.

Flood Water Management

The applicant has submitted a Drainage Statement to support the application (PBA/Stantec report revision 2 dated 11 December 2018). The Drainage Statement confirms that the site lies in Flood Zone 1 and is at very low risk of flooding from rivers. The Drainage Statement acknowledges that there is a high risk of flooding from surface water within the site boundary associated with a topographic low point in the south-west of the site.

The Drainage Strategy proposed mitigation measures to continue managing the risk of surface water flooding on the site by including exceedance routes around the development towards a topographic low point in the south-west of the development.

The proposals also include mitigation in the form of raising finished floor levels by 300 mm above surrounding ground levels.

The submitted Drainage Statement sets out the proposals for managing collected surface water on the site. The proposals include the use of permeable paving for part of the impermeable surface, as well as proposing a soft landscaping depression along the southern site boundary to provide additional attenuation storage. The proposed final discharge from the drainage system is to the Thames Water surface water sewer along Bath Road at a rate of 3l/s. The detailed drainage design should not propose a discharge rate greater than this and every effort should be made to reduce this further where possible. The Drainage Statement notes that the potential for infiltration drainage will be explored prior to the detailed design of the drainage network. We would expect the detailed design of the drainage system to utilise sustainable methods should infiltration drainage not be possible following any additional ground investigation.

Officer comment: The recommended condition has been included within the decision notice.

Air Quality Officer

This application is in an Air Quality Focus Area. It is accompanied by an air quality assessment which confirms the development is not air quality neutral in terms of transport emissions.

Officer comment: An appropriately worded condition has been included within the decision and a contribution of £12,500 has been requested.

Contaminated Land Officer

Raised no objection to the application subject to a pre-commencement planning condition.

EPU

No objection to the application subject to a condition and an informative.

Officer comment: The recommended conditions have been included within the decision.

Trees and Landscaping

A tree report by Crown Consultants has identified and assessed the condition and value of 26 trees and groups. There are no 'A' grade trees. Two groups are considered to be 'B' grade - that is to say worthy of retention - G5 and G26 both groups of Norway maples. These are situated within the wide grass verge in the north-east corner of the site and to the north-west of Building 2. - Neither will be affected by the development.

The remaining trees are 'C' grade with the exception of one 'U' (T11) which should be removed in the interests of sound management. The tree removal plan indicates that 11No. trees will be removed to accommodate the proposed new building. These are all 'C' grade trees whose removal is acceptable subject to replacement tree planting as part of a comprehensive landscape plan. A tree protection plan and method statement has been Sustainability and Energy included within the report.

In particular, the tree loss in the landscape buffers on the south and east boundaries will require new planting. An illustrative landscape layout plan, supported by cross sections, indicates an attractive landscape setting to the building with supplementary planting notably to the north, south and east, however, it is understood that the need to accommodate a safe coach park / dropping-off area to the north of the building may seriously compromise the hard and soft landscape layout to the front of the building.

For the building operator, the entrance / approach to the building is all-important. In terms of public realm and wider environmental benefits the enhancement of the landscape buffers to the south and east will be crucial.

No objection subject to post-commencement conditions COM9 (parts 1,2,3,4,5 and 6) and COM10.

Officer comment: The recommended conditions have been included within the decision.

Highways

The development site is located within the Status Business Park and is accessed via a roundabout junction off Nobel Drive. Noble Drive is a controlled parking zone Monday to Saturday (9am-5pm). Whilst the A4 (Bath Road) falls within the remit of Transport for London (TfL) as Highway Authority with the road making up part of the Transport for London's Road Network (TLRN), Nobel Drive itself is privately maintained and beyond the remit of the London Borough of Hillingdon as Highway Authority.

Parking Provision

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Councils adopted Car Parking Standards.

Hotel Parking

The emerging DMT6 policy and parking standard for hotels (use Class C1) indicates that assessment should be carried out on an individual basis whilst considering provision for taxi pick-up and drop-off, coach parking, car rental operations and additional activities in addition to the hotel itself. However, the Councils currently adopted saved Unitary Development Plan (UDP) does provide a more prescriptive standard for Hotels with a ratio of 1 parking space per 5 hotel bedrooms.

The proposed hotel is to accommodate 28 parking spaces which is in accordance with the currently adopted saved Unitary Development Plan standard. Of this provision, 3 parking spaces are to be assigned as disabled which represents 10% of the total parking facility.

Electrical charging points also being provided with 2 'active' spaces and 2 'passive' spaces. This is in line with the emerging Local Plan-Part 2 standards which requires 5% active and 5% passive provision.

To accord with the emerging Local Plan, one coach space per 50 bedrooms is required. Whilst the submissions only demonstrate provision for 1 coach space, it is noted that the site would benefit from future use of the Heathrow National Express - Hoppa bus service which would undoubtedly promote sustainable travel to Heathrow central bus station/Airport terminals. I trust you as the Local Planning Authority will secure this by way of condition.

Cycle parking should be in accordance with the London Plan minimum standards which require 7 long stay cycle parking spaces and 3 short stay spaces. The submitted information mentions that 7 long stay spaces will be provided for within the hotel building in the form of 'Josta wall rack storage' with 3 short stay spaces located adjacent to the main hotel entrance in the form of Sheffield stands. This arrangement is accepted.

Residential Parking

It is noted that the existing prior approval consent (ref, 72408/APP/2017/3021) for 46 units within Building 2 was to be served by 69 parking spaces. However, Building 2 is also subject to a subsequent application (ref, 72408/APP/2018/972) for 8 flats totaling 54 self contained units. This represents a 1.27 space to unit ratio. Whilst the submissions state that the subsequent scheme will not be implemented, this cannot be enforced. My assessment of the scheme is therefore based on the maximum number of units for future implementation at Building 2.

Upon implementation of the current proposal parking associated with the residential units will be reconfigured into the wider confines of Status Park with Buildings 3 and 4.

It is noted that these building are also subject to prior approval/full planning consents which I have referenced below.

The submitted Transport Assessment highlights that during pre-application discussions in relation to the Prior Approval change of use of building 2, that a parking ratio of 1 space per unit would be acceptable due to the size of the units and moderately accessible location. This would accord with the Emerging DMT 6 policy and parking standards for residential units which requires 1-1.5 spaces per one and two bedroom unit.

The 1:1 parking ratio provision is also sought for the already approved residential schemes at Buildings 3 and 4. I have listed the following for ease of reference.

Although not specified within the Transport Assessment, the site at present makes use of 201 spaces and in order to accommodate the proposed hotel, the proposal would result in the net loss of 16 car parking spaces compared with existing which represents an over provision of 11 spaces. These spaces should be allocated as visitor parking secured by way of condition.

It should also be noted that a final plan illustrating car parking reconfiguration across the whole the site will be required. This should also be provided and secured by way of condition.

Access and Trip Generation

Whilst access to the proposed Hotel and Building 2 is to remain as per the existing situation off the Nobel Drive roundabout junction, the proposals will see the creation of an internal access serving the hotel as well as an 'exit' only access at the most north western point of the site onto Nobel Drive.

Commensurate with the speed limit in place and in accordance with highway guidance contained within the current 'Manual for Streets' (1 & 2) document, the exit only access should provide visibility splays of 2.4 metres back from the access centerline by 43 metres along both directions of the nearside kerbline. It is apparent from the submitted information that the requisite splays are achieved.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP 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.

Trip generation associated with the existing office building (Building 2) has been based on that submitted under the prior approval consent ref: 72408/APP/2017/3021 which highlights that at present the site generates 25 two-way movements in the AM peak (8:00- 09:00) and 27 two-way movements in the PM peak (17:00-18:00).

To determine the proposed number of trip rates associated with the proposed hotel the submitted TA references trip rates used within a similar nearby development (Heathrow Point West, 234 Bath Road) as an interrogation of the TRICS (Trip Rate Information Computer System) database had provided no comparable sites. The results show that the proposed hotel would generate in the region of 22 two-way trips in the AM peak and 13 movements in the PM peak.

With regard to the residential component of the scheme, the trip rates submitted have been based upon the prior approval scheme for 46 units only. As highlighted above, my assessment is based upon the maximum number of units approved as part of Building 2. I have therefore factored in additional trips generated as a result of the subsequent 8 unit scheme contained under ref, 72408/APP/2018/972 which suggests that 12 two-way movements will be generated in the AM Peak and 9 movements in the PM peak.

Net Trip Generation

The proposals as a whole would present a total cumulative trip generation of 34 two-way movements in the AM peak hour and 22 two-way movements in the PM peak hour. This represents a net increase of 9 two-way movement in the AM Peak and a reduction of 5 two-way movements in the PM peak.

Overall the trip rates at peak network times would be expected to be sufficiently absorbed with the existing local road network without having a notable detriment to traffic congestion and road safety.

Service/Delivery and Coaching Arrangement

Although initial concerns were raised with service/delivery vehicles and coaches having to carry out 3-point turns along the access road, revised drawings have since been submitted with associated vehicles satisfactorily entering and leaving the site in forward gear. However, a framework service and delivery plan should be provided detailing that the frequency and operation of associated vehicles. I trust this will be secured by way of condition.

Car Parking Management Plan

In order to best mitigate and control parking demand within the car park serving the proposed hotel, a detailed CPMP will be required which should ensure the smooth operation of the car park and prevent inappropriate/informal parking from taking place by users of the site. This should be imposed by way of condition.

Travel Plan

A Travel Plan framework would be required prior to the implementation of the proposals and should be secured via a section 106 agreement. This should set out measures and strategies for which the site will seek to encourage more sustainable modes of travel away from the private motor vehicle.

Construction Management Plan

Prior to the implementation of the works, a full Construction Management Plan is required to be secured under a suitable planning condition due to the site constraints and very nature of the local highway network. This should detail the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of an on-site banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

Mindful of the above, should you be minded to approve the application, I would request that the above mentioned obligations and conditions be attached.

Officer comment: The relevant conditions have been included within the decision. A section 106 clause requiring a travel plan and details of public realm/pedestrian improvements have also been included. Whilst the proposal would result in the loss of 16 car parking, given 1 car parking space is provided for each residential unit and a policy compliant level of hotel car parking is being provided, the proposal is considered to be acceptable.

Policy Officer Comments:

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Saved UDP Policies (2012)

The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Local Plan: Part 2

The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18 May 2018. This comprises a Development Management Policies document, a Site Allocations and Designations document and associated policies maps. This will replace the current Local Plan: Part 2 - Saved UDP Policies (2012) once adopted.

The draft Plan was submitted the Secretary of State on 18 May 2018 representing the start of the Examination in Public (EiP). The public examination hearings concluded on the 9 August 2018. The Inspector has submitted a Post Hearing Advice Note outlining that the plan is one that is capable of being found sound but identifying the need to undertake a final consultation on the Main Modifications only. The Council has responded to this note outlining that its preferred dates for doing so would be 27th March 2019 to 8th May 2019. All consultation responses will be provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

2.6 Paragraph 48 of the NPPF (2019) outlines that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The Local Plan Part 2 is considered to be in the latter stages of the preparation process and therefore all of the policies can be afforded some weight. The degree to which weight may be attached to each policy is based on the extent to which there is an unresolved objection being determined through the public examination process and the degree of consistency to the relevant policies in the NPPF (2019). Those policies which are not subject to proposed Main Modifications can therefore be afforded considerable weight as there is no further opportunity for these policies to be amended and all objections can be considered resolved.

Designations

The proposed development site is located within the Bath Road Hotel and Office Growth Location in the Local Plan Part 2 (LPP2) Revised Submission Version (October 2015). However, in a Post Hearing Advice Note received from the Inspector undertaking the examination on the LPP2, the Inspector has advised that a modification with regards to this designation is required in order for the LPP2 to found sound. The proposed modification is to delete the Bath Road Hotel and Office Growth Location designation from the Plan.

The reason for the modification proposed by the Inspector is to ensure consistency with the Airports National Policy Statement (ANPS) given that these sites occupy land that is identified with the ANPS for the expansion of Heathrow Airport. A copy of the Inspector's Advice Note can be viewed on the LPP2 examination website.

Under Section 20 (7) of the Local Plan Regulations, the Council has asked the Inspector to make modifications to the LPP2 that are required to make the Plan sound, and is required to consult on these modifications for a minimum period of six weeks. This consultation is scheduled to run from Weds 27th March to Weds 8th May during which representations on the proposed designations can be made. The Inspector's final report on the soundness of the LPP2 will be issued once this consultation has closed and representations have been considered.

Principle of Development

The current proposed designation of the Hotel and Office Growth Location within which this is located has been identified by the Inspector as inconsistent with national planning policy it is considered that in accordance with paragraph 48 of the NPPF, this designation should be given very minimal weight. The ANPS itself is also a material consideration in the determination of planning applications as set out in paragraph 5 of the NPPF 2019.

Given that the proposed development site is outside of the North West [Runway] Scheme boundary map shown in Annex A of the ANPS, this land will not be directly required for the proposed airport expansion. The site is likely to be affected in other ways by any future North West runway scheme due to its proximity to a potential new runway, and the relevant authorities should be consulted upon these matters e.g. public safety and noise. Subject to the outcome of these consultations, the location of a hotel on this site would accord with Local Plan Part 1 Policy E2 which states that new hotels will be encouraged 'on sites outside of designated employment land on the Heathrow perimeter'.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is identified as a 'Hotel and Office Growth Location' on the Policies Map (October 2015). 'Strategic Objective 15 of the Local Plan: Part One (November 2012) seeks to protect land for employment uses to meet the needs of different sectors of the economy. Annex 1 of the London Plan (2016) recognises that Heathrow 'north' will continue to benefit from airport related growth, particularly transport and logistics, business, hotels and leisure/tourism.

Policy 4.5 'London's Visitor Infrastructure' of the London Plan (2016) states that the Mayor "will support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London." Policy 4.5 also sets a target of 40,000 net additional hotel rooms by 2036 and identifies town centres, intensification areas and Opportunity Areas (once there is adequate public transportation to central London and other international and national transport hubs) as locations for additional provision beyond the Central Activities Zone (CAZ).

Policy T2 of the Local Plan: Part 2(November 2012) encourages the provision of a range of accommodation on sites easily accessible from Heathrow Airport provided the development does not conflict with the development plan.

Building 2 benefits from Prior Approval allowing the change of use from offices to residential units, the building is currently being converted to 46 residential units. The applicant notes the existing car park is surplus to their requirements. The applicant notes there is also space car parking capacity across the wider site which includes Building 3 and 4 to facilitate car parking.

The current proposed designation of the Hotel and Office Growth Location (2015) within which this site is located has been identified by the Inspector as inconsistent with national planning policy. The policy officer has advised this designation should be given very minimal weight. The ANPS itself is a material consideration in the determination of this planning applications as set out in paragraph 5 of the NPPF 2019.

Given that the proposed development site is outside of the North West [Runway] Scheme boundary map shown in Annex A of the ANPS, this land will not be directly required for the

proposed airport expansion. The site is likely to be affected in other ways by any future North West runway scheme due to its proximity to a potential new runway. Both Heathrow Airport Safeguarding and NATS were consulted on this application and raised no objection. The location of a hotel on this site accords with Policy E2 of the Local Plan: Part 1 (November 2012) which states that new hotels will be encouraged 'on sites outside of designated employment land on the Heathrow perimeter'.

The proposal for a 6-storey, 140 bedroom hotel within an existing car park would make efficient use of the land and is a compatible use alongside a residential use. This application is therefore considered acceptable in principle subject to all other matters within the application being considered acceptable.

7.02 Density of the proposed development

Density guidelines are not applicable to commercial hotel development.

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

There are no conservation areas, listed buildings, or areas of special local character within the vicinity of the application site.

7.04 Airport safeguarding

This application site falls outside North West [Runway] Scheme boundary map shown in Annex A of the ANPS. This is a sensitive site in terms of airport safeguarding as the site is located beneath the Transitional Surface for Runway 09L/27R. Safeguarding surfaces restrict the height of buildings, plant, and roof structures such as aeriels and flagpoles. The height of this proposal is 20.8m at its highest. Heathrow Airport Safeguarding and NATS have raised no objections to this application subject to conditions and informatives which have been included within the decision notice.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect the Green Belt from adjoining development, which may prejudice its openness.

The application site does not form part of, nor does it immediately adjoin the Green Belt. The nearest Green Belt boundaries being located some 34m to the east and 111m to the north of the application site. The application site and land allocated as Green Belt is separated by a road to the west and Buildings 3 and 4 Status Park to the north east.

Given this relationship and the fact that the existing site is dominated by car parking and is currently viewed against the backdrop of existing built form along Bath Road, whilst the proposal includes a new building, it does not encroach onto the Green Belt. The proposal would provide generous soft screening along Nobel Drive, the boundary closest to the Green Belt. On this basis, the proposal would not prejudice the openness of the Green Belt in accordance with Policy OL5 of the Hillingdon Local Plan: Part One - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

Good design is central to all objectives of the London Plan (2016) and is specifically promoted by the policies contained within chapter seven which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites.

Policy BE1 of the Local Plan: Part One (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 Local Plan: Part Two (November 2012) seeks to ensure that the new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

The majority of the site would be occupied by the proposed hotel footprint, with drop off areas, service access and landscaping to the perimeter of the site. It is laid out in an 'L' shape. The proposal includes a 16m gap between its west facade and front of the 2 Status Park building, minimising its impact on the neighbouring building.

The form and massing closely echoes the shape and size of the existing surface car park and enables incorporation of a dedicated drop-off zone at the entrance to the hotel which is designed to create a courtyard effect reflective of a main entrance.

The proposed height is considered to be in keeping with the urban grain and built form across Bath Road. The proposed hotel is slightly taller, and occupies a larger footprint than the immediate neighbouring buildings, nevertheless in the context of the wider Bath Road, the scale and massing of the hotel is considered to be in keeping with the built form on Bath Road. The proposed building also follows the established building line so as to minimise its visual impact on the Bath Road streetscene.

This application is a result of discussions and revisions with officers. The proposed materials including red brick to respond to the existing palette within Status Park. The proposal is aesthetically in keeping with the adjacent properties, particularly when viewed in the context of the wider Bath Road streetscene. The proposal is considered to comply with Policy BE1 of the Local Plan: Part One (November 2012) and Policies BE13 and BE19 of the Local Plan: Part Two (November 2012).

7.08 Impact on neighbours

Policy BE19 of the Hillingdon Local Plan (November 2012) requires new developments within residential areas to complement or improve the amenity and character of the area.

Policy BE21 of the Hillingdon Local Plan (November 2012) seeks to resist developments which would result in significant loss of residential amenity by reason of their siting, bulk and proximity. The HDAS (2006) - Residential Layout provides further guidance on the interpretation of this policy.

The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required between main windows of habitable rooms and a flank wall of a new development although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

The nearest residential units are 16m to the west (Building 2) and 21m to the north (Building 3). A Daylight and Sunlight Assessment has been submitted in support of the application which uses an industry standard methodology and numerical analyses to

ascertain the effects of the development and the levels of change in daylight and sunlight for the neighbouring properties as a consequence of the proposed hotel.

The Daylight / Sunlight report demonstrates that the scheme is compliant with BRE guidance for daylight. The proposed scheme is therefore acceptable in daylight and sunlight terms and meet the requirements of Policy BE21 which requires the amenity of neighbouring dwellings to be protected.

With regards to overlooking, the proposal provides a 16m gap between the proposed hotel and Building 2 Status Park to the west which is considered to be acceptable. The western elevation of the proposed hotel does not include windows other than at fourth and fifth floors. The proposed hotel would provide an appropriate relationship with neighbouring properties and is therefore unlikely to give rise to overlooking into habitable room windows of Building 2. Overall the proposal is considered to comply with Policies BE19 and BE21 of the Local Plan: Part Two (November 2012).

7.09 Living conditions for future occupiers

There is not specific criteria or standard for hotel rooms, however each hotel room includes outlook, a generous size and windows providing natural light for future occupants.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) require development proposals to be assessed against their traffic generation and the availability of public transport and the capacity and functions of principal roads. Policy AM9 seeks to ensure that adequate provision for cyclists is made in development proposals. Policies AM14 and AM15 require parking to be provided in accordance with standards, including provision for disabled persons.

The emerging DMT6 policy and parking standard for hotels (use Class C1) indicates that assessment should be carried out on an individual basis whilst considering provision for taxi pick-up and drop-off, coach parking, car rental operations and additional activities in addition to the hotel itself. However, the Councils currently adopted saved Unitary Development Plan (UDP) does provide a more prescriptive standard for Hotels with a ratio of 1 parking space per 5 hotel bedrooms. The proposed hotel is to accommodate 28 parking spaces which is in accordance with the currently adopted saved Unitary Development Plan standard. Of this provision, 3 parking spaces are to be assigned as disabled which represents 10% of the total parking facility. Electrical charging points also being provided with 2 'active' spaces and 2 'passive' spaces. This is in line with the emerging Local Plan-Part 2 standards which requires 5% active and 5% passive provision.

To accord with the emerging Local Plan, one coach space per 50 bedrooms is required. Whilst the submissions only demonstrate provision for 1 coach space. It is noted that the applicant has committed to signing up for the use of the Heathrow National Express - Hoppa bus service. As such 1 coach parking bay alongside the operation of the Hoppa Bus Service is considered acceptable.

The London Plan (2016) requires 7 long stay cycle parking spaces and 3 short stay spaces. The submitted information mentions that 7 long stay spaces will be provided within the hotel in the form of 'Josta wall rack storage' with 3 short stay spaces located adjacent to the main hotel entrance in the form of Sheffield stands. This arrangement is considered to be acceptable.

Redistribution of car parking

Building 2 benefits from a prior approval consent under ref: 72408/APP/2017/3021 for 46 units and an extension to Building 2 was also consented under ref: 72408/APP/2018/972 for 8 flats. Overall there are 54 units with 69 parking spaces within the approved scheme.

Building 3 benefits for prior approval for 36 units under ref: 69183/APP/2017/1363 and an extension for 4 units under ref: 69183/APP/2018/692. Overall there are 40 units with 64 car parking spaces for Building 3 within the approved scheme.

Building 4 benefits from prior approval for 45 units under ref:46616/APP/2016/4300 and 6 units were allowed under ref: 46616/APP/2018/699. Overall there are 51 units with 68 car parking spaces within the approved scheme.

This application seeks to reconfigure car parking spaces across Status Park to meet car parking standards for both the residential buildings and the proposed hotel. A 1:1 car parking ratio provision is also sought for consented approved residential schemes at Buildings 2, 3 and 4.

Given the size of units proposed and the location of the site in close proximity to a number of bus routes, 1 car parking space per unit would be acceptable which would accord with Policy DMT 6 of the Local Plan: Part Two (October 2015). The site at present makes use of 201 spaces and in order to accommodate the proposed hotel 59 car parking spaces are being reconfigured within the car park of Building 2. The proposal would result in the net loss of 16 car parking spaces compared with existing. There would be an over provision of 11 spaces which would be allocated as visitor car parking secured by way of a condition. The highways officer has requested a final plan illustrating car parking reconfiguration across the whole the site. This has been secured by way of a condition and as a Head of Term within the proposed Section 106 legal agreement.

Highways Safety

Whilst access to the proposed Hotel and Building 2 is to remain as per the existing situation off Nobel Drive roundabout, the proposals will see the creation of an internal access serving the hotel as well as an 'exit' only access at the most north western point of the site onto Nobel Drive.

Commensurate with the speed limit in place and in accordance with highway guidance contained within the current 'Manual for Streets' (1 & 2) document, the exit only access should provide visibility splays of 2.4 metres back from the access centre line by 43 metres along both directions of the nearside kerbline. It is apparent from the submitted information that the requisite splays are achieved.

Trip generation associated with the former office building (Building 2) has been based on that submitted under the prior approval consent ref: 72408/APP/2017/3021 which highlights that at present the site generates 25 two-way movements in the AM peak (8:00- 09:00) and 27 two-way movements in the PM peak (17:00-18:00). Overall the trip rates at peak network times would be expected to be sufficiently absorbed with the existing local road network without having a notable detriment to traffic congestion and road safety.

Although initial concerns were raised with service/delivery vehicles and coaches having to carry out 3-point turns along the access road, revised drawings have since been submitted with associated vehicles satisfactorily entering and leaving the site in forward gear. The highways officer has requested a condition securing details of servicing and delivery which

would be secured as a condition within the decision notice. Overall the proposal has been considered acceptable.

7.11 Urban design, access and security

Main issues relating to design and access have been addressed elsewhere in the report. The Secured by Design (SBD) Officer at the Metropolitan Police reviewed the plans and considers the proposal to be acceptable subject to condition.

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The access officer had recommended revisions to the proposal to include accessible rooms. The proposal was revised and amended plans accepted on 14-03-19. The access officer reviewed the revised plans and has confirmed the proposal accords with Policy 7.2 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

The proposal seeks permission for a hotel, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Policy BE38 of the Local Plan: Part Two (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.

The trees and landscaping officer confirms there are no 'A' grade trees and two groups of grade 'B' trees that are worthy of retention. The tree removal plan submitted in support of the application indicates that 11 trees will be removed to accommodate a new building. These are all 'C' grade trees whose removal is acceptable subject to replacement tree planting as part of a comprehensive landscape plan. A tree protection plan and method statement has been included within the report.

The landscape officer notes the tree loss in the landscape buffers on the south and east boundaries will require new planting. An illustrative landscape layout plan, supported by cross sections, indicates an attractive landscape setting to the building with supplementary planting notably to the north, south and east. It is understood that the need to accommodate a safe coach park / dropping-off area to the north of the building may compromise the hard and soft landscape layout to the front of the building. Details of

landscaping for the northern part of the site would be required by way of a planning condition to ensure the proposal contributes to an improvement to the character of the area. This has been secured by way of a condition to include semi mature pollution absorbing trees to reduce the level of pollution given that this site falls within an Air Quality Focus Area. Overall, the trees and landscaping officer raises no objection to the application subject to relevant planning conditions which have been included within the decision.

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The waste strategy officer has commented on this application noting this site has capacity for waste storage which would operate as existing. The waste and recycling arrangements are considered acceptable subject to the imposition of a suitable condition.

7.16 Renewable energy / Sustainability

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions. This policy requires major developments to demonstrate a 35% reduction in carbon dioxide emissions from a 2013 Building Regulations compliant development.

The submitted energy report confirms the development will comply with policy 5.2 of the London Plan (2016) which requires all developments to achieve greater than 35% reduction over Part L (2013) as the proposal includes a combination of measures including Air Sourced Heat Pumps and communal CHP. An appropriately worded condition is secured requiring further details of sustainability and energy efficiency measures that will be implemented.

7.17 Flooding or Drainage Issues

Policy EM6 'Flood Risk Management' in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Policies 5.12 and 5.13 of the London Plan (2016) require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

The site does not fall within a flood zone, a critical drainage area and no specific drainage issues have been identified. A Flood Risk Assessment and Drainage Strategy has been provided which has been reviewed by the Flood Water Management team and has been found acceptable subject to an appropriately worded condition.

7.18 Noise or Air Quality Issues

Noise

Policy 7.15 of the London Plan (2016) recommends that development proposals should seek to manage noise. The proximity of this site to Bath Road and air craft noise and nature of the proposal would require a form of noise attenuation. Details are expected to be submitted prior to commencement. The EPU Officer has assessed the application and raised no objections subject to conditions which have been included within the decision notice.

Air Quality

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The air quality officer has reviewed the application and noted that the applicant's air quality assessment notes the application is not air quality neutral given the increase in trips. However, the impact can be mitigated through securing an in-lieu contribution which has been secured for this development.

7.19 Comments on Public Consultations

No comments received at the time of writing this report.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

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

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

Policy R17 of the Local Plan: Part Two (November 2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

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

1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.
2. To provide 185 allocated car parking spaces for residents of Building 2, 3 and 4 Status

Park. No charges for residents car parking at surface levels. The applicant cannot sell or rent the any of the allocated car parking spaces to third parties. To provide details of temporary parking arrangements for residents of Building 2, Status Park during construction.

3. The provision of a Travel Plan, including a bond of £20,000, which shall incorporate Sustainable Transport Measures such as the Hoppa Bus Service.

4. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9,600 Coordinator Costs).

5. Hospitality Training contributions or an in-kind scheme.

6. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.

7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Community Infrastructure Levy (CIL)

The Hillingdon CIL charging schedule was adopted from 1st August 2014 for hotels, the charge is set £40 per sq.m. The applicant would be liable to pay £261,377.

The Mayor of London adopted in April 2013 under the current charging schedule which is set at £35 per sq.m, the hotel would have been liable to pay £243, 063.23. From 1st April 2019, the Mayoral CIL is set to increase to £60 per sq.m as such the hotel would pay £292,200 towards the Mayoral CIL.

7.21 Expediency of enforcement action

It is known to officers that the existing car park has been used as off airport car parking. The enforcement team are currently investigating the matter. It should be noted that the use of the car park as off airport car parking does not prejudice the determination of this application. The grant of planning consent would result in the removal of the unauthorised use from this site.

7.22 Other Issues

No other issues identified.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

There is no objection to the principle of the development to provide a hotel within this location which is designated as Heathrow Opportunity Area. The general design, size, height and massing and detailed design is considered to be appropriate and responds to the context of the site. The proposal under this application is of a comparable to the general height and scale found on Bath Road. It is not considered that the development would have any detrimental impact on the street scene or upon residential amenity.

The hotel would primarily serve Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off including the provision of car parking at Building 2 Status Park. These matters taken together are not considered to have any significant detrimental impact on the provision of car parking, existing highway network or on highway safety.

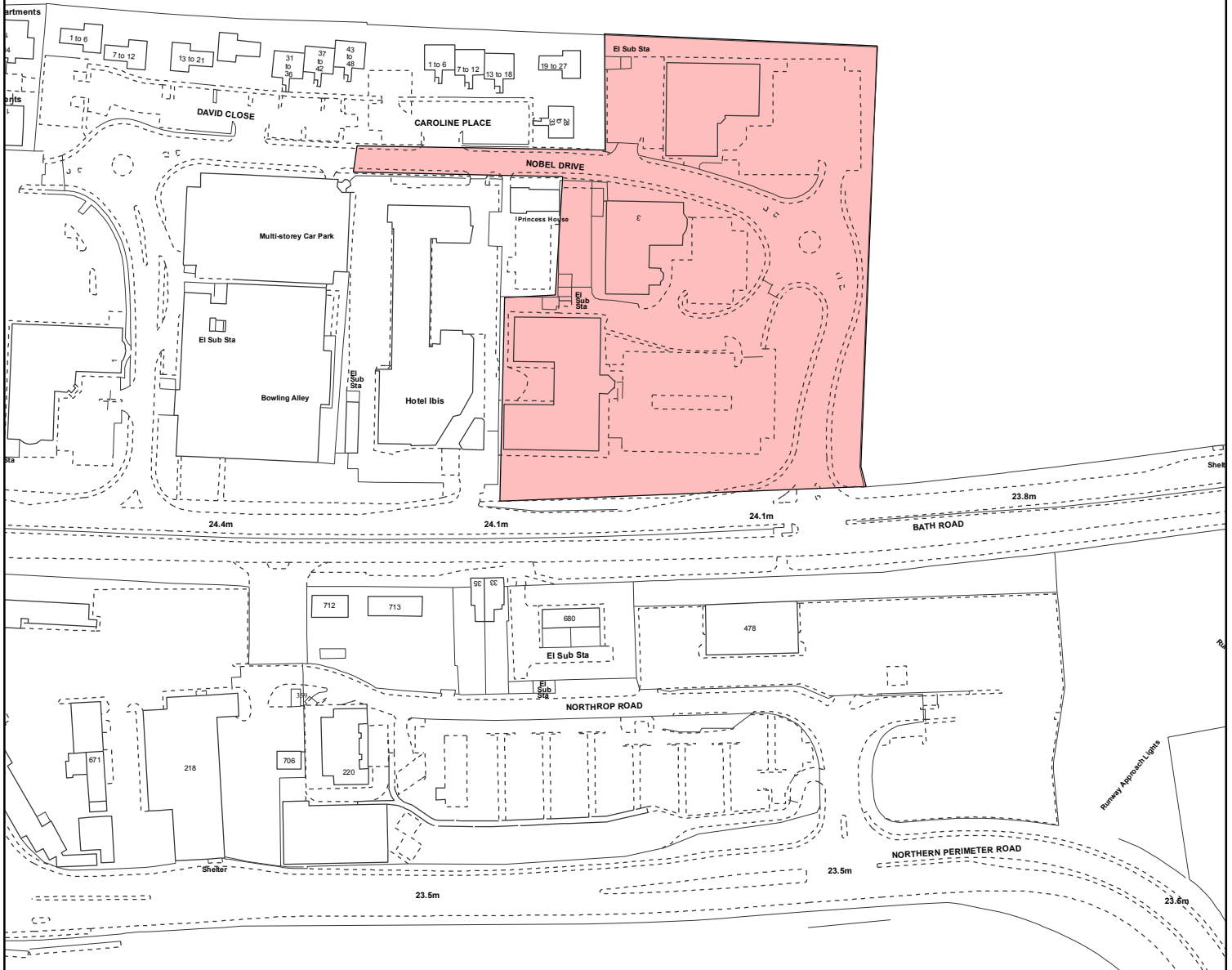
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Local Plan: Part Two (November 2012)
London Plan (2016)
National Planning Policy Framework (2019)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance
Airports National Policy Statement (2018)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address: **Land at Status Park
Nobel Drive
Harlington**

Planning Application Ref:
74423/APP/2018/4437

Planning Committee:
Major Page 273

Scale:
1:2,250

Date:
April 2019

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



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Plans for Major Applications Planning Committee

Thursday 4th April
2019



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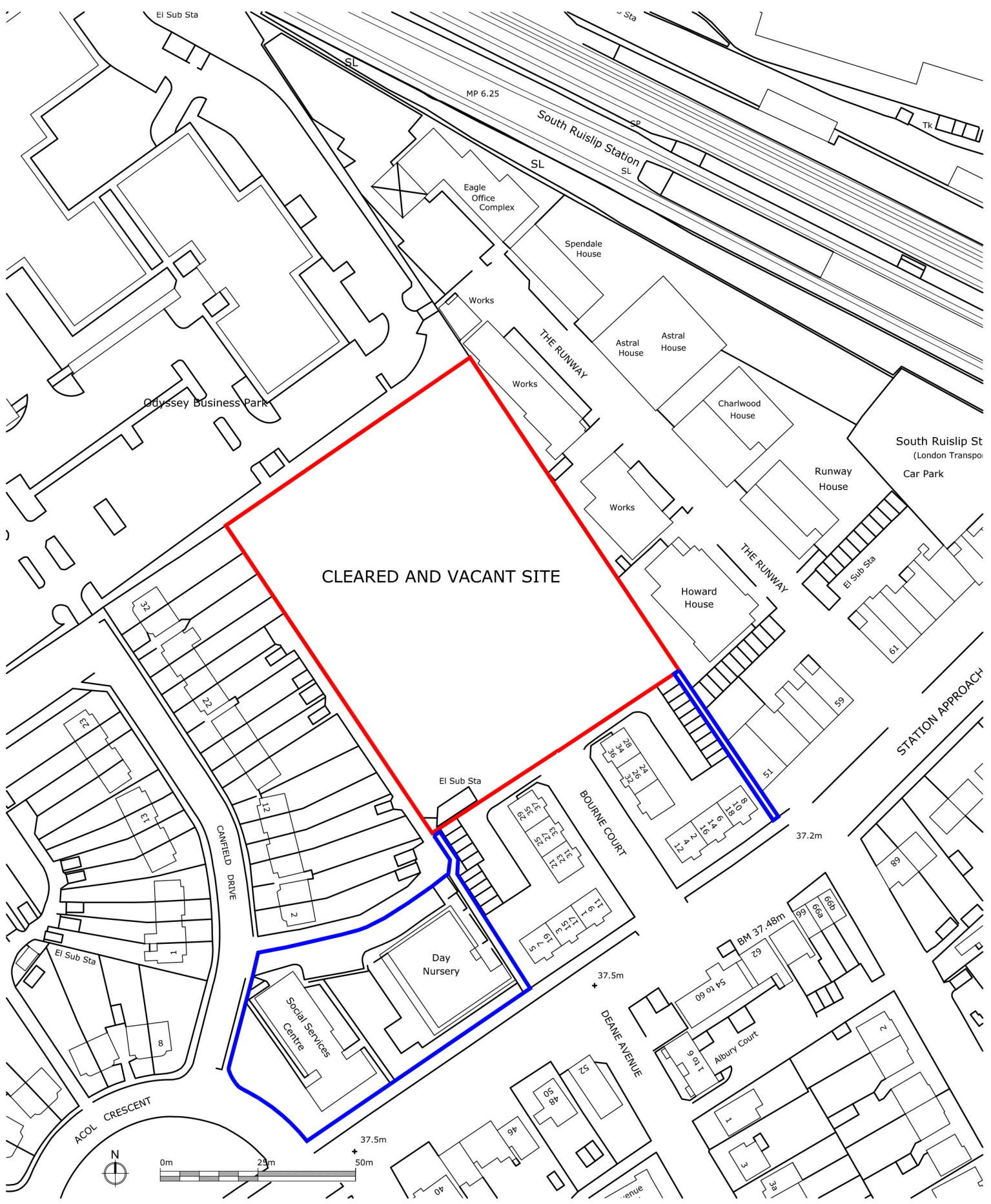
Page 275

Report of the Head of Planning, Transportation and Regeneration

Address BOURNE COURT SITE BOURNE COURT RUISLIP

Development: Redevelopment to provide 87 residential units in two blocks, together with associated access, car and cycle parking; communal and private amenity space; and landscaping

LBH Ref Nos: 11891/APP/2018/3414



CLEARED AND VACANT SITE

Project
Bourne Court Ruislip

Client

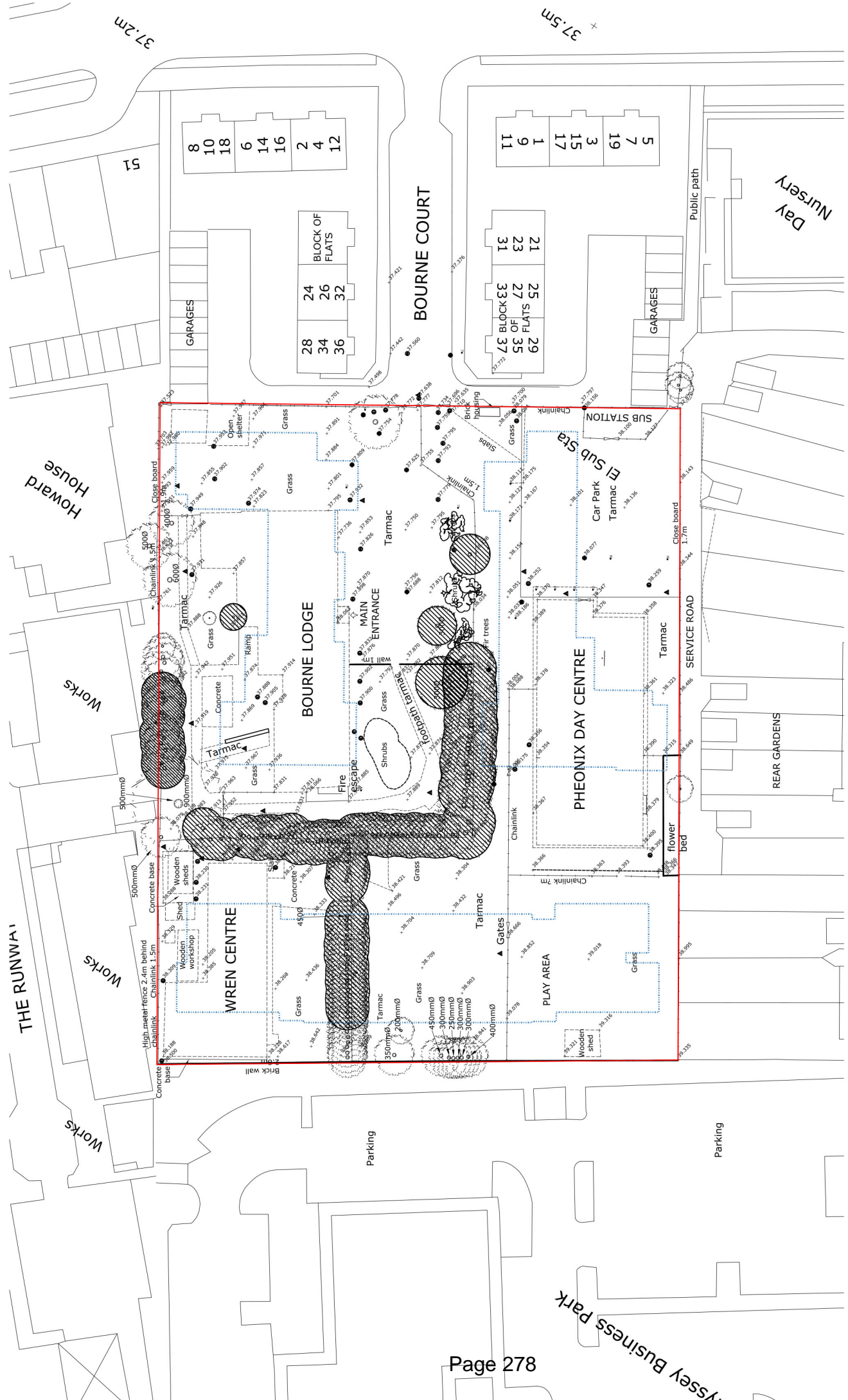
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DWG Type	PL	DWG No	010	Rev	00
Date	06/07/18	Drawn	MR	Checked	BW
				Status	For Approval

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Windsor, Berkshire, SL4 1PD



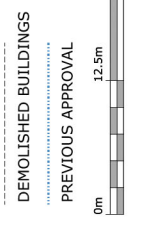


Project No	303	Drawing Title	Existing Site Plan
DWG Type	PL	Rev	00
Date	06/07/18	Drawn	MR
Client	Bourne Court Ruislip	Checked	BW
Scale	1:500	Status	For Approval

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Project
Bourne Court
Ruislip
Client

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BOURNE COURT

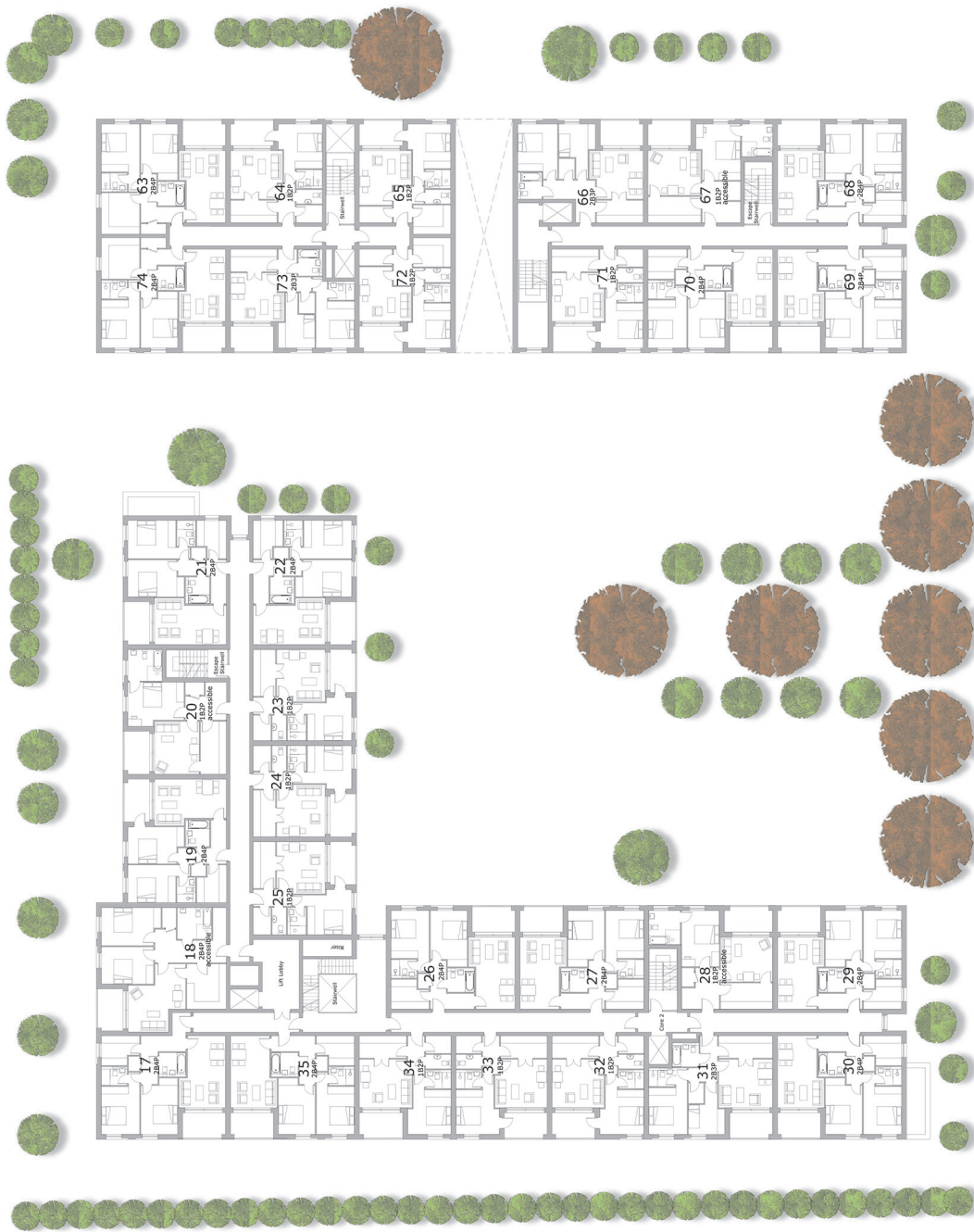
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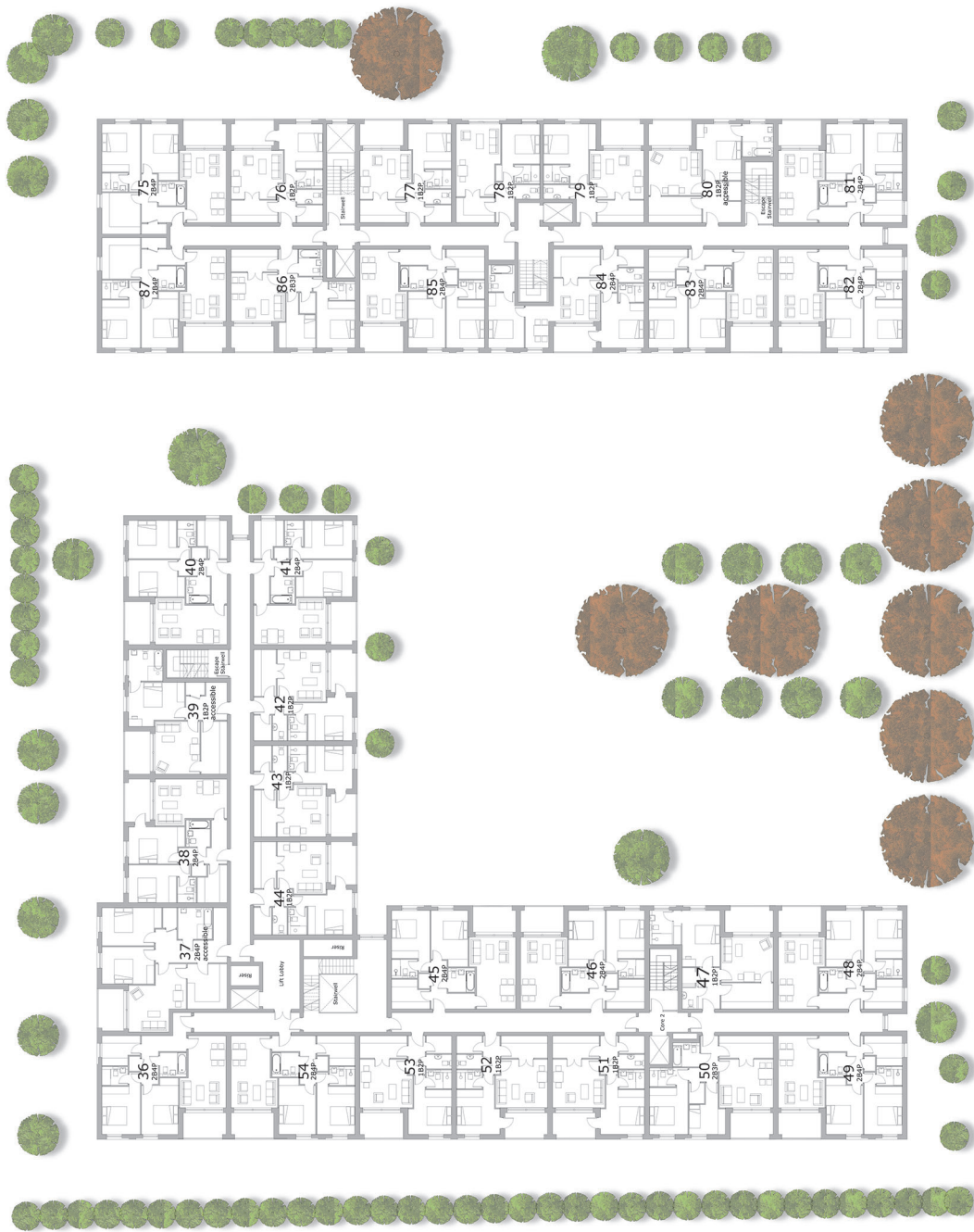
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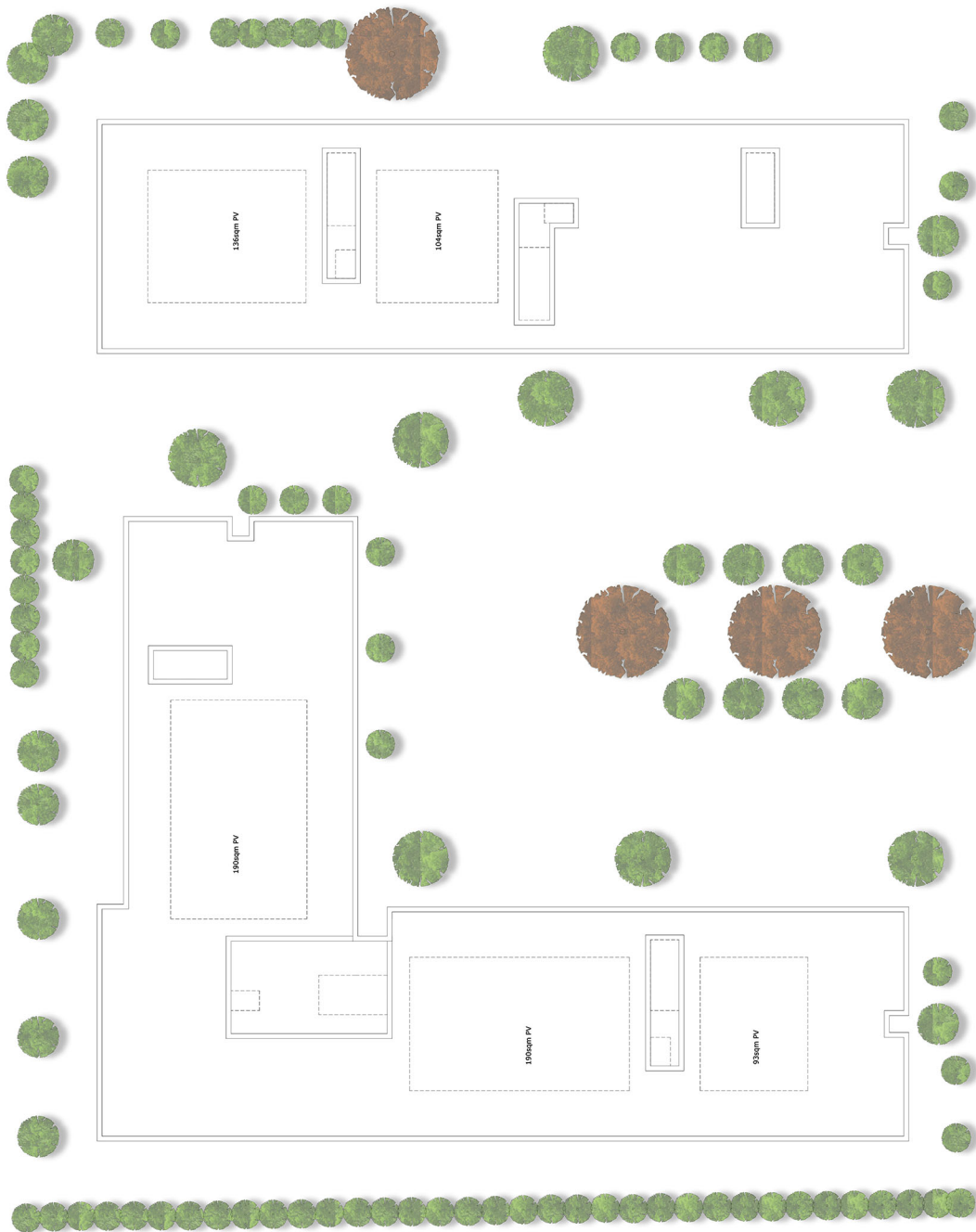
Project: **Bourne Court**
 Ruislip
 Client

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FFL of approved scheme 50.15 AOD

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FFL 5850

FFL 2925

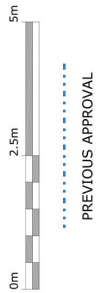
FFL 0.00

FFL of approved scheme 38.65 AOD

Ground Floor FFL 38.50 AOD

Site Boundary

Southwest Elevation



Project Name
Bourne Court
Rushlip
Leicestershire

Project No
303

Issue
1:100 @ A3

Building Height Comparison
310

Client
MK

Architect
MK

Date
24/01/19

For Approval
BW

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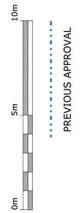


Project No
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 Drawing Title
Northeast Elevation
 Drawing No
300
 Date
24/01/19
 Project
Bourne Court Ruislip
 Client

Scale
1:200 @ A2
 Status
For Approval
 Drawn
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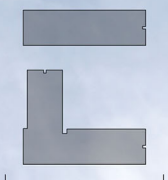




Site Boundary

8000 ABOVE THE GROUND

Northwest Elevation Block A



PREVIOUS APPROVAL

Project Name
Bourne Court
Rushlip
County
Middlesex

Project No
303
PK
24/01/19

Revision No
01
NK
BW

Revision Date
1:200 @ A3
302
NK
24/01/19

Revision Description
For Approval

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Northwest Elevation Block B



PREVIOUS APPROVAL

Project Name
 Bourne Court
 Ruislip
 County
 Dublin

Project No.
 303

Architectural Title
 Northwest Elevation Block B

Scale
 1:200 @ A3

PK. Type
 304

PK. No.
 01

PK. Date
 2/6/19

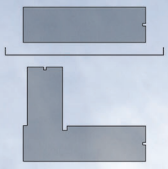
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PK. Description
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RIBA #
 Chartered Practitioner

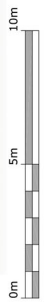
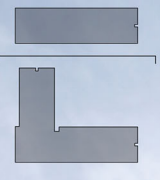




Southeast Elevation Block A

9000 ABOVE
THE GROUND
Site Boundary

Site Boundary



PREVIOUS APPROVAL

Project Name
**Bourne Court
Rushlip**
Client
W&M

Drawings Title
Southeast Elevation Block A
Project No.
303
PL. Date
24/01/19
Drawing No.
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24/01/19
For Approval
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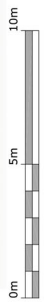
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architecture
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Southeast Elevation Block B

9000 ABOVE THE GROUND
Site Boundary

Site Boundary

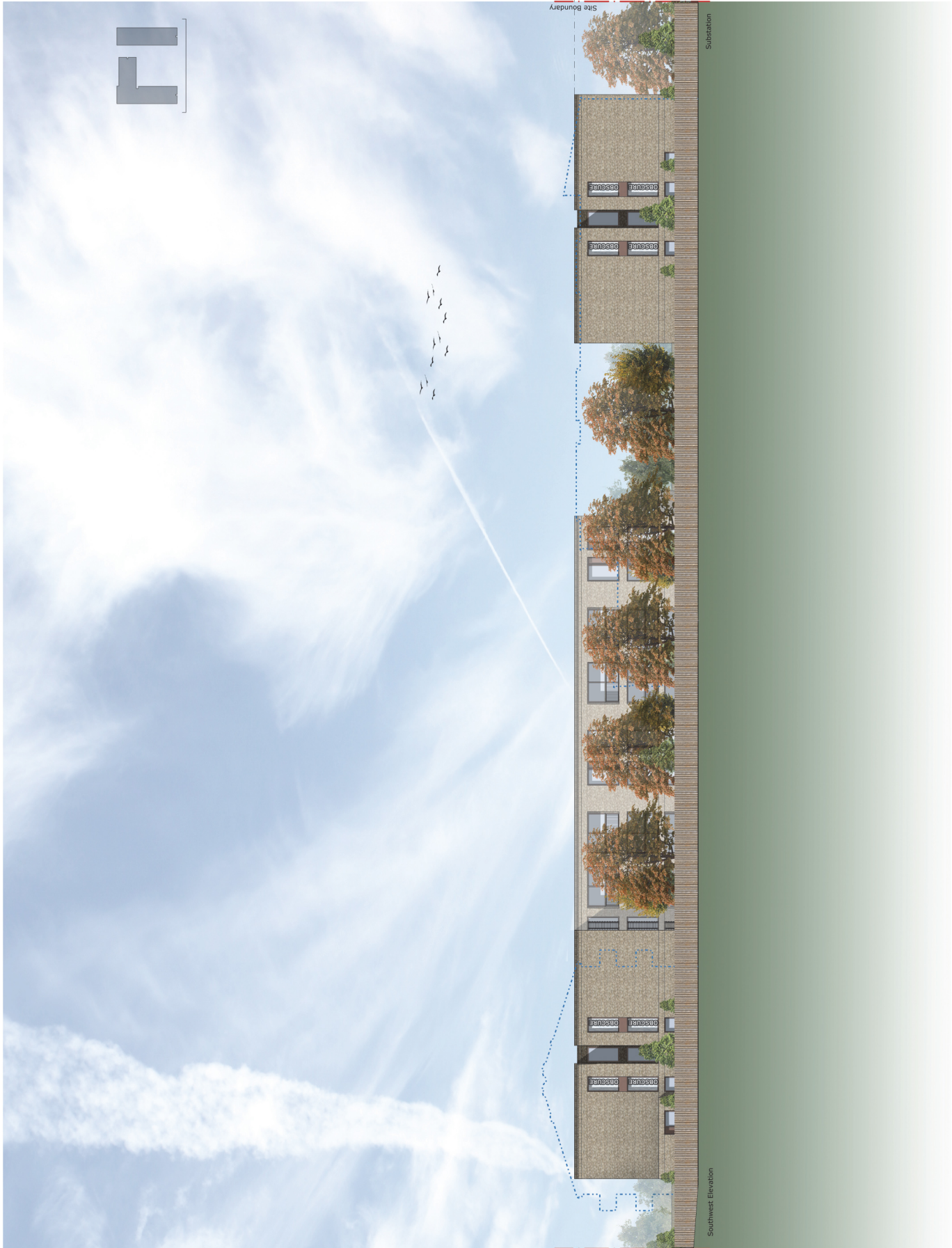


PREVIOUS APPROVAL

Project Name
Bourne Court
Roussip
Phase
Civil

Drawings Title
Southeast Elevation Block B
Drawing No.
305
PK.
2/6/2019
Scale
1:200 @ A3
Sheet
01
Author
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Check
BW
Date
2/6/2019
For Approval

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architecture
10000 Lakeshore Blvd. #100
Dallas, Texas 75243
RIBA #R
Chartered Practice



FI

100% ABOVE THE GROUND

Site Boundary

Substation

Southwest Elevation

Project No
303

Project Type
PL

Date
25/03/19

Project Name
Bourne Court Ruislip

Client

Drawing Title
Southwest Elevation - view from Confield Drive

Scale
1:200 @ A2

Drawn
MR

Checked
BW

Status
For Approval

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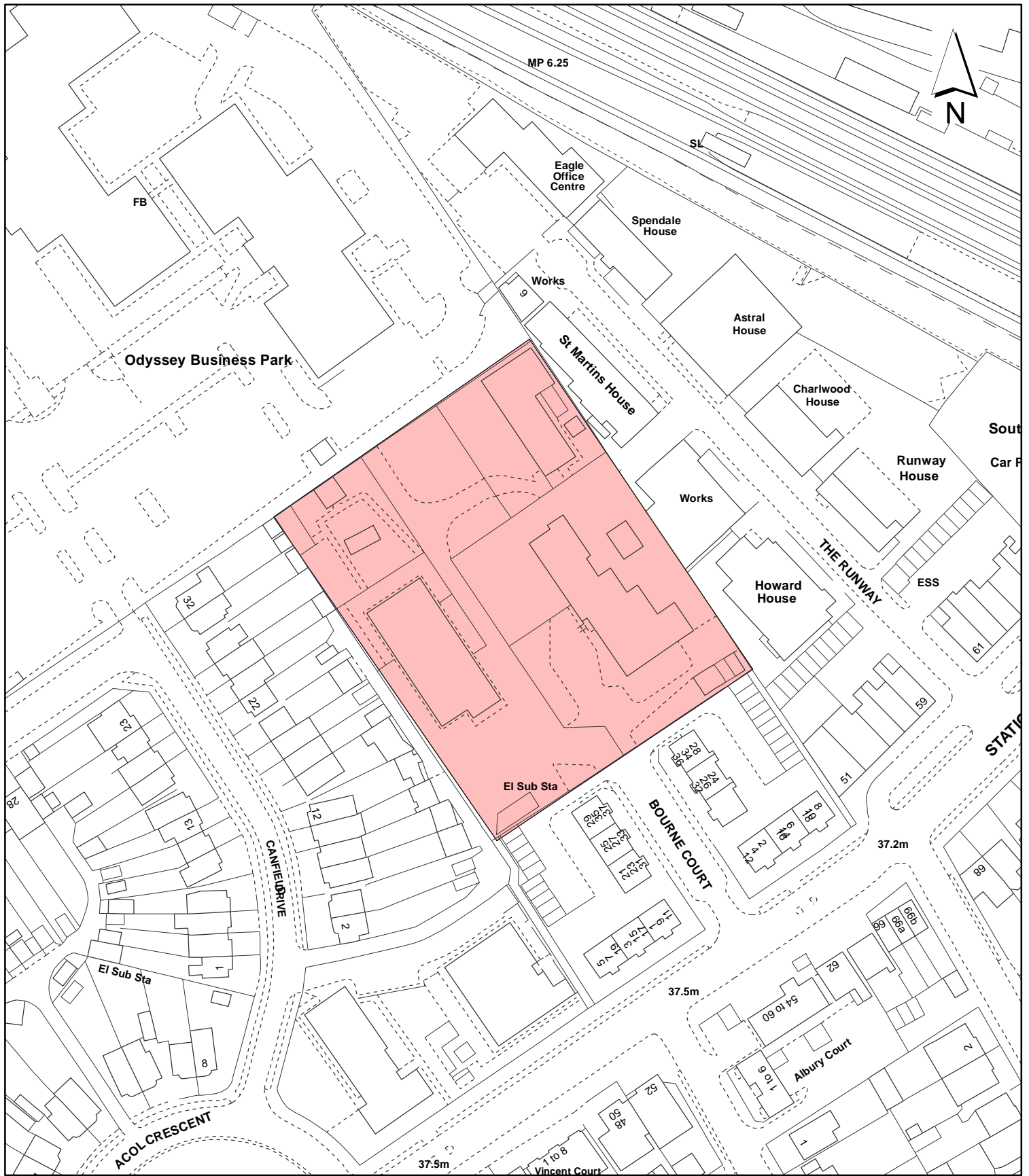
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Windsor, Berkshire, SL4 1PD

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 Site boundary

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 Ruislip**

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

Planning Application Ref:
11891/APP/2018/3414

Scale:
1:1,250

Planning Committee:
Major Page 291

Date:
April 2019



Report of the Head of Planning, Transportation and Regeneration

Address CHAILEY INDUSTRIAL ESTATE PUMP LANE HAYES

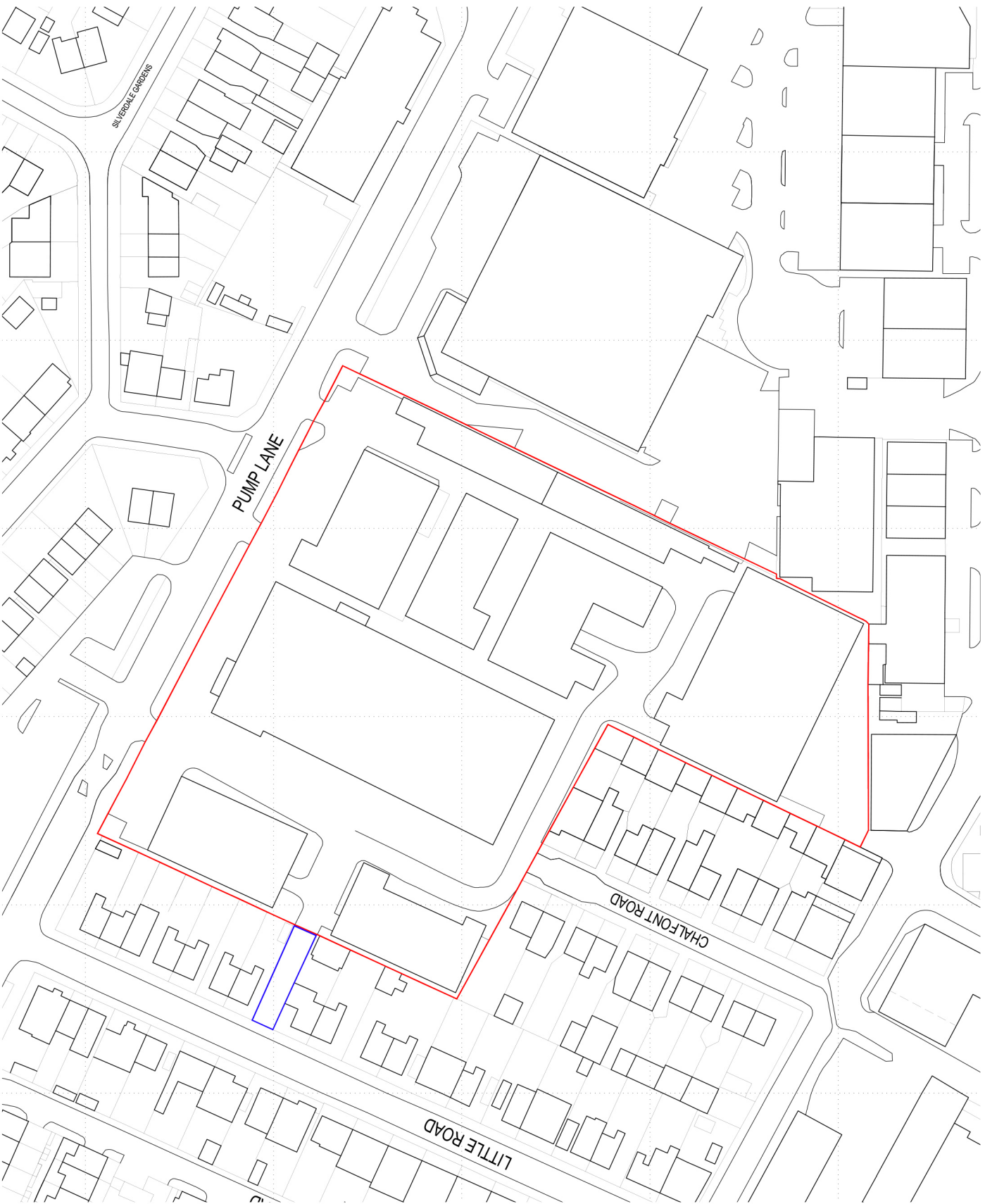
Development: Redevelopment of the site to provide three buildings ranging from 2 to 11 storeys in height delivering 333 residential units and 710 sq.m of ground floor commercial floorspace (Use Classes A1, A2, A3, B1, D1 or D2), including the provision of private and communal amenity areas, child play space, car parking, secure cycle parking, refuse storage areas and other associated development.

LBH Ref Nos: 2102/APP/2018/4231

NOTES:
 1 The Contractor must check and confirm all dimensions
 2 The Contractor must check the location and orientation of the
 3 This drawing is not to be scaled
 4 The Contractor must ensure that the proposed works comply with
 applicable Statutory Regulations and to comply with all
 relevant Codes of Practice and British Standards



Key
 Application Site Boundary
 Adjacent land under applicant ownership



1/A Planning Issue
 20/11/18 Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chalfonts Road, The Oval, London SW8 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client:
 Fairview New Homes Ltd.

Project:
 Chalfont Industrial Estate

Drawing:
 Location Plan

Scale: 1:500 (A1) 1:1000(A3)
 Date: Nov 18
 Status: Planning
 Job Number: 6083
 Drawing Number: T95P00
 Revision: 1A
 © 2018 Rolfe Judd Architects

NOTES
 1 The Contractor must check and confirm all dimensions before construction commences and is responsible for the accuracy of the drawings.
 2 Architect before works commence.
 3 This drawing is not to be scaled.
 4 All work must be carried out in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards.

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1/A Planning Issue 20/11/18
 Rev _____ Date _____

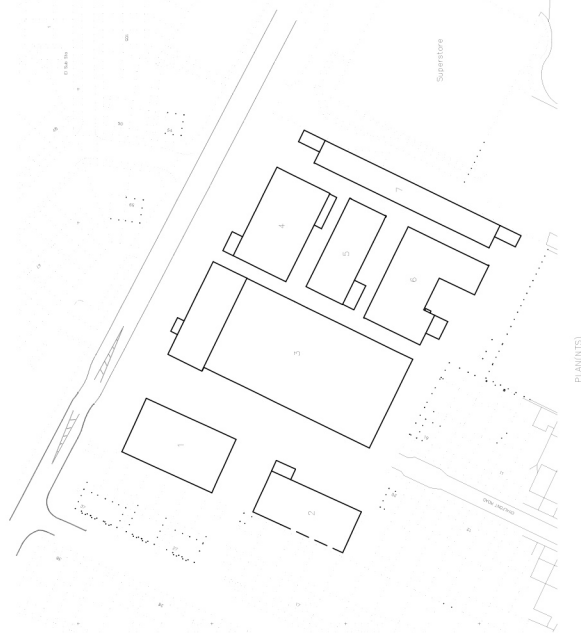
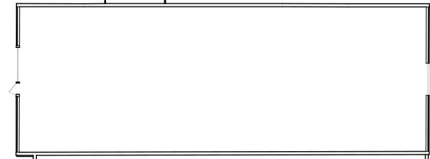
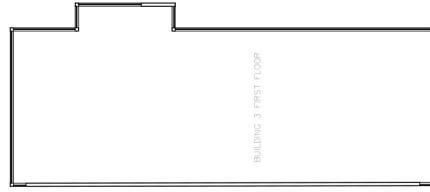
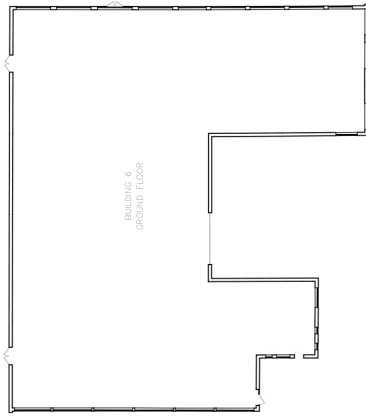
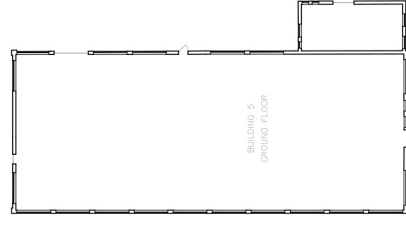
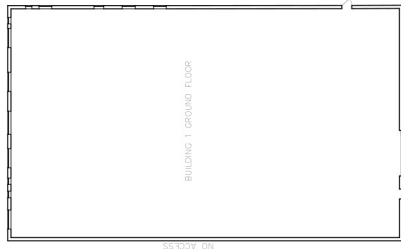
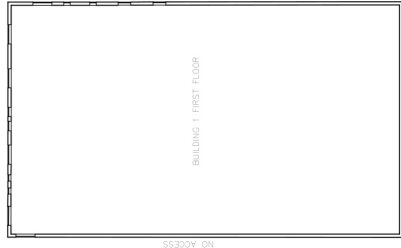
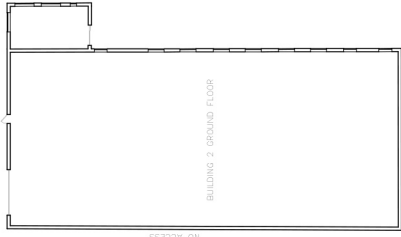
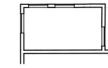
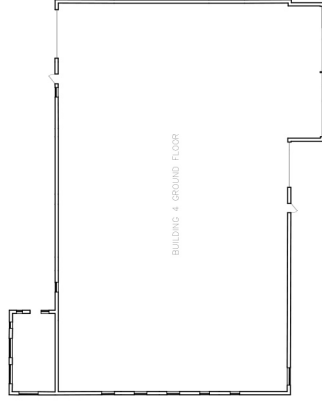
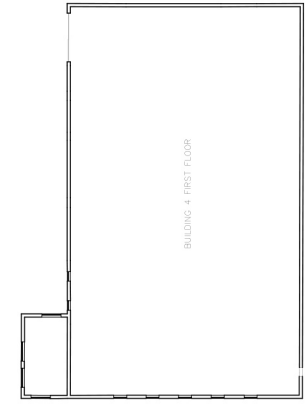
Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Claydon Road, The Oak, London SW18 1NZ
 T 020 7596 1500
 www.rolfe-judd.co.uk

Client
Fairview New Homes Ltd.

Project
Chaley Industrial Estate

Drawing
Existing Site Floor Plan

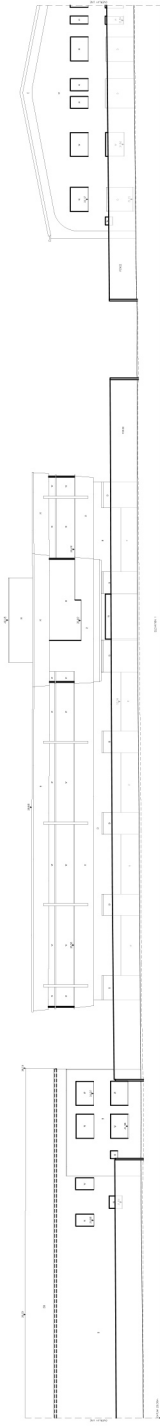
Scale 1:250 (A1) Date Nov 18 Status Planning
 Job Number Drawing Number 6083 T10P00
 Revision 1/A
 0.000001_Rev11/18/18



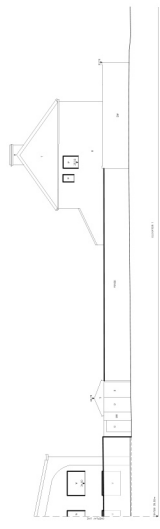
- NOTES
- 1 The Contractor must check and confirm all dimensions before construction commences.
 - 2 All work must be completed and finished by the date specified on the drawing.
 - 3 This drawing is not to be scaled.
 - 4 All work must be completed in accordance with current applicable Statutory Regulations and to comply with all relevant Codes of Practice and British Standards.



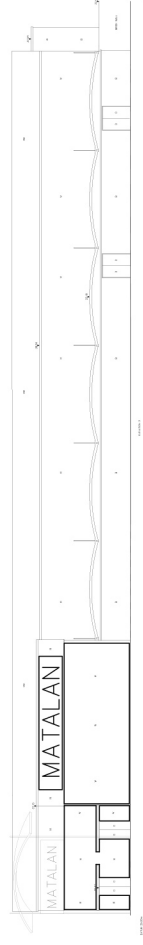
1 North East Elevation
SCALE: 1:200 (A1)



1 North East Elevation
SCALE: 1:200 (A1)



1 North East Elevation
SCALE: 1:200 (A1)



2 South East Elevation
SCALE: 1:200 (A1)



- NOTES
- 1 The Contractor must check and confirm all dimensions before construction commences.
 - 2 All work must be completed and finished by the date specified on the drawing.
 - 3 This drawing is not to be scaled.
 - 4 All work must be completed in accordance with current applicable Statutory Regulations and to comply with all relevant Codes of Practice and British Standards.

1/A Planning Issue
20/11/18
Rev Date

Rolfe Judd
Architecture Planning Interiors
Old Church Court, Cityfields Road, The Oval, London SW8 1NZ
T 020 7556 1500
www.rolfe-judd.co.uk

Client
Fairview New Homes Ltd.

Project
Challey Industrial Estate

Drawing
Existing Elevation Sheet 1

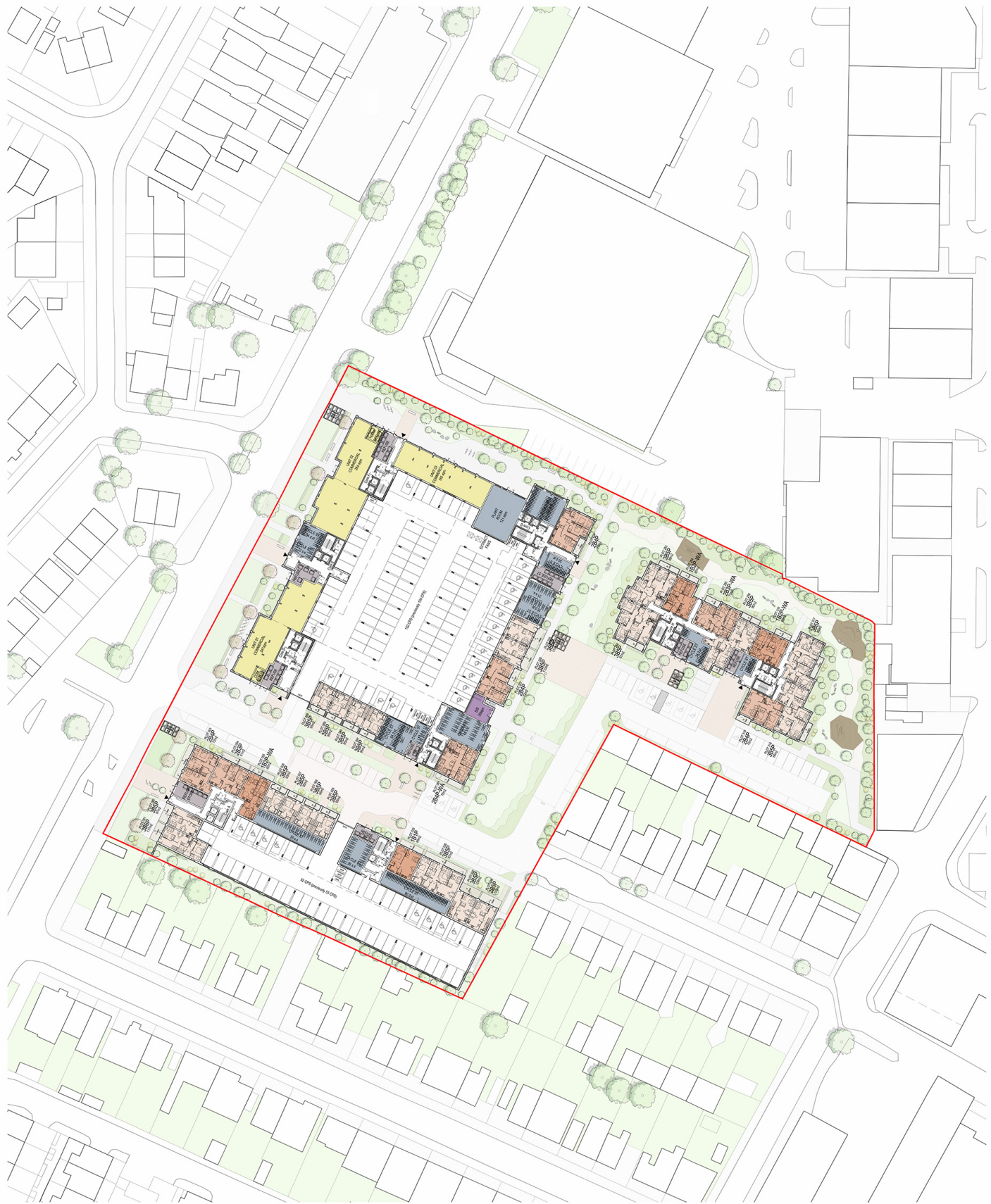
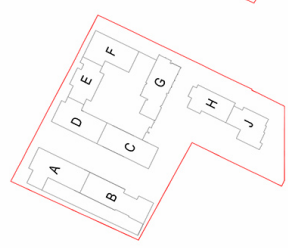
Scale 1:200 (A1)
Date Nov 18
Status Planning
Job Number 6083
Drawing Number T10E01
Revision 1/A
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NOTES
 1. Contractor must check and confirm all dimensions and construction details before construction commences.
 2. All construction must be completed and finished by the date shown on the drawing.
 3. This drawing is not to be scaled.
 4. This drawing is for information only and does not constitute an offer of any services. It is subject to the applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards.



- 1B
- 2B
- 3B

BLOCK KEY



1B 1000 Motorcycle Parking Spaces shown on plan
 1A Planning Issue
 18/03/19
 20/11/18
 Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Citywalls Road, The Oval, London SW8 1NZ
 T 020 1058 1500
 www.rolfe-judd.co.uk

Client
 Fairview New Homes Ltd.

Project
 Chailey Industrial Estate

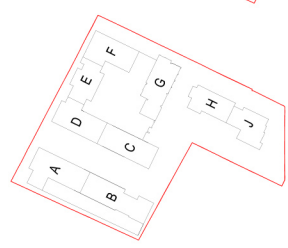
Drawing
 Proposed Ground Floor Plan

Scale
 1:500 (A1) 1:1000(A3)
 Job Number
 6083
 Drawing Number
 T20P00
 Status
 Nov 18
 Planning
 Revision
 1B
 C:\Users\Gibson\Documents\Proposed Ground Floor Plan Rev18(2)

Copyright Rolfe Judd Ltd
 The Contractor must check and confirm all dimensions
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 3. This drawing is not to be scaled
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BLOCK KEY



1A	Planning Issue	20/11/18	Date
Rev			

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Cityfields Road, The Oval, London SW8 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client: Fairview New Homes Ltd.
 Project: Chalely Industrial Estate
 Drawing: First Floor Plan - Podium Level
 Scale: 1:500 (A1) 1:1000(A3) Nov 18 Planning
 Job Number: 6083 Drawing Number: T20P01
 Revision: 1A
 © Rolfe Judd 2018

NOTES
 1 The Contractor must check and confirm all dimensions
 2 The Contractor must check and confirm all dimensions
 3 This drawing is not to be scaled
 4 This drawing is not to be used for construction purposes without the written consent of Rolfe Judd and to comply with all applicable Statutory Regulations and to comply with all relevant Codes of Practice and British Standards



1B
 2B
 3B



1A Planning Issue
 20/11/18
 Rev Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London SE18 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client
 Fairview New Homes Ltd.

Project
 Chislehurst Industrial Estate

Drawing
 Second Floor Plan

Scale
 1:500 (A1) 1:1000 (A2) Nov 18 Planning
 Job Number Drawing Number
 6083 T20P02
 Revision
 1A
 © 608317_Rev11/2018/2018

NOTES
 1 The Contractor must check and confirm all dimensions
 2 The Contractor must check and confirm all materials to be
 3 This drawing is not to be scaled
 4 This drawing is not to be used for any other purpose, without
 the written consent of Rolfe Judd Architects, who accept
 no liability for any errors or omissions. This drawing is subject to
 applicable statutory legislation and to conformity with all
 relevant Codes of Practice and British Standards



1B
 2B
 3B



1A Planning Issue
 20/11/18
 Rev Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London SWS1 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client
 Fairview New Homes Ltd.

Project
 Chislehurst Industrial Estate

Drawing
 Third Floor Plan

Scale 1:500(A1) 1:1000(A3)
 Date Nov 18
 Status Planning
 Job Number 6083
 Drawing Number T20P03
 Revision 1A
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NOTES
 1 The Contractor must check and confirm all dimensions
 2 The Contractor must check and confirm all materials to be used
 3 This drawing is not to be scaled
 4 The Contractor must ensure that all work is carried out in accordance with the applicable Statutory Regulations and to comply with all relevant Codes of Practice and British Standards



18
 28
 38



1/A Planning Issue
 20/11/18
 Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London S31B 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client
 Fairview New Homes Ltd.

Project
 Chislehurst Industrial Estate

Drawing
 Fourth Floor Plan

Scale 1:500 (A1) 1:1000(A3)
 Date 20/11/18
 Status Planning
 Job Number 6083
 Drawing Number T20P04
 Revision 1A
 © 608317_Rev11/2018/2018

NOTES
 1 The Contractor must check and confirm all dimensions
 2 All work must be completed and finished by the
 3 Architect before works commence
 4 This drawing is not to be scaled
 5 All work must be completed in accordance with current
 6 applicable Statutory Regulations and to comply with all
 7 relevant Codes of Practice and British Standards



1B
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1A Planning Issue
 20/11/18
 Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London SE18 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client
 Fairview New Homes Ltd.

Project
 Chislehurst Industrial Estate

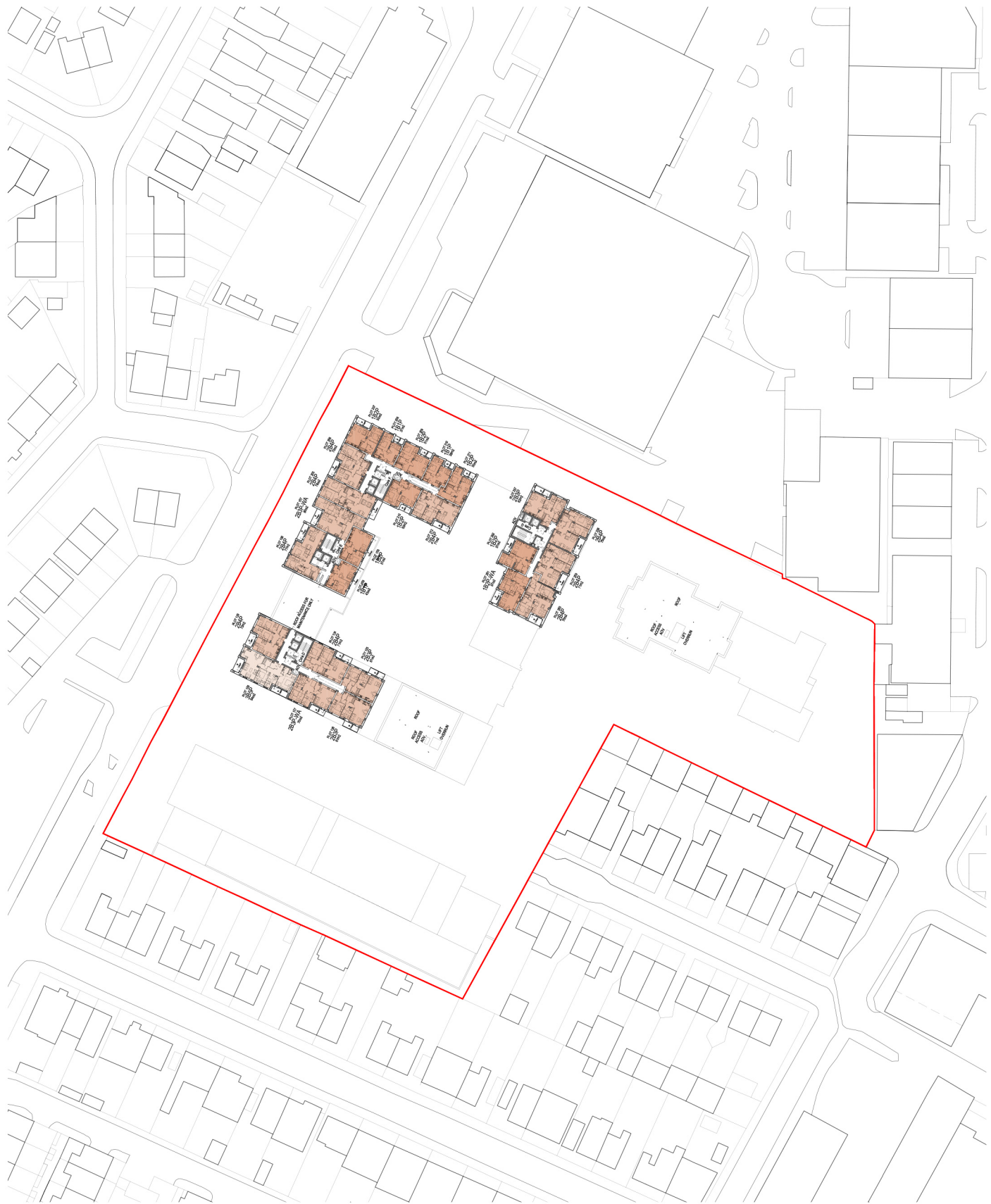
Drawing
 Fifth Floor Plan

Scale
 1:500 (A1) 1:1000(A3)
 Date
 Nov 18
 Status
 Planning
 Job Number
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 Drawing Number
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 Revision
 1A
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Copyright Rolfe Judd Ltd
 The contractor must check and confirm all dimensions
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18
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1/A Planning Issue 20/11/18
 Rev Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London SE18 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client: Fairview New Homes Ltd.

Project: Chislehurst Industrial Estate

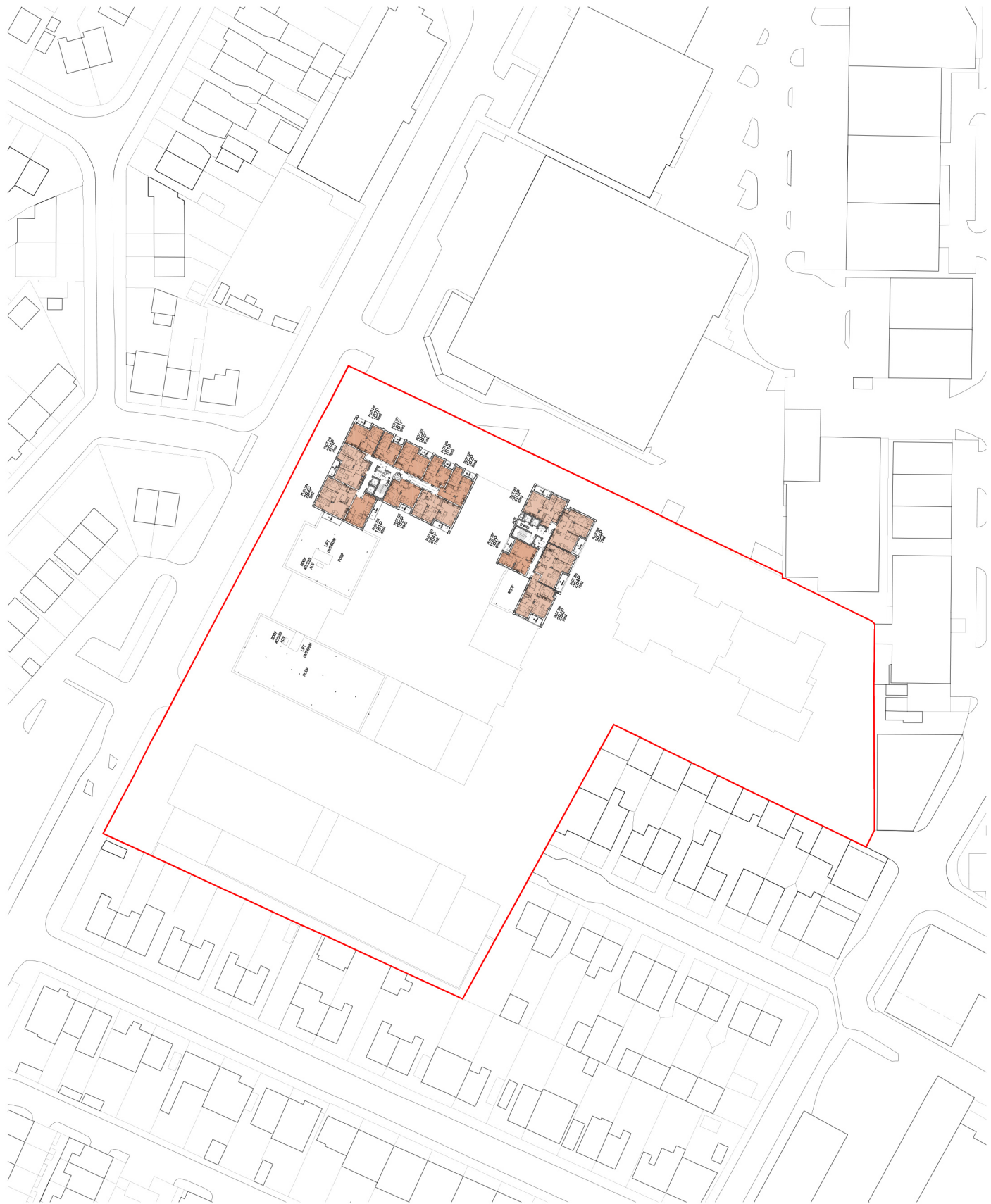
Drawing: Sixth Floor Plan

Scale: 1:500 (A3) T:1000(A3) Date: Nov 18 Status: Planning
 Job Number: 6083 Drawing Number: T20P06
 Revision: 1A
 © 608317_Rev11/2018/2018

NOTES
 1 The Contractor must check and confirm all dimensions
 2 All work must be completed and approved by the
 3 Architect before work commences
 4 This drawing is not to be scaled
 5 All work must be completed in accordance with current
 6 applicable statutory legislation and to comply with all
 7 relevant Codes of Practice and British Standards



1B
 2B
 3B



1A Planning Issue
 20/11/18
 Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London SE18 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client
 Fairview New Homes Ltd.

Project
 Chislehurst Industrial Estate

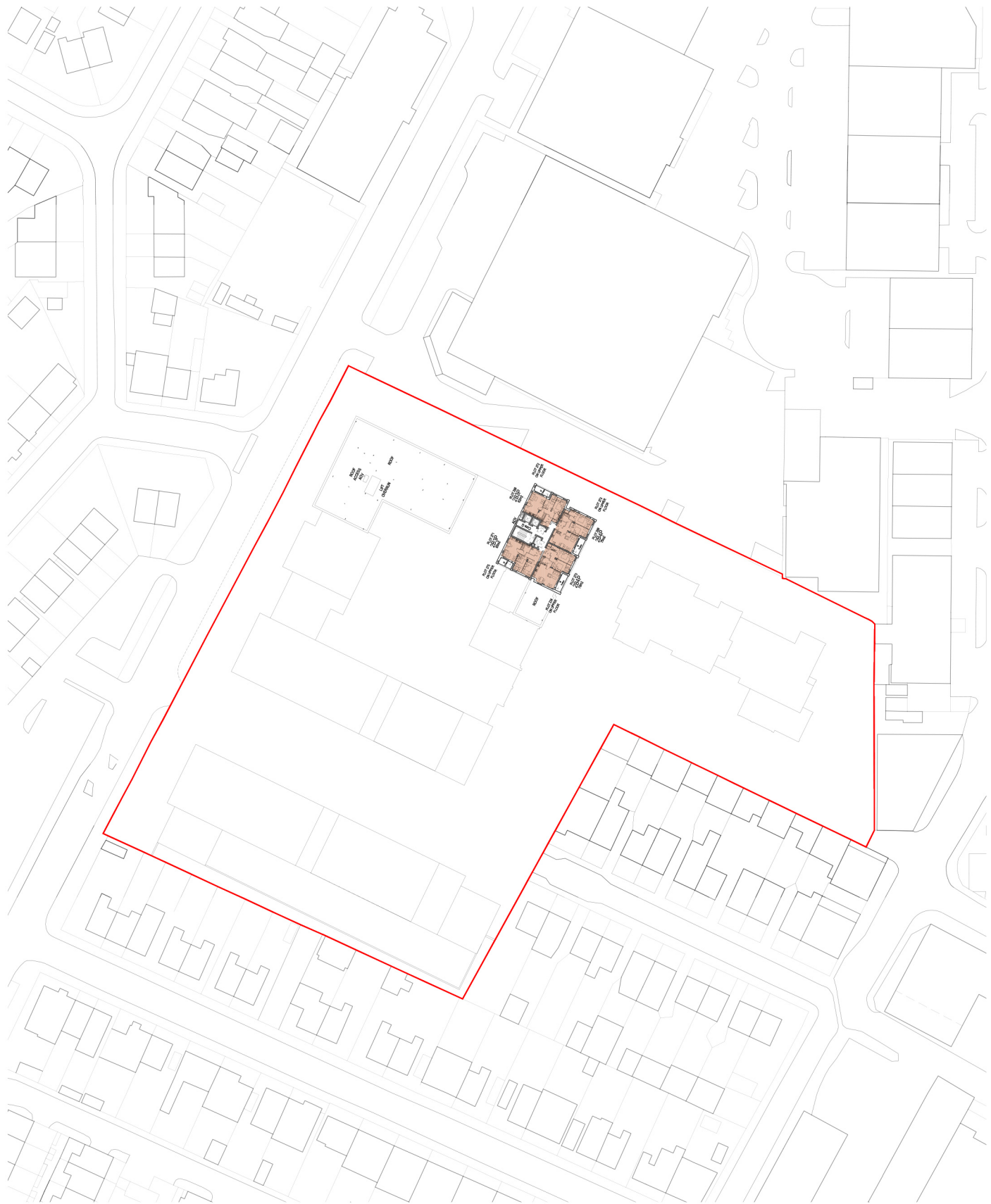
Drawing
 Seventh Floor Plan

Scale 1:500 (A1) 1:1000(A3)
 Date 11 Nov 18
 Status Planning
 Job Number 6083
 Drawing Number T20P07
 Revision 1A
 © 608317_Rev11/18/18/18/18

NOTES:
 1 The contractor must check and confirm all dimensions
 2 All work must be completed and finished by the
 3 This drawing is not to be scaled
 4 This drawing is for information only and does not constitute an offer of any service. It is subject to the applicable statutory legislation and to comply with all relevant Codes of Practice and British Standards



1B
 2B
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1A Planning Issue 20/11/18
 Rev Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London SWS1 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client: Fairview New Homes Ltd.

Project: Chislehurst Industrial Estate

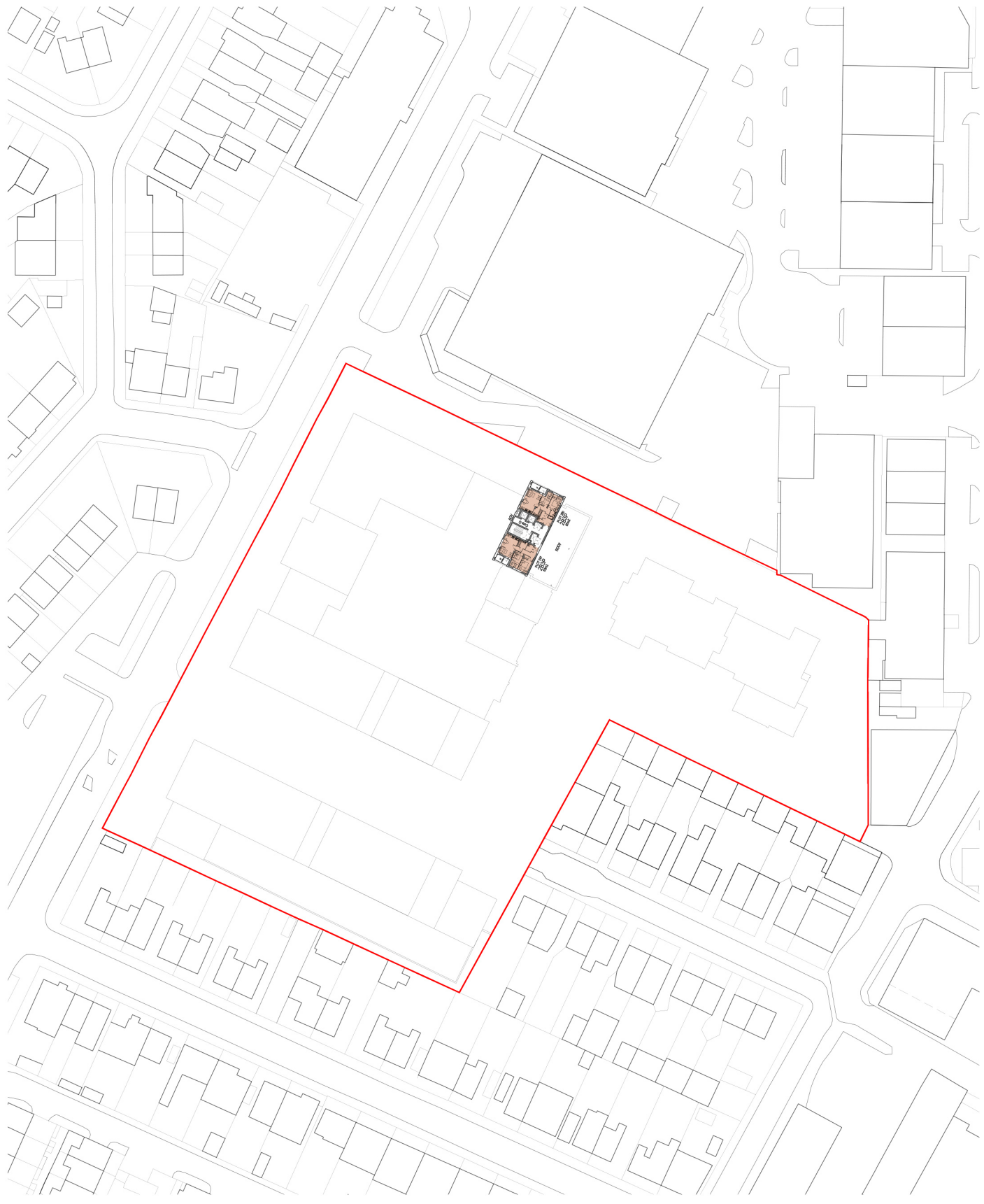
Drawing: Eighth and Ninth Floor Plans

Scale: 1:500 (A1) 1:1000(A3) Date: Nov 18 Status: Planning
 Job Number: 6083 Drawing Number: T20P08
 Revision: 1A
 © 608317_Rev11/2018/2018

NOTES
 1 The Contractor must check and confirm all dimensions
 2 All work must be completed and approved by the
 3 Architect before work commences
 4 This drawing is not to be scaled
 5 The Contractor shall ensure that all work is carried out in
 6 accordance with the applicable statutory regulations and to comply with all
 7 relevant Codes of Practice and British Standards



1B
 2B
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1/A Planning Issue
 20/11/18
 Rev Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London SE18 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client
Fairview New Homes Ltd.

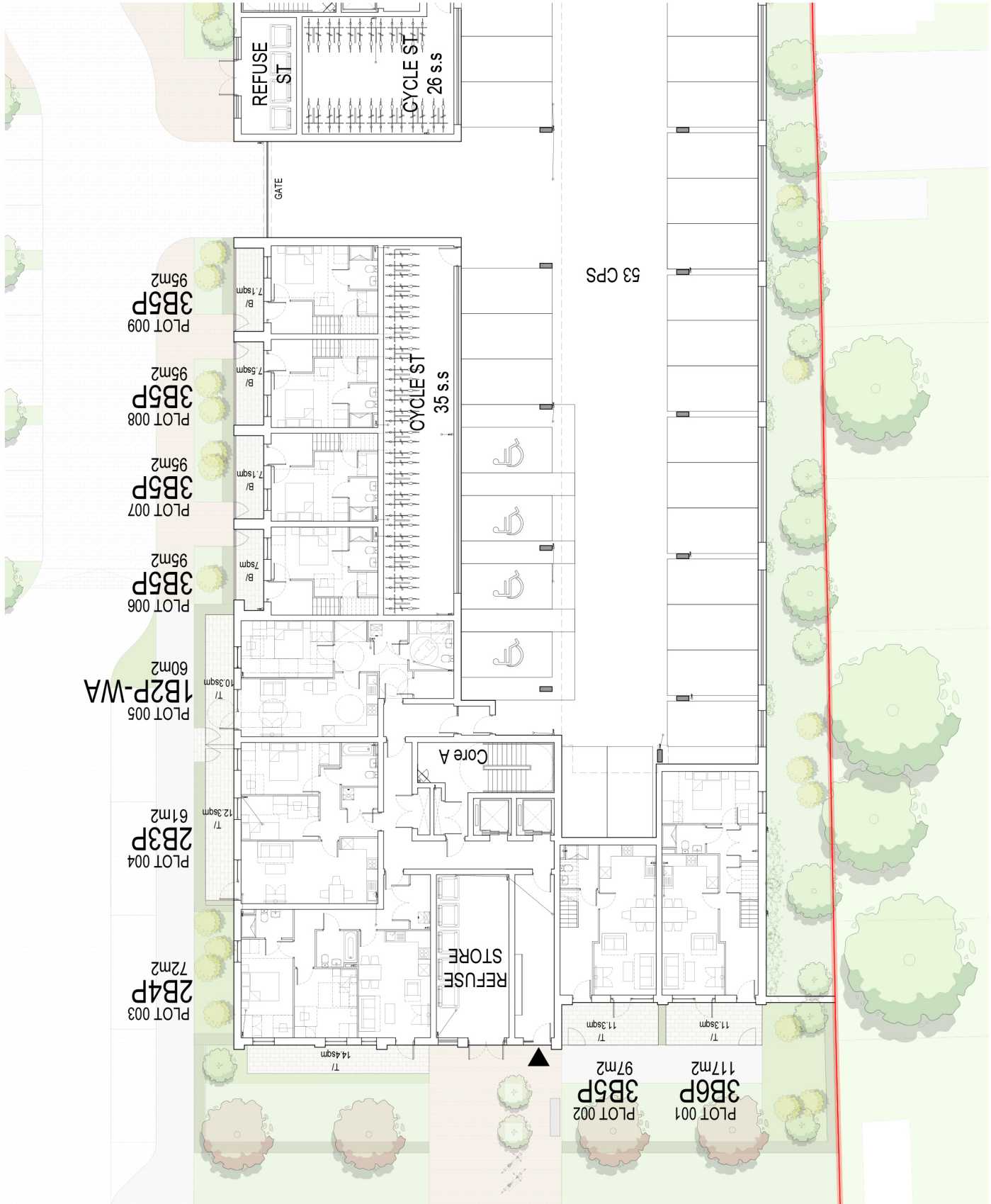
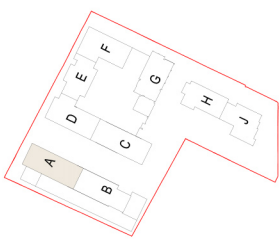
Project
Chislehurst Industrial Estate

Drawing
Tenth Floor Plan

Scale 1:500 (A1) 1:1000 (A3)
 Date 18 Nov 18
 Status Planning
 Job Number 6083
 Drawing Number T20P10
 Revision 1A
 © Rolfe Judd 2018



NOTES:
 1 The contractor must check and confirm all dimensions
 2 The contractor must check the ground level and confirm it is correct
 3 This drawing is not to be scaled
 4 The contractor must ensure that the proposed works comply with all applicable statutory legislation and to comply with all relevant Codes of Practice and British Standards



1/A Planning Issue 20/11/18 Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oast, London SE18 1NZ
 T 020 7556 1500
 www.rolfe-judd.co.uk

Client: Fairview New Homes Ltd.

Project: Chislehurst Industrial Estate

Drawing: Proposed Ground Floor Plan
 Block A

Scale: 1:100 (A1) 1:200 (A3)
 Date: Nov 18
 Status: Planning
 Job Number: 6083
 Drawing Number: TA70P00
 Revision: 1/A
 03/03/21 15:44:23

NOTES:
 1 The Contractor must check and confirm all dimensions
 2 All work must be completed and approved by the
 3 This drawing is not to be scaled
 4 All work must be completed in accordance with the
 applicable Statutory Regulations and to comply with all
 relevant Codes of Practice and British Standards



BLOCK KEY



1/A Planning Issue
 20/11/18
 Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chislehurst Road, The Oval, London SW8 1NZ
 T 020 7556 1500
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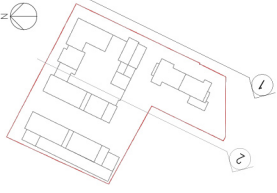
Client:
 Fairview New Homes Ltd.

Project:
 Chislehurst Industrial Estate

Drawing:
 Proposed First Floor Plan
 Block A

Scale: 1:100 (A1) 1:200 (A2) Nov 18
 Status: Planning
 Job Number: 6083
 Drawing Number: TA70P01
 Revision: 1/A
 03/03/21 15:47:23 (2/2/2021)

NOTES:
 1 The Contractor must check and confirm all dimensions before construction commences and is responsible for the accuracy of the information provided.
 2 This drawing is not to be scaled.
 3 All work must be carried out in accordance with the current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards.



- ① Red Brick
- ② Buff Brick
- ③ Grey Brick
- ④ Textured Brick
- ⑤ UPVC Windows/Doors
- ⑥ GFR Cladding
- ⑦ Metal Railings
- ⑧ Metal Louvers
- ⑨ Metal Doors
- ⑩ Metal Clad Canopy

1/A Planning Issue
 20/11/18
 Date

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 Architecture Planning Interiors
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Client:
Fairview New Homes Ltd.
 Project:
Chaley Industrial Estate

Drawing:
Elevation Sheet 1

Scale:
 1:250 (A1) 1:500 (A3)
 Date:
 Nov 18
 Status:
 Planning
 Job Number:
6083 T20E01
 Drawing Number:
1A
 Revision:
 06/03/21, 15/04/2022

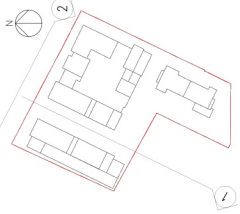


1 Eastern Elevation
 SCALE: 1:250 (A1) 1:500 (A3)



2 Eastern Sectional Elevation Through Main Podium
 SCALE: 1:250 (A1) 1:500 (A3)

NOTES:
 1 The Contractor must check and confirm all dimensions and materials before construction and approved by the Architect before work commences.
 2 This drawing is not to be scaled.
 3 All work shall be carried out in accordance with current applicable statutory legislation and to comply with all relevant Codes of Practice and British Standards.



- ④ Red Brick
- ⑤ Buff Brick
- ⑥ Grey Brick
- ⑦ Textured Brick
- ⑧ UPVC Windows/Doors
- ⑨ GFR Coping
- ⑩ Metal Railings
- ⑪ Metal Louvers
- ⑫ Metal Doors
- ⑬ Metal Clad Canopy
- ⑭ Metal Gates to podium parking
- ⑮ Steps to podium level amenity

1/A Planning Issue
 20/11/18 Date

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Client
Fairview New Homes Ltd.
 Project
Challey Industrial Estate

Drawing
Elevation Sheet 2

Scale
 1:250 (A1) 1:500 (A3)
 Date
 Nov 18
 Status
 Planning
 Job Number
6083
 Drawing Number
T20E02
 Revision
1/A
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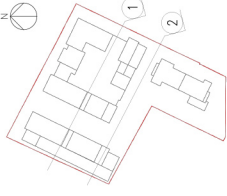


1 Eastern Elevation Chalfont Road
 SCALE 1:250 (A1) 1:500 (A3)



2 Northern Elevation Pump Lane
 SCALE 1:250 (A1) 1:500 (A3)

NOTES:
 1 The Contractor must check and confirm all dimensions before construction.
 2 All work must be completed and approved by the Architect before work commences.
 3 This drawing is not to be scaled.
 4 All work must be completed in accordance with current applicable statutory legislation and to comply with all relevant Codes of Practice and British Standards.



- ④ Red Brick
- ⑤ Buff Brick
- ⑥ Grey Brick
- ⑦ Textured Brick
- ⑧ UPVC Windows/Doors
- ⑨ GFR Coping
- ⑩ Metal Railings
- ⑪ Metal Louvers
- ⑫ Metal Doors
- ⑬ Metal Clad Canopy
- ⑭ Metal Gates to podium parking
- ⑮ Steps to podium level amenity

1/A Planning Issue 20/11/18 Date
 Rev

Rolfe Judd
 Architecture Planning Interiors
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 T 020 7556 1500
 www.rolfe-judd.co.uk

Client
Fairview New Homes Ltd.

Project
Chaley Industrial Estate

Drawing
Elevation Sheet 3

Scale 1:250 (A1) 1:500 (A3) Date 18 Nov 18 Status **Planning**
 Job Number 6083 Drawing Number **T20E03** Revision **1/A**
 © Rolfe Judd 2018



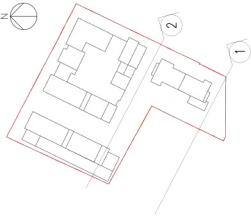
1 Northern Sectional Elevation Through Main Podium
 SCALE 1:250 (A1) 1:500 (A3)



2 Northern Sectional Elevation Through Linear Park
 SCALE 1:250 (A1) 1:500 (A3)

150m
 5
 4
 3
 2
 1

NOTES:
 1 The Contractor must check and confirm all dimensions
 2 The Contractor must check the drawings and materials for the
 3 This drawing is not to be scaled
 4 All work must comply with applicable statutory legislation and the company with all relevant Codes of Practice and British Standards



- ① Red Brick
- ② Buff Brick
- ③ Grey Brick
- ④ Textured Brick
- ⑤ UPVC Windows/Doors
- ⑥ GRP Coping
- ⑦ Metal Railings
- ⑧ Metal Louvers
- ⑨ Metal Doors
- ⑩ Metal Clad Canopy
- ⑪ Metal Gates to podium parking
- ⑫ Steps to podium level amenity

1/A Planning Issue
 20/11/18
 Date

Rolife Judd
 Architecture Planning Interiors
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Client
Fairview New Homes Ltd.

Project
Chateley Industrial Estate

Drawing
Elevation Sheet 4

Scale
 1:250 (A1) 1:500 (A3)
 Date
 Nov 18
 Status
 Planning
 Job Number
6083
 Drawing Number
T20E04
 Revision
1A
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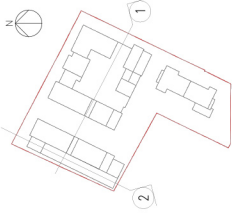


1 Southern Elevation
 SCALE: 1:250 (A1) 1:500 (A3)



2 Southern Sectional Elevation Through Linear Park
 SCALE: 1:250 (A1) 1:500 (A3)

NOTES:
 1 The Contractor must check and confirm all dimensions
 2 The Contractor must check and confirm all materials for the
 3 This drawing is not to be scaled
 4 All work must comply with the applicable Building Regulations and the Company with all relevant Codes of Practice and British Standards



- ① Red Brick
- ② Buff Brick
- ③ Grey Brick
- ④ Textured Brick
- ⑤ UPVC Windows/Doors
- ⑥ GFR Coping
- ⑦ Metal Railings
- ⑧ Metal Louvers
- ⑨ Metal Doors
- ⑩ Metal Clad Canopy
- ⑪ Metal Gates to podium parking
- ⑫ Steps to podium level amenity

1/A Planning Issue
 20/11/18
 Date

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 www.rolfe-judd.co.uk

Client
Fairview New Homes Ltd.

Project
Chailey Industrial Estate

Drawing
Elevation Sheet 5

Scale
 1:250 (A1) 1:500 (A3)
 Date
 Nov 18
 Status
 Planning
 Job Number
6083 T20E05
 Drawing Number
1/A
 Revision
 0.000001_Sheet120E0505

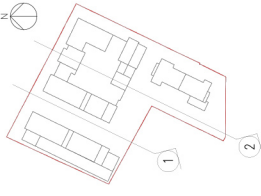


1 Southern Sectional Elevation Through Main Podium
 SCALE: 1:250 (A1) 1:500 (A3)



2 Western Elevation
 SCALE: 1:250 (A1) 1:500 (A3)

NOTES:
 1 The Contractor must check and confirm all dimensions before construction.
 2 The Contractor must check and confirm all materials for the finished building before work commences.
 3 This drawing is not to be scaled.
 4 All work shall be in accordance with the current applicable statutory legislation and to comply with all relevant Codes of Practice and British Standards.



- ① Red Brick
- ② Buff Brick
- ③ Grey Brick
- ④ Textured Brick
- ⑤ UPVC Windows/Doors
- ⑥ GRP Coping
- ⑦ Metal Railings
- ⑧ Metal Louvers
- ⑨ Metal Doors
- ⑩ Metal Clad Canopy
- ⑪ Metal Gates to podium parking
- ⑫ Steps to podium level amenity

1/A Planning Issue
 20/11/18
 Date

Rolfe Judd
 Architecture Planning Interiors
 Old Church Court, Chalfonts Road, The Oads, London SN8 1NZ
 T 030 3556 1500
 www.rolfe-judd.co.uk

Client:
Fairview New Homes Ltd.

Project:
Chalfont Industrial Estate

Drawing:
Elevation Sheet 6

Scale: 1:250 (A1) 1:500 (A3)
 Date: Nov 18
 Status: Planning
 Job Number: 6083
 Drawing Number: T20E06
 Revision: 1/A
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1 Western Elevation Chalfont Road
 SCALE: 1:250 (A1) 1:500 (A3)



2 Western Sectional Elevation Through Podium
 SCALE: 1:250 (A1) 1:500 (A3)

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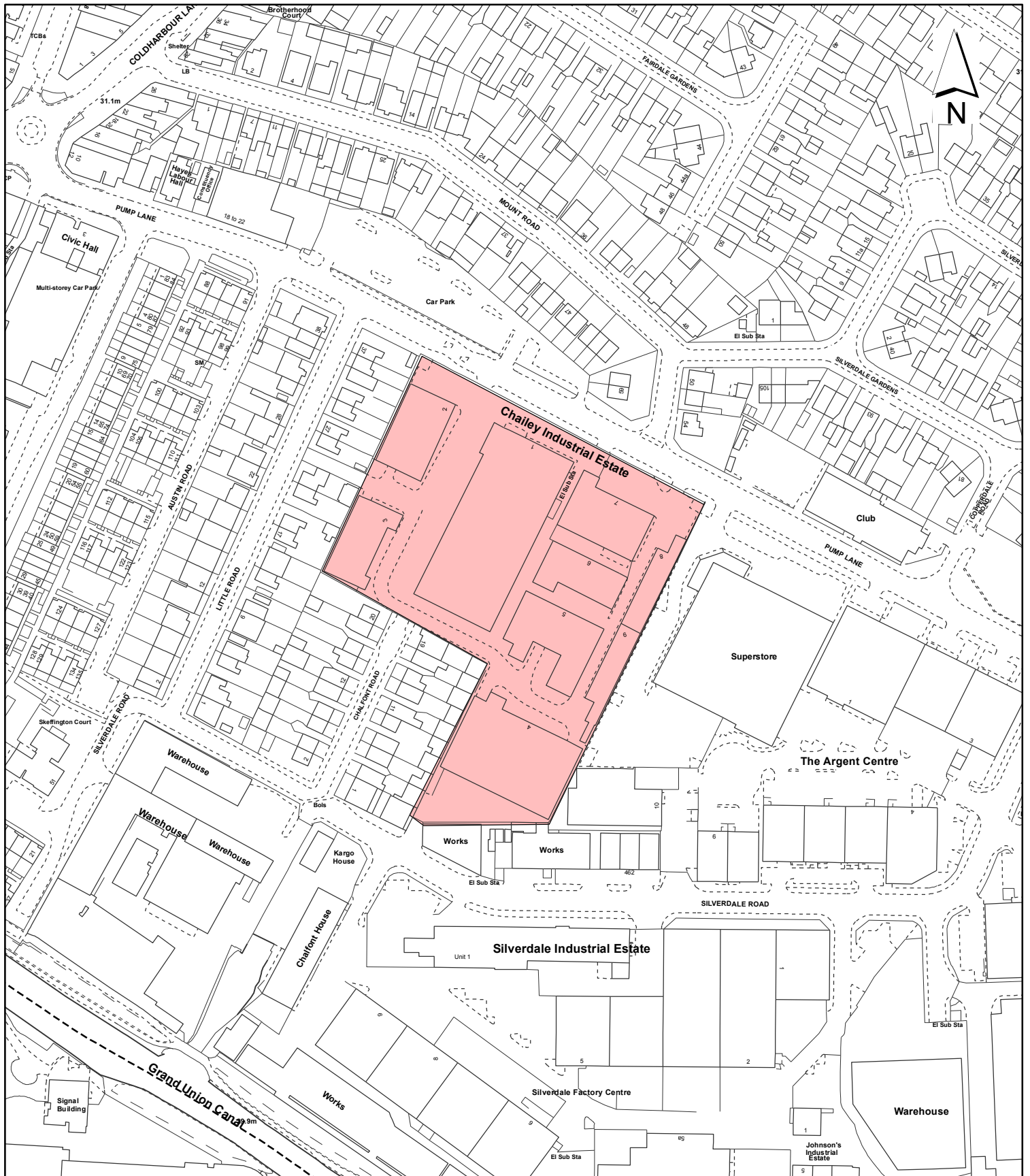


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- LEGEND**
- Site Boundary
 - HARD ELEMENTS**
 - P15 - Paving Type 1 - Concrete Block Paving
 - P16 - Paving Type 2 - Concrete Block Paving
 - P17 - Gravel Type 1 - Gravel Paving
 - P18 - Gravel Type 2 - Gravel Paving
 - P19 - Gravel Type 3 - Gravel Paving
 - P20 - Gravel Type 4 - Gravel Paving
 - P21 - Gravel Type 5 - Gravel Paving
 - P22 - Gravel Type 6 - Gravel Paving
 - P23 - Gravel Type 7 - Gravel Paving
 - P24 - Gravel Type 8 - Gravel Paving
 - P25 - Gravel Type 9 - Gravel Paving
 - P26 - Gravel Type 10 - Gravel Paving
 - P27 - Gravel Type 11 - Gravel Paving
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 - P41 - Gravel Type 25 - Gravel Paving
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 - P116 - Gravel Type 100 - Gravel Paving
 - SOFT ELEMENTS**
 - S1 - Soft Element 1
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 - S97 - Soft Element 97
 - S98 - Soft Element 98
 - S99 - Soft Element 99
 - S100 - Soft Element 100



Notes:

 Site boundary

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Site Address:

**Chailey Industrial Estate
 Pump Lane
 Hayes**

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

Planning Application Ref:
2102/APP/2018/4231

Scale:
1:2,250

Planning Committee:
Major Page 318

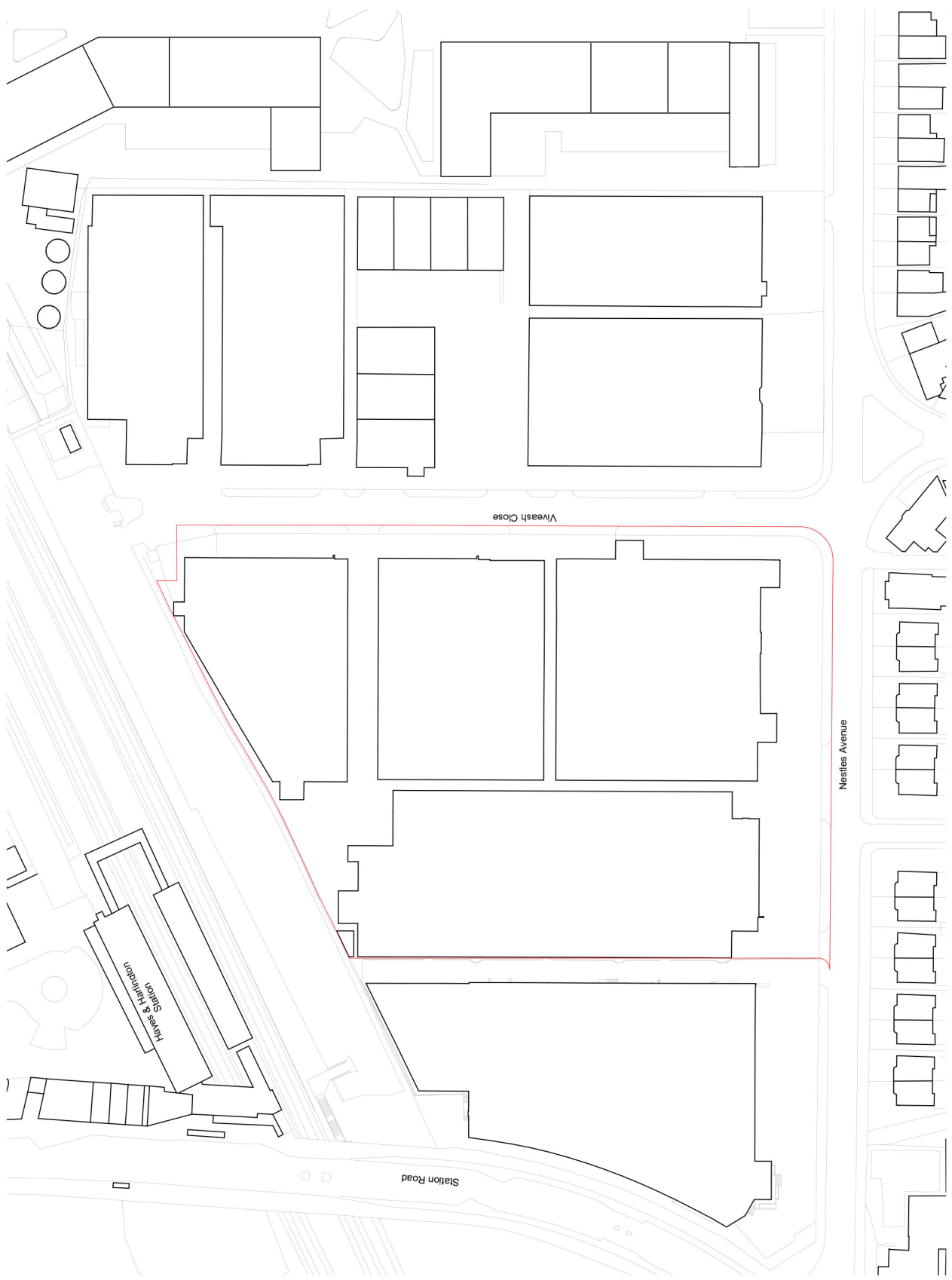
Date:
April 2019

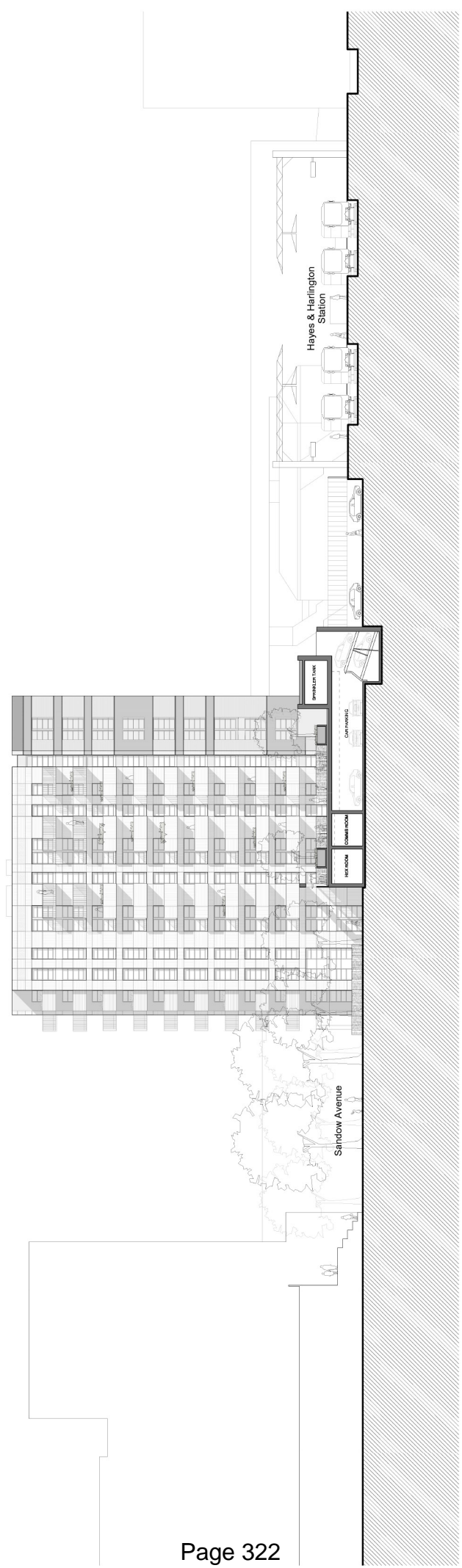


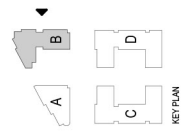
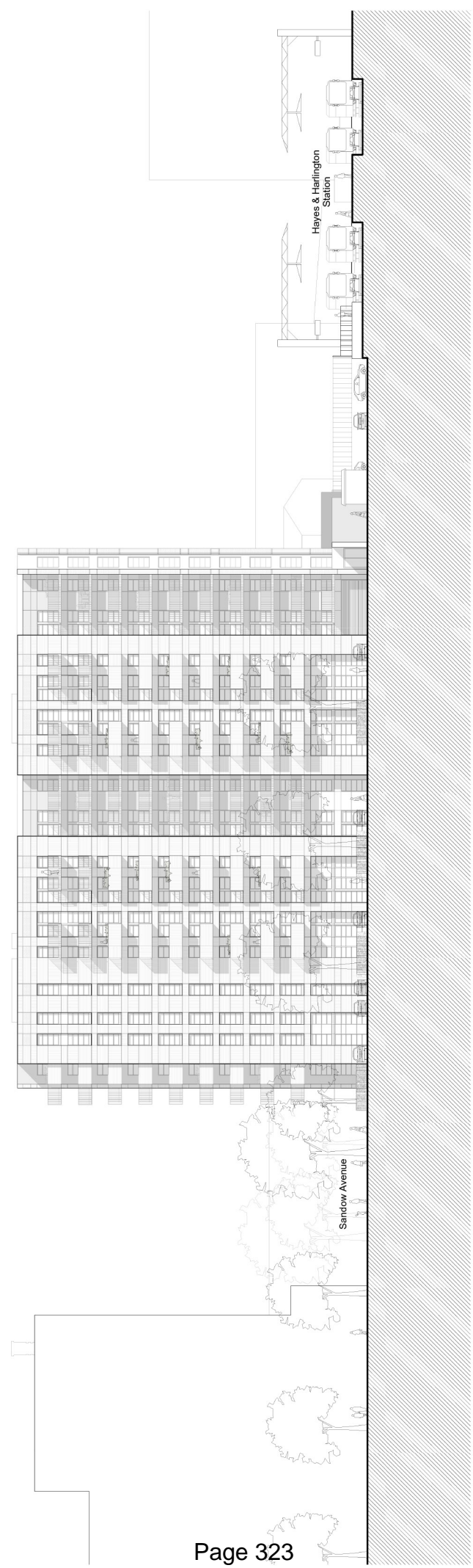
Report of the Head of Planning, Transportation and Regeneration

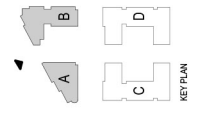
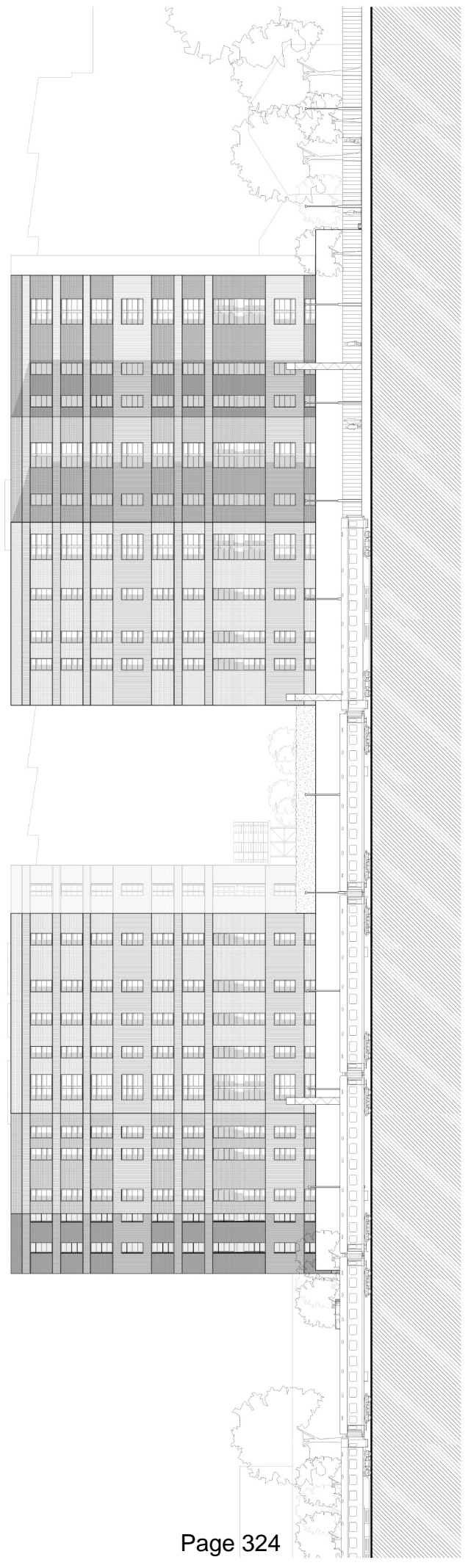
- Address** LAND AT 3, 233-236 NESTLES AVENUE HAYES
- Development:** Demolition of existing buildings, site clearance and redevelopment to provide a mixed use scheme, including 457 residential units, 264 sqm (GEA) A1 retail use, 229 sqm (GEA) A3 cafe use and 2,273 sqm (GEA) B1 office, together with 237 car parking spaces and 1,070 cycle parking spaces, hard and soft landscaping, refuse and recycling facilities, and public and private amenity space.
- LBH Ref Nos:** 73238/APP/2018/1145

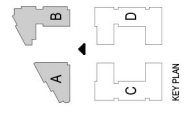
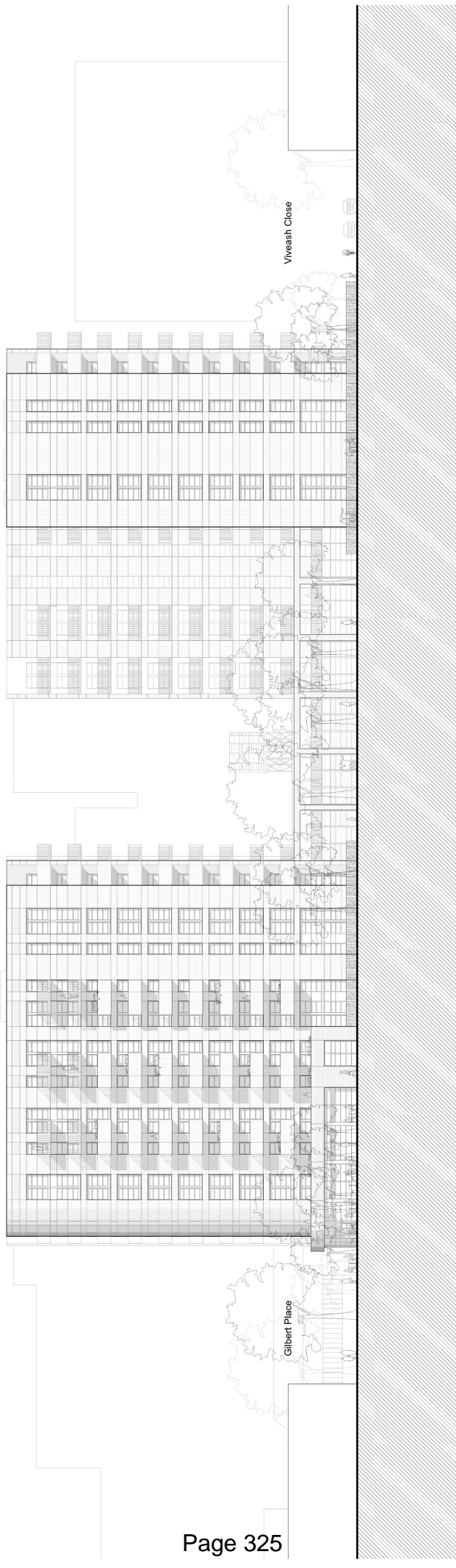


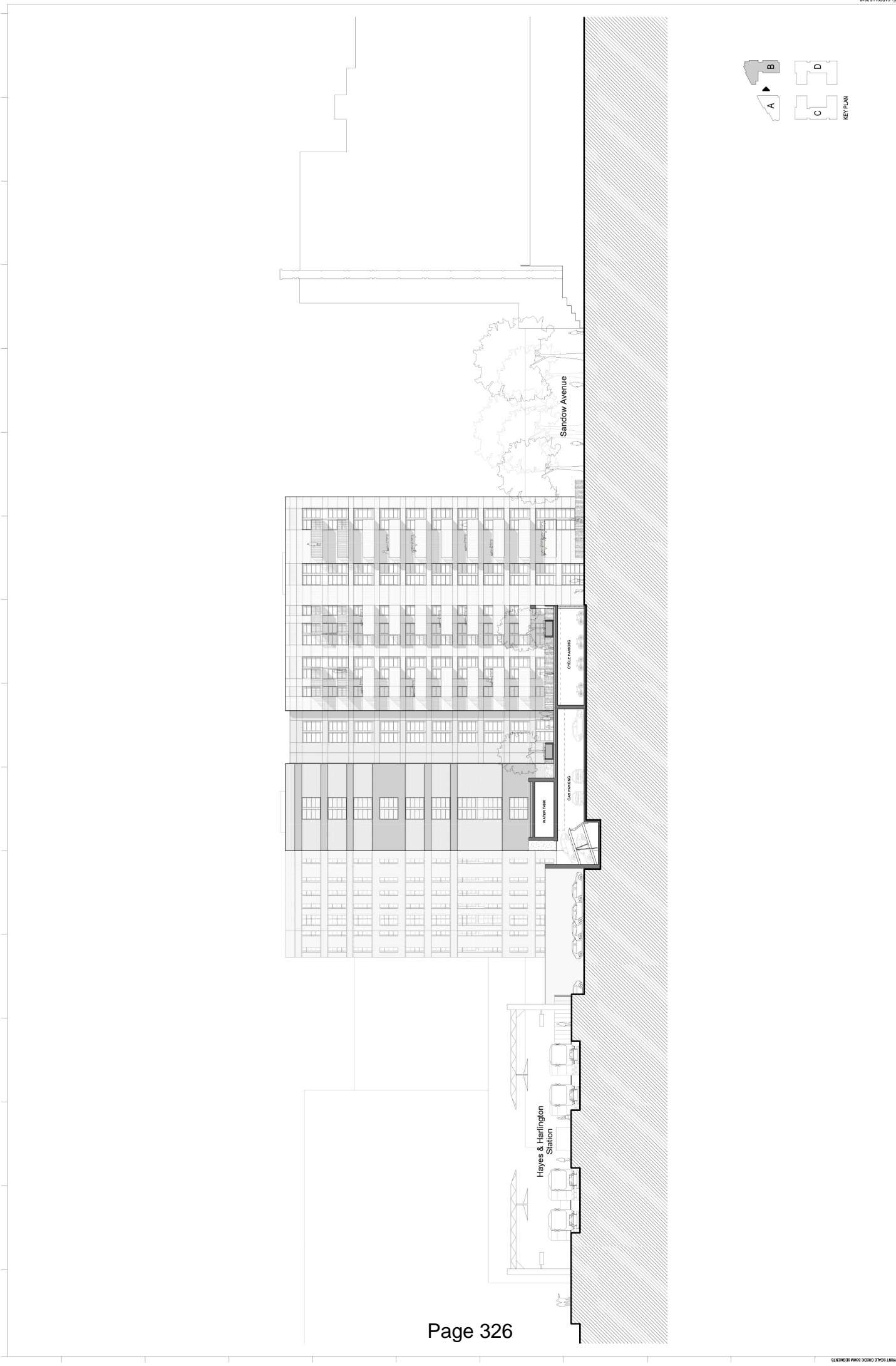


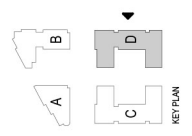
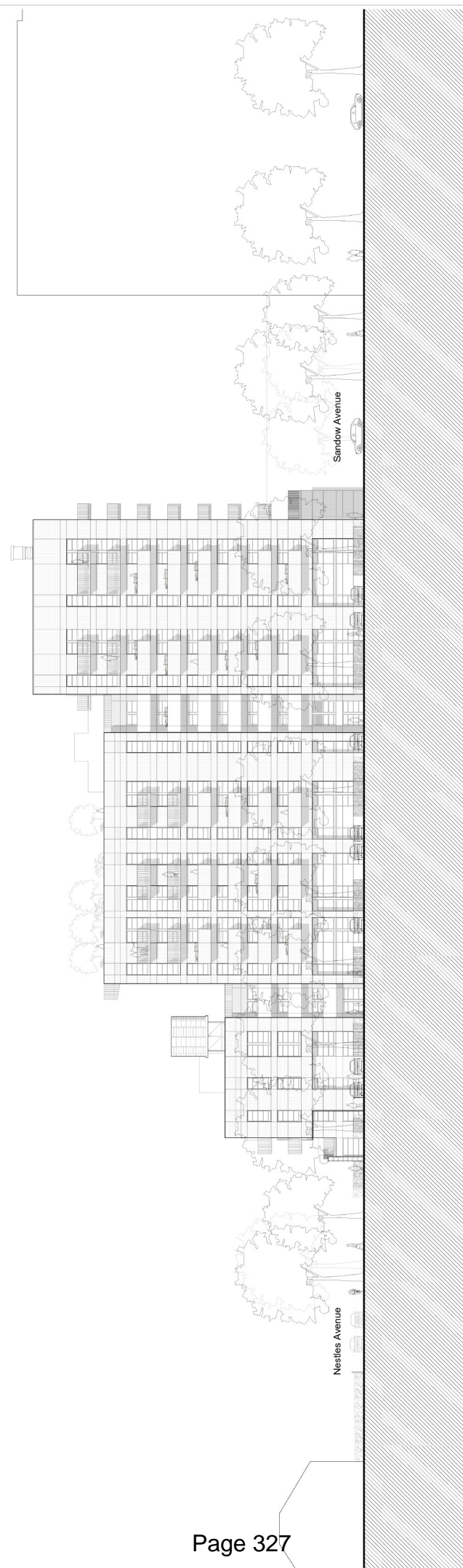


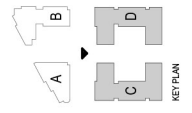


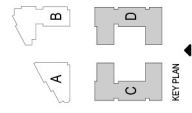
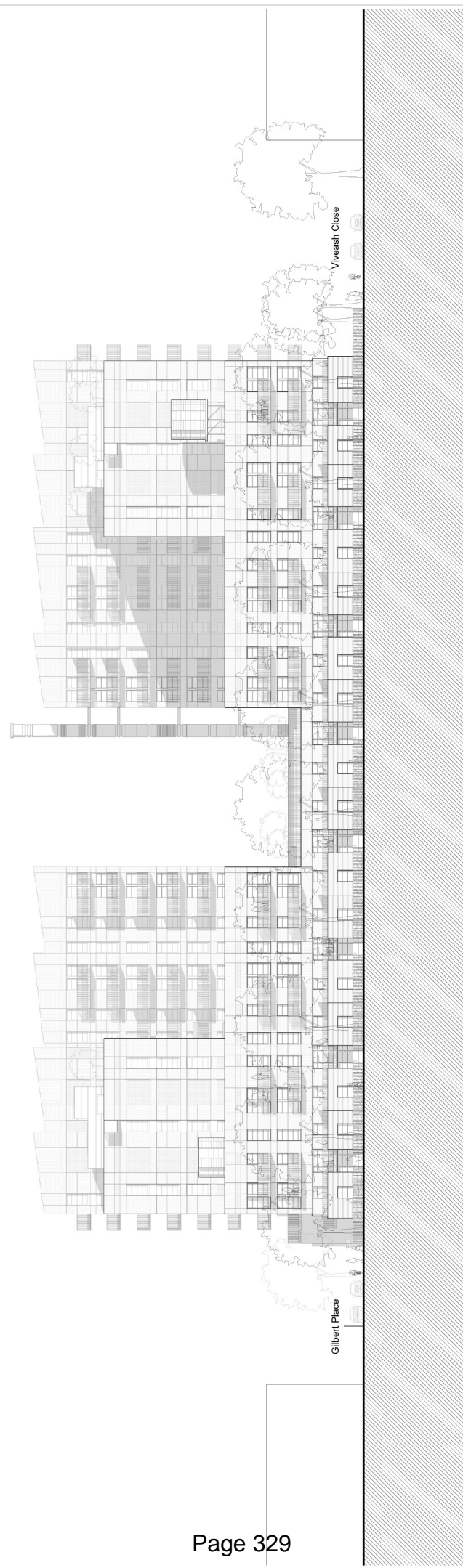


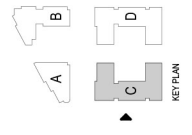


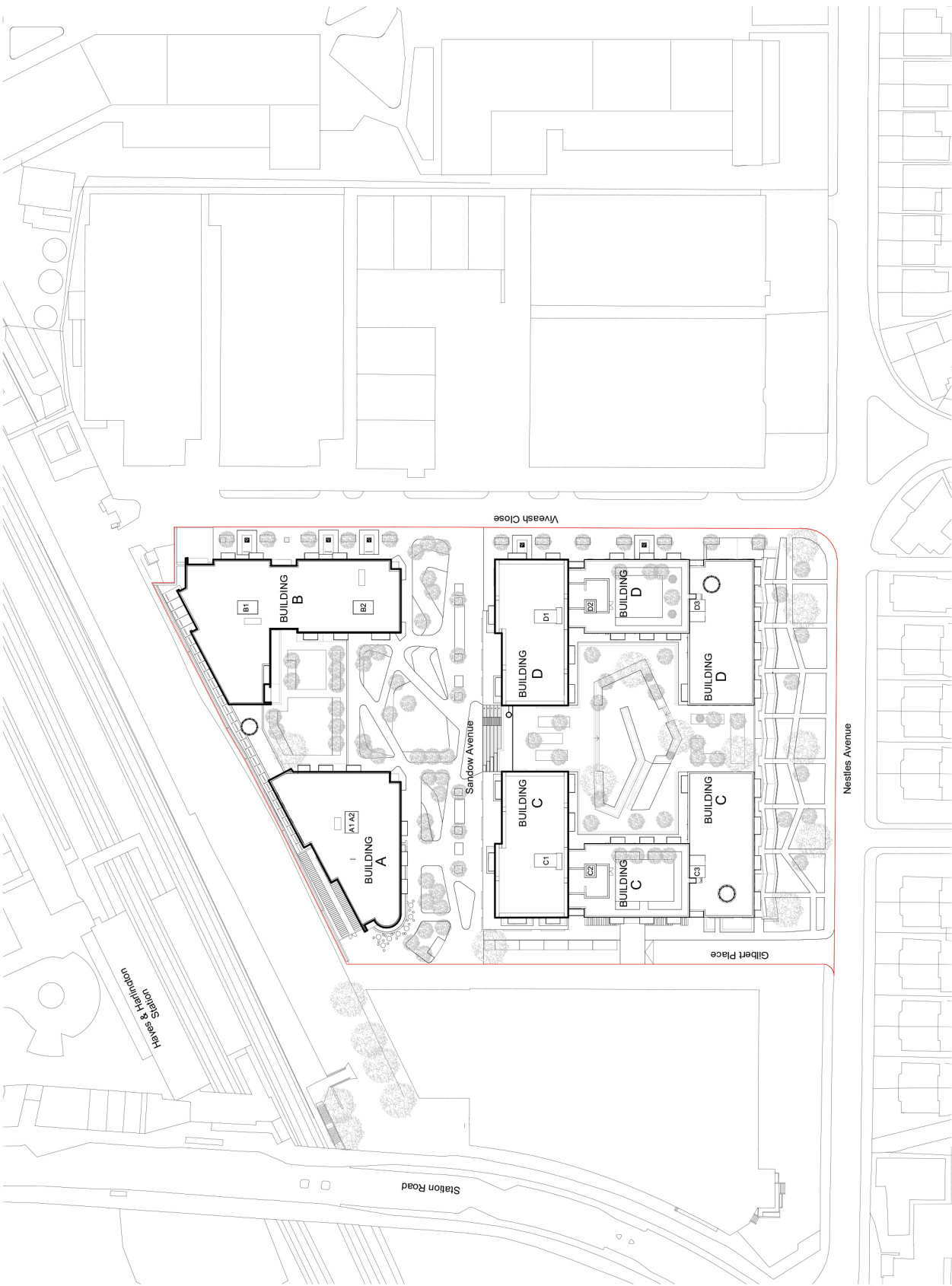












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 All dimensions are to be checked on site.
 Area measurements for indicative purposes only.

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Client
Bucceuch Property

LEGEND
 SITE BOUNDARY
 KEY
 REFLECTED PLANTINGS
 18.12.2018
 21.03.2018
 01.03.2018
 01.03.2018

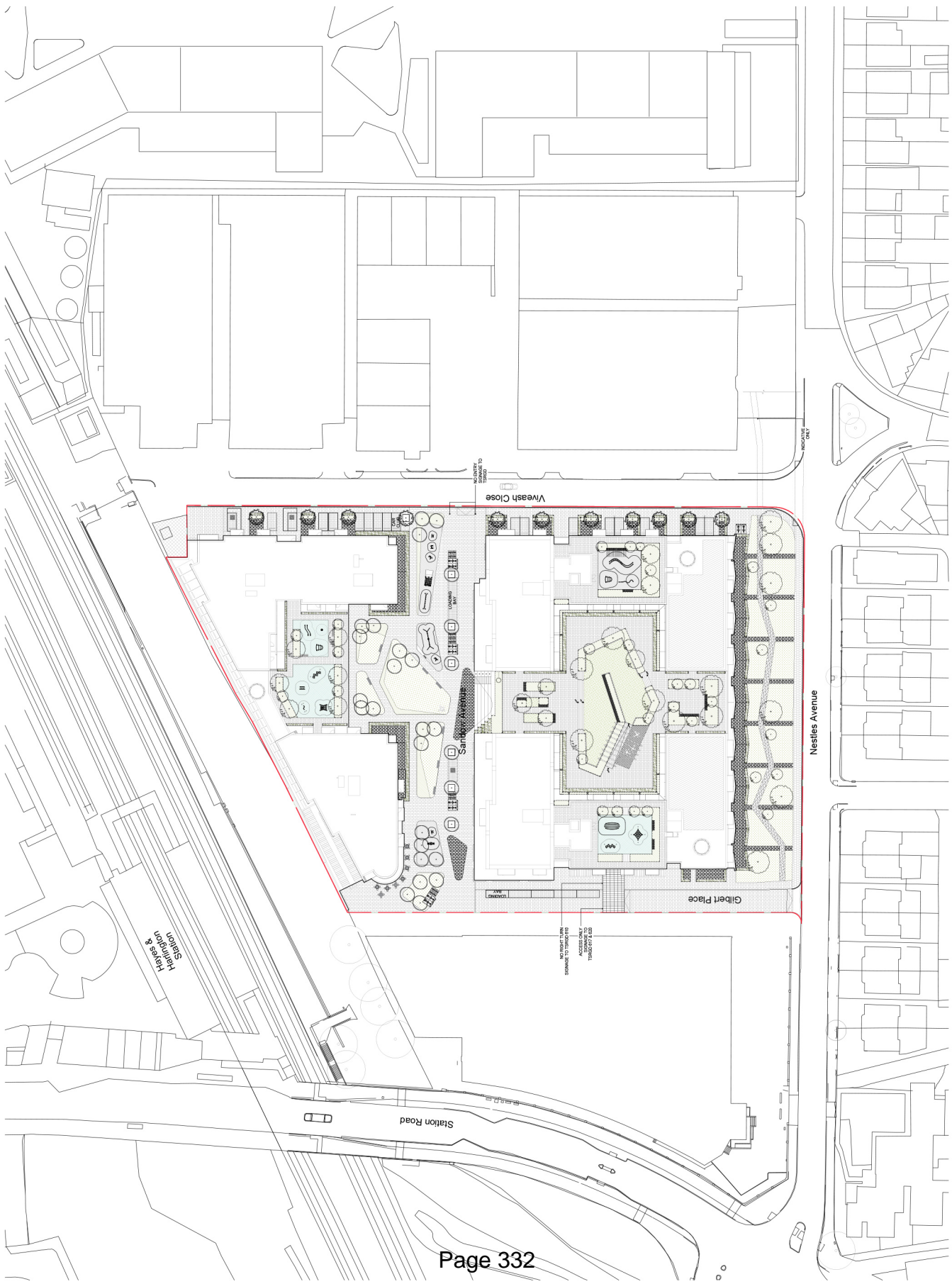
Rev	Description	Date
D	Planning amendment	18.12.2018
C	Planning	21.03.2018
B	Information	01.03.2018
A	Information	01.03.2018

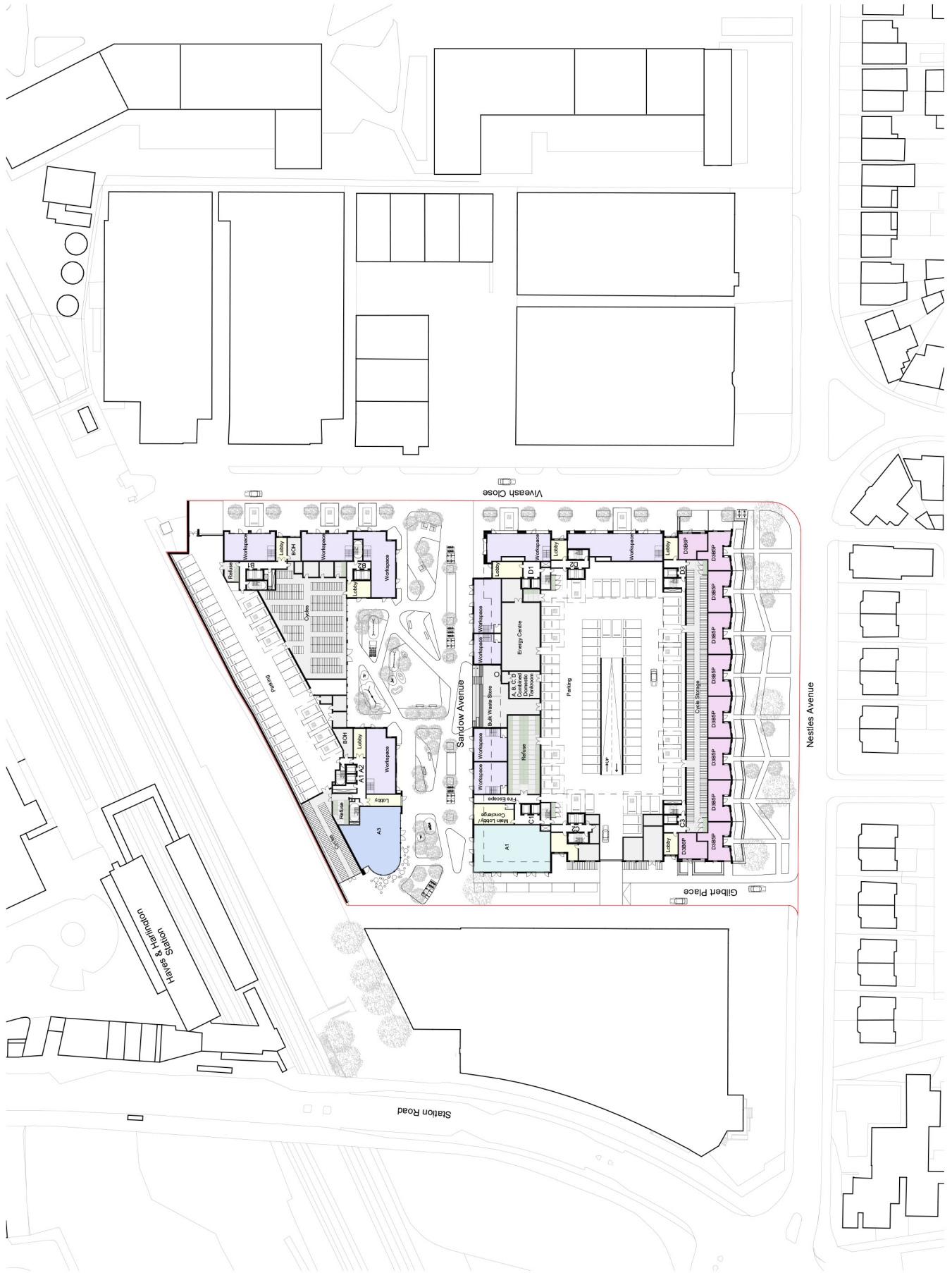
EXTERIOR ARCHITECTURE
 LONDON: Studio 15, Hewlett House, Havelock Terrace,
 London, SW8 4AS
 MANCHESTER: Studio 537, The Royal Exchange, St Ann's
 Square, Manchester, M2 7DH
 E-Mail: office@exteriorarchitecture.com
 Web: www.exteriorarchitecture.com

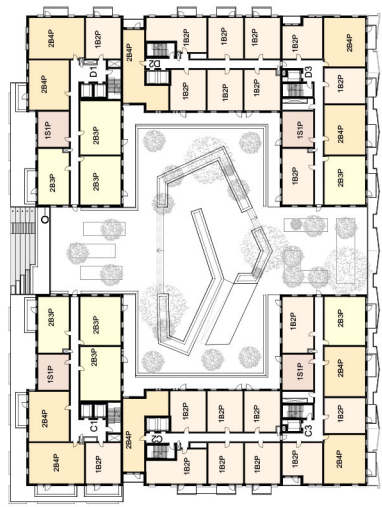
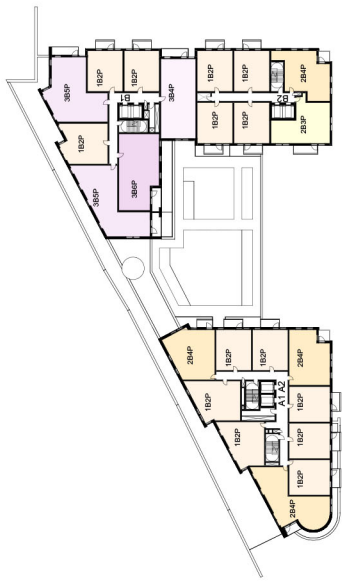
Project title
233-236 NESTLES AVENUE

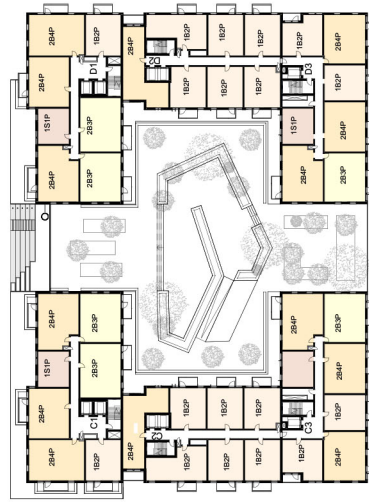
Drawing title
ROOF PLAN

Issued By London
 Scale 500 @ A1
 Date 23.02.2018
 Approved Approved SKM
 Drawing number EXA_1734_P_120
 Revision D







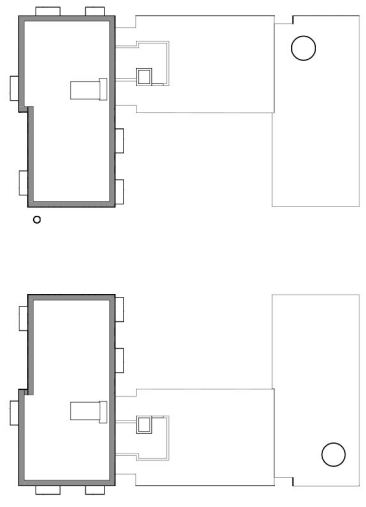


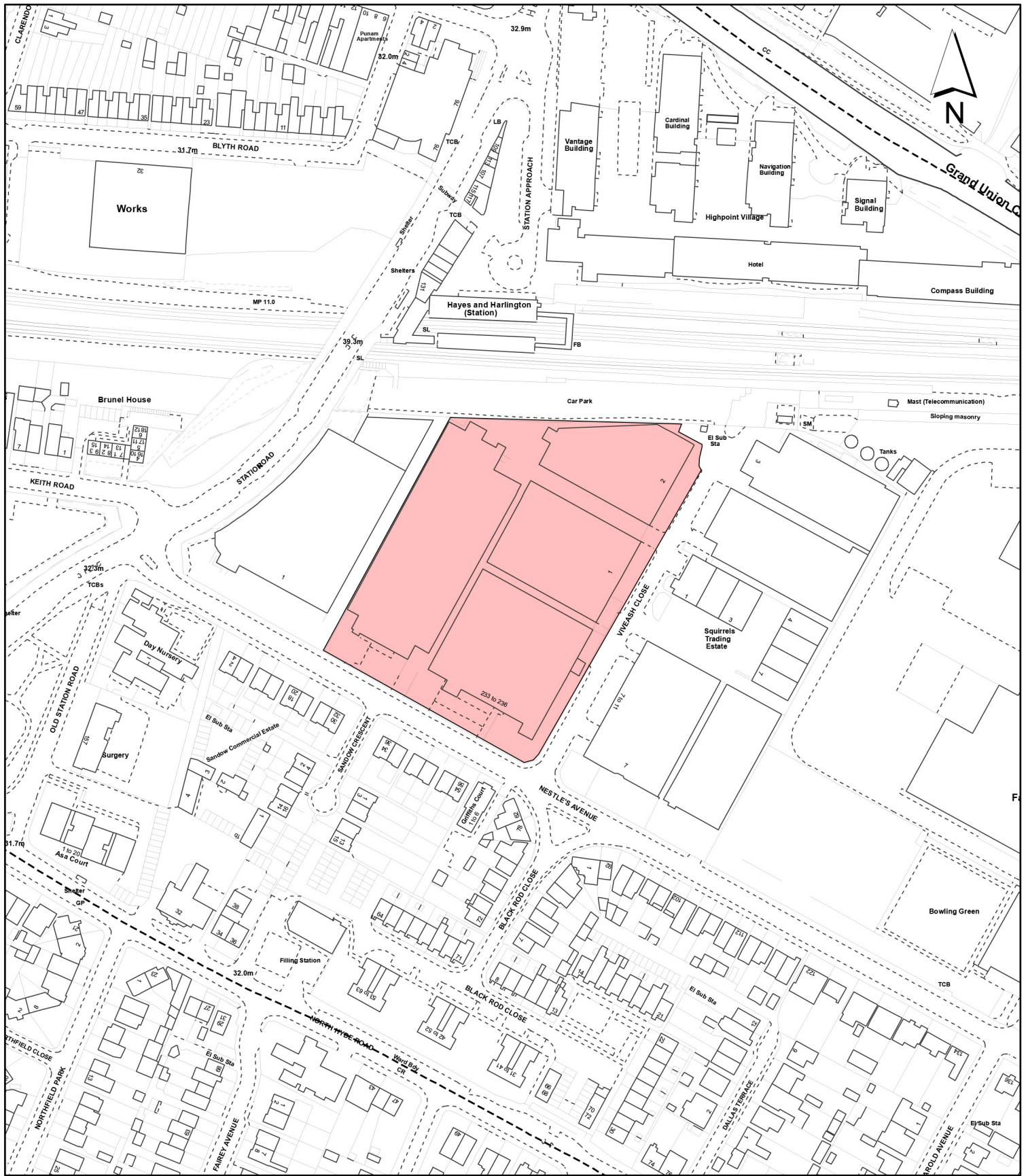
3, 233-236 Nestles Avenue
 Proposed - Sitewide Third Floor - Level 03 Plan
 December 2018











Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Land at 3, 233-236 Nestles Avenue
 Hayes**

Planning Application Ref:

73238/APP/2018/1145

Planning Committee:

Major Page 341

Scale:

1:2,250

Date:

April 2019

**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

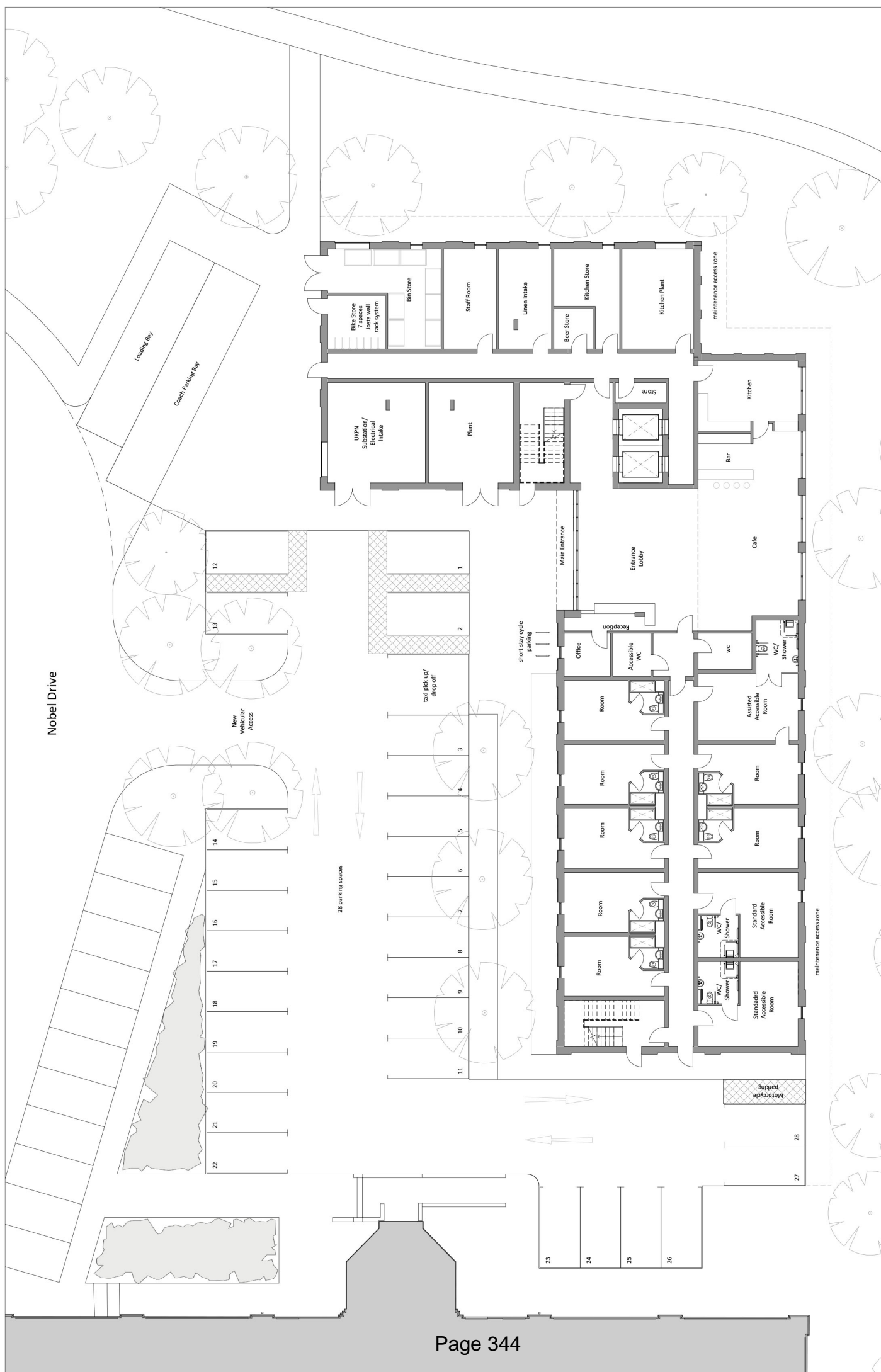
Address LAND AT STATUS PARK NOBEL DRIVE HARLINGTON

Development: Redevelopment of the existing car park to provide a 6-storey building comprising 140 room hotel (Use Class C1) including the reconfiguring of car parking spaces across the site, associated access, car parking and hard and soft landscaping (Re-consultation)

LBH Ref Nos: 74423/APP/2018/4437

Date Plans Received: 19/12/2018 **Date(s) of Amendment(s):** 21/12/2018
Date Application Valid: 19/12/2018 19/12/2018

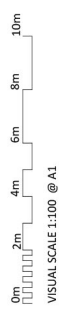
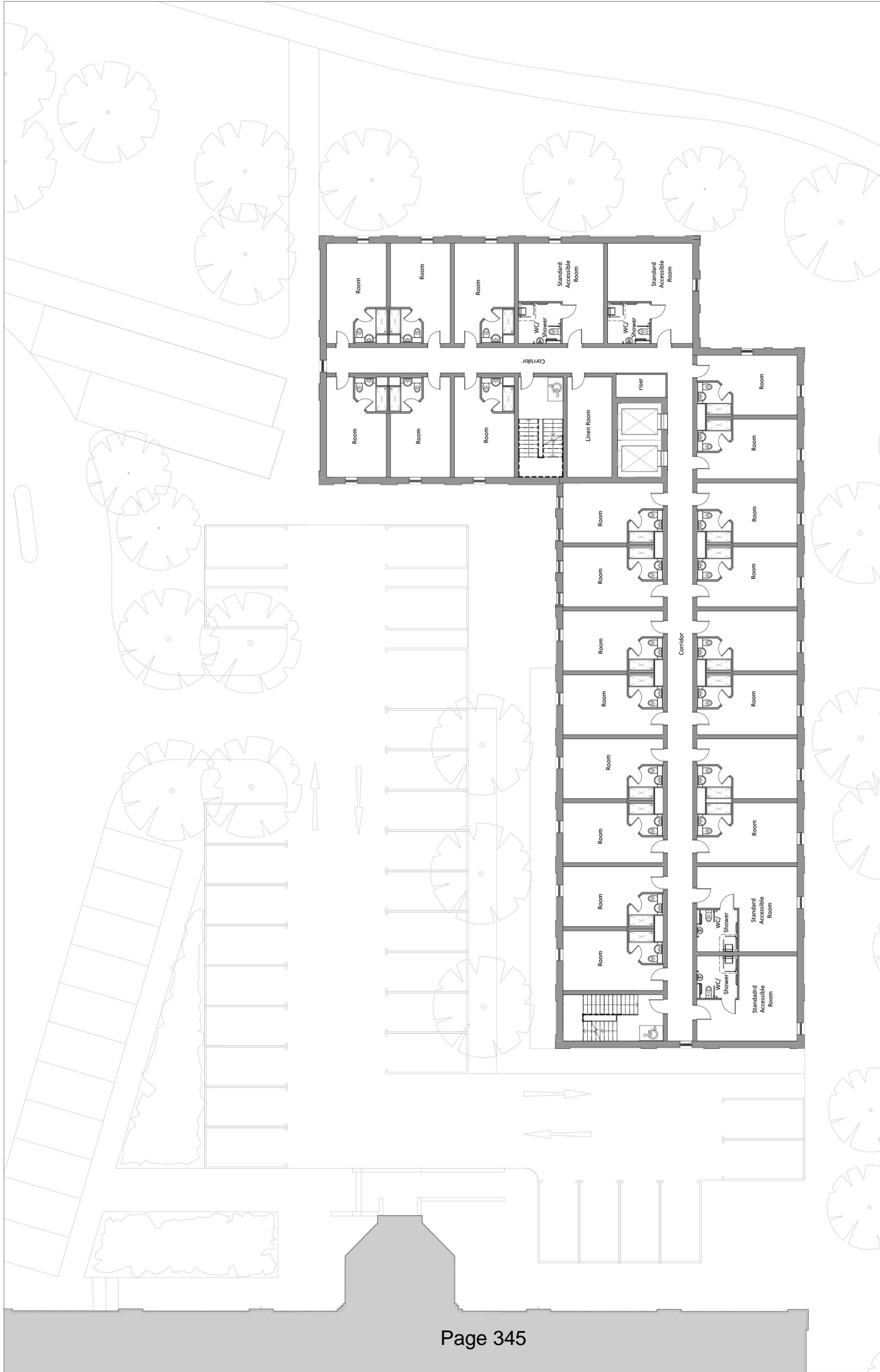




0m 2m 4m 6m 8m 10m
VISUAL SCALE 1:100 @ A1

Rev	Revised	By	Auth
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2	02/11/2018	MM	DM
3	02/11/2018	MM	DM
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26	02/11/2018	MM	DM
27	02/11/2018	MM	DM
28	02/11/2018	MM	DM

NOTES
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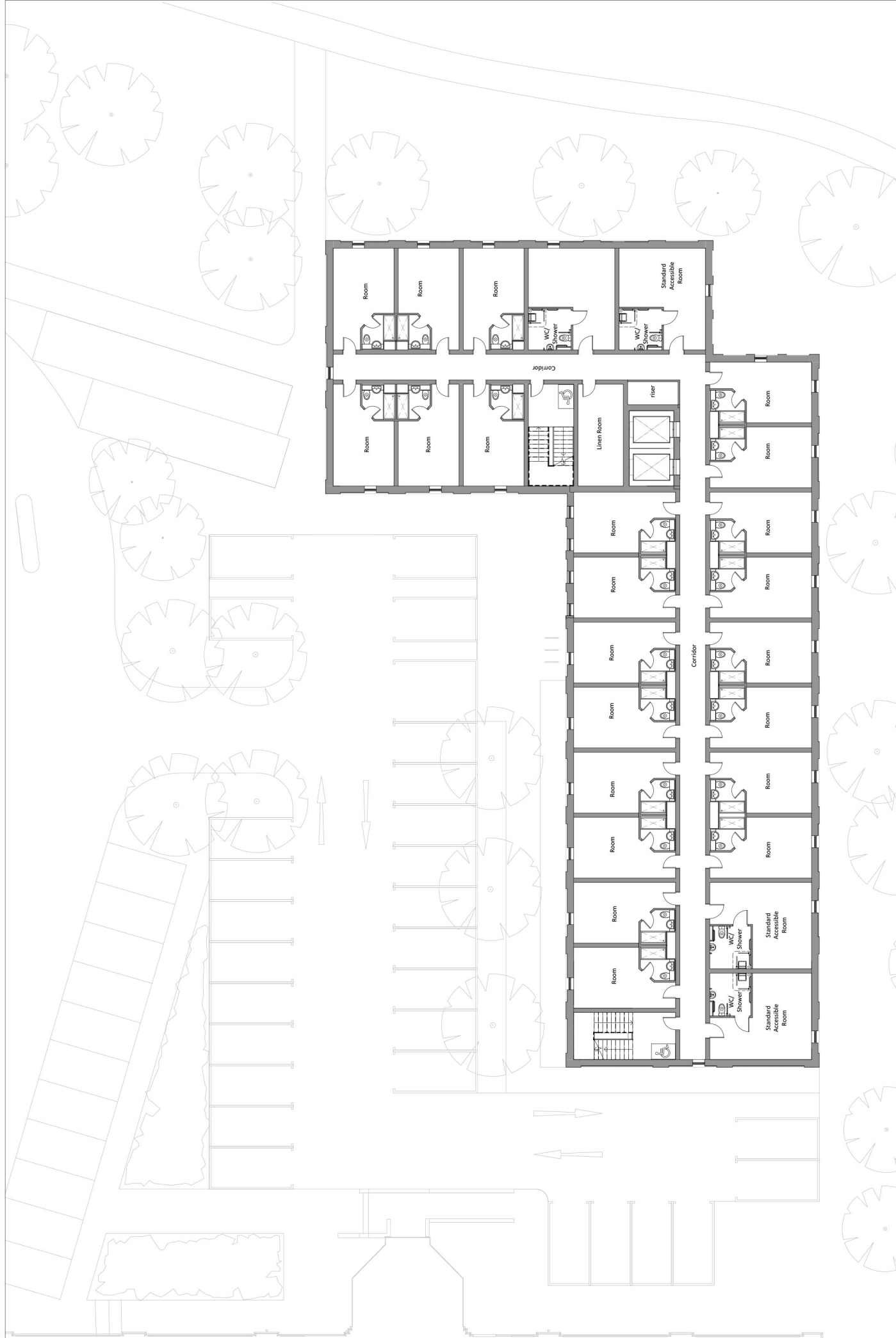


Rev	Disc	By	App'd
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02	02/12/2018	DM	DM
03	05/12/2018	DM	DM
04	06/12/2018	DM	DM
05	09/12/2018	DM	DM
06	13/01/2019	DM	DM

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 London, Ontario, Canada N6A 1M1
 Phone: (519) 258-2377
 Fax: (519) 258-2377
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BMR Property Group
Status Park, Heathrow
Second Floor Plan

PLANNING
18032

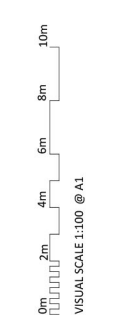
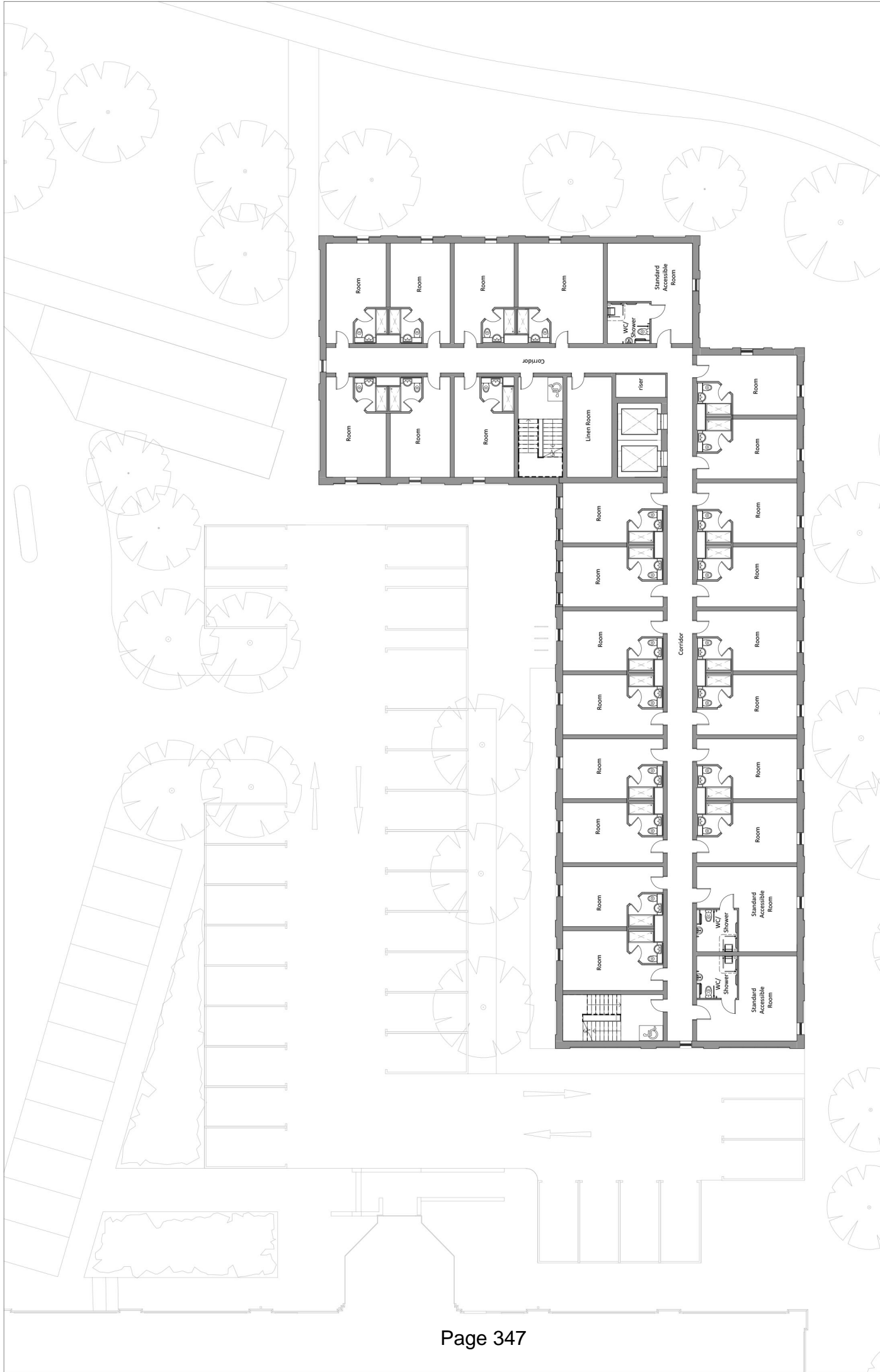
Date: 26/10/18
 Drawn by: DM
 Checked by: DM
 Scale: A1
 Plot No.: 1/200

No.	Revised	By	Date
1	Issue	DM	13/07/2018
2	Revised to show 20m accessible rooms	DM	

NOTES

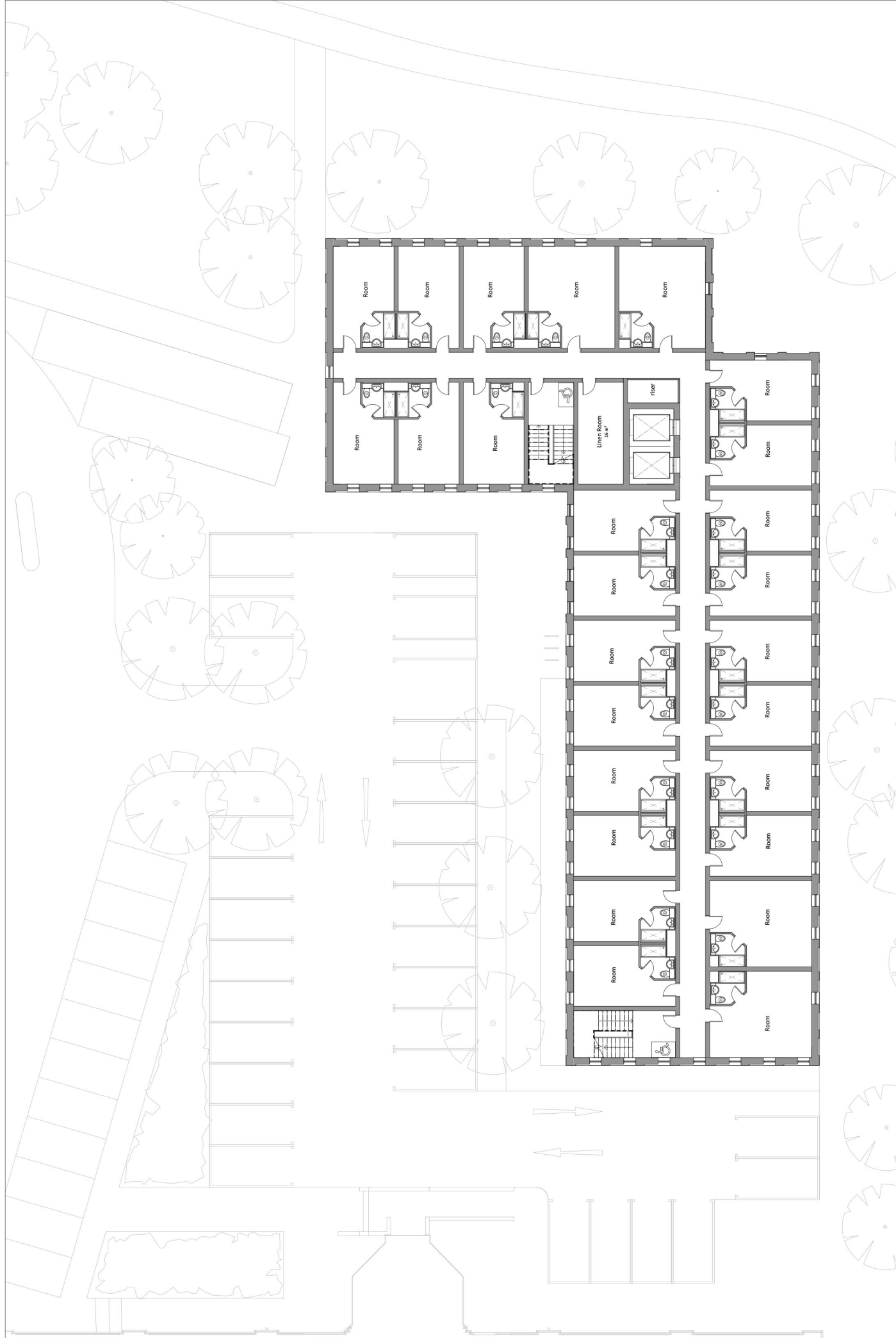
- CONSULTANTS
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Rev	By	Date
1	JMW	13/07/2018
2	JMW	13/07/2018
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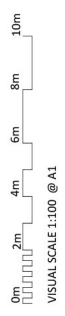
NOTES
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BMR Property Group
 Status Park, Heathrow
 Fourth Floor Plan
 PLANNING
 18032 P1-104

Date: 26/10/18
 Drawn by: JMW
 Checked by: DM
 Project No: 18032
 Scale: A1
 www.colladocollins.com 020 876 46 00

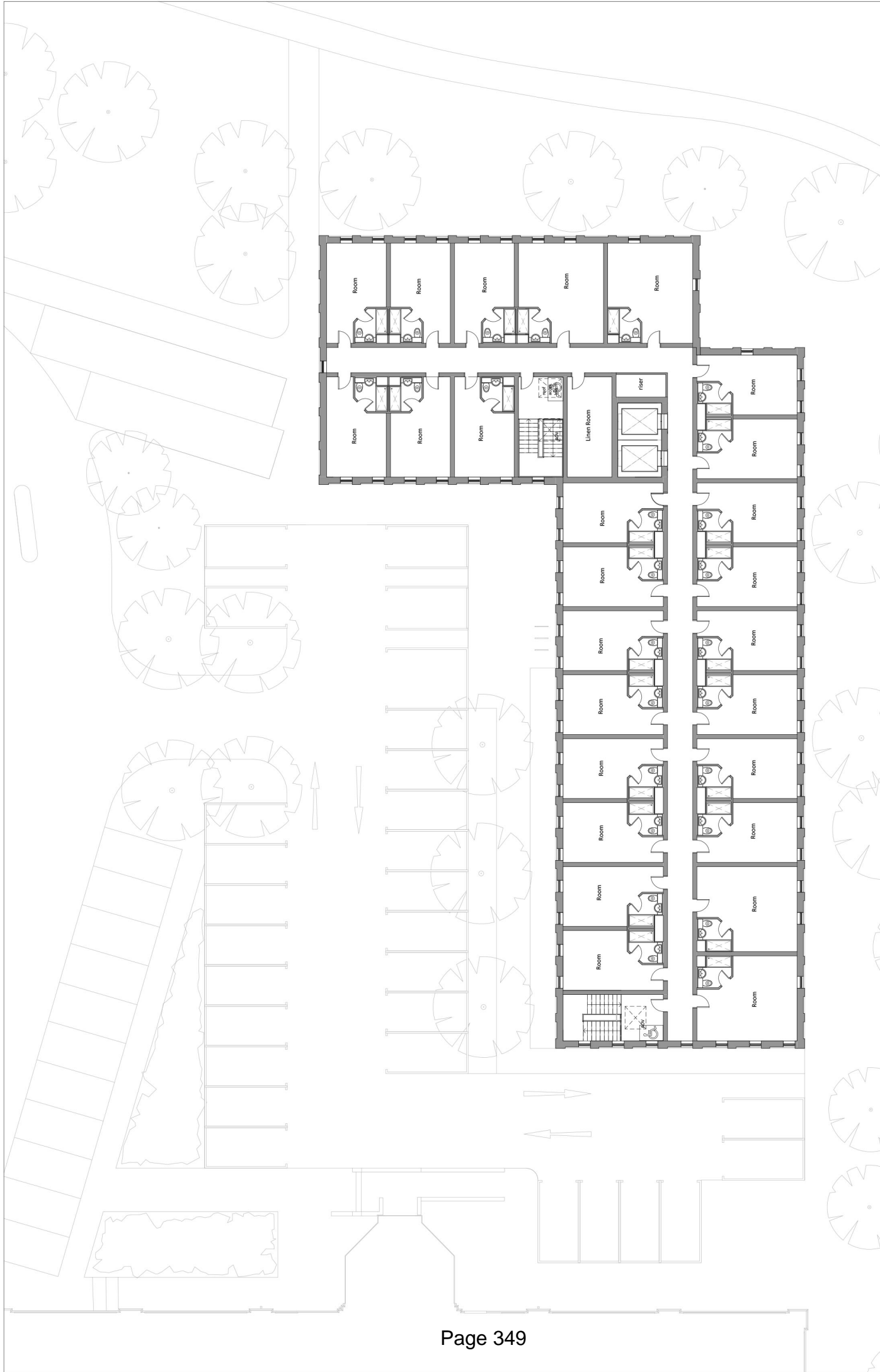


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100	PT1	100	13/07/2018

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- Refer to area schedule

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BMR Property Group
 Status Park, Heathrow
 Fifth Floor Plan
 PLANNING
 18032 P1-105

Date: 26/10/18
 Drawn by: JMW
 Checked by: DM
 Project No: 18032
 Scale: A1
 www.colladocollins.com 020 876 46 46

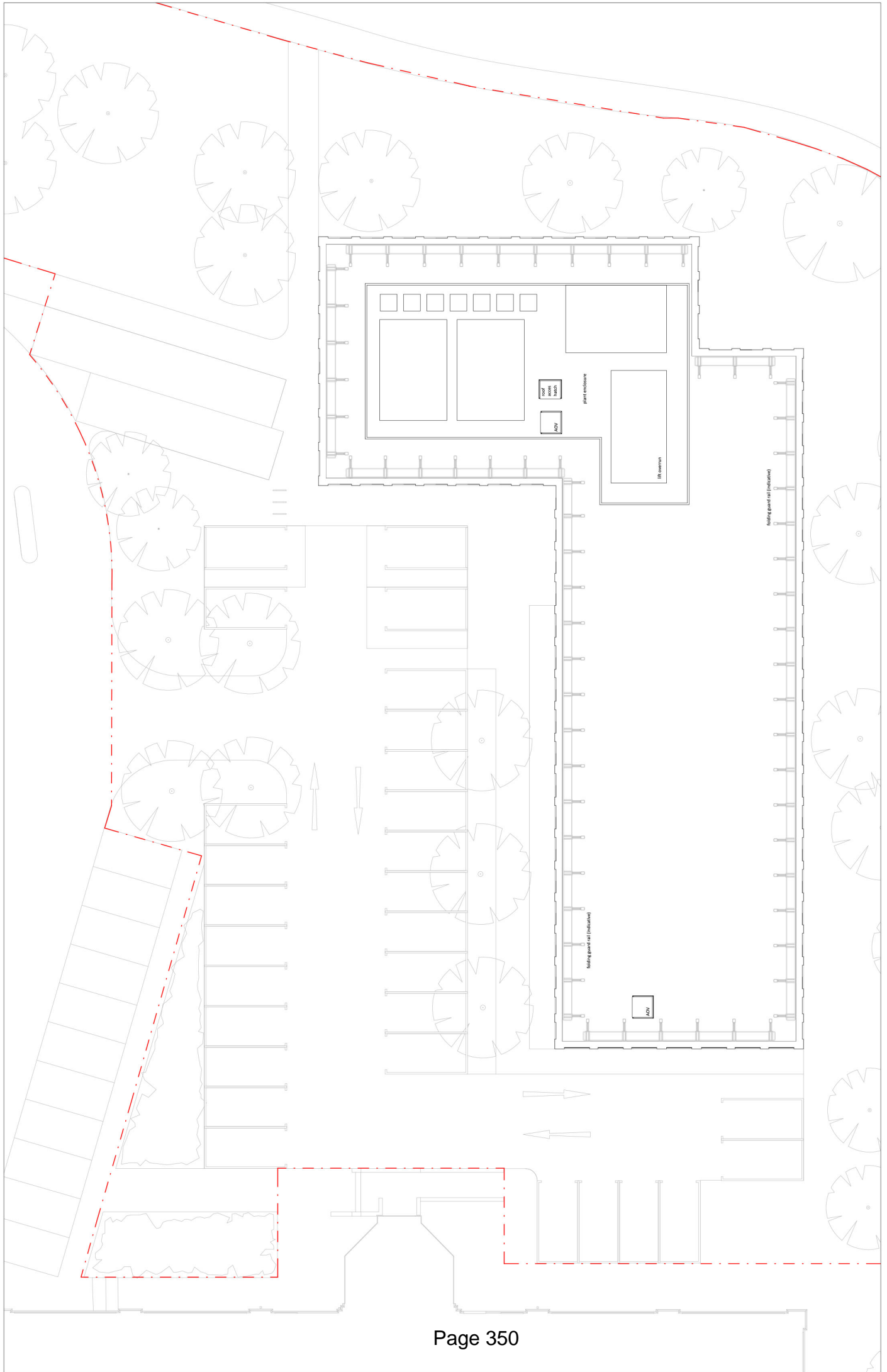


Rev	Room	Rev	Date
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2	PT1	2	13/07/2018

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Rev	Rev	By	Auth
01	01/12/2018	DM	DM

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F: +44 (0) 20 760 3377
www.colladocollins.com

Date: 27/09/18

Drawn by: DM

Checked by: DM

Scale: A1

001 Rev No:

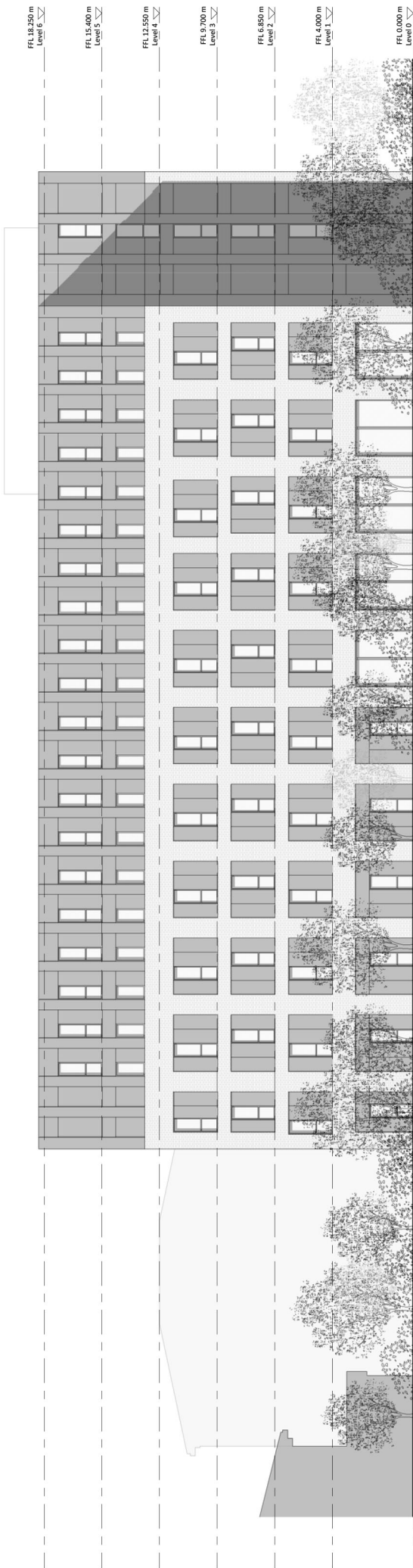


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02	Design Development	DM	02/11/2018
03	Design Development	DM	02/11/2018
04	Final	DM	14/01/2019

NOTES

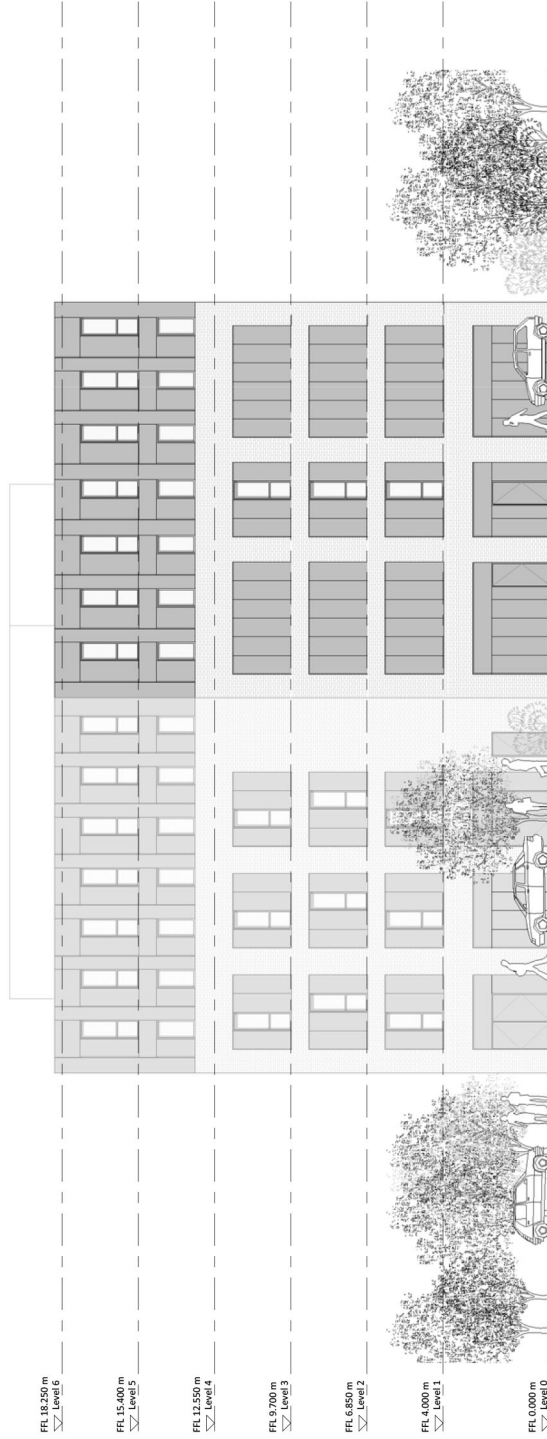
- CONSULTANTS' drawings for details
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FFL 18,250 m Level 6
 FFL 15,400 m Level 5
 FFL 12,550 m Level 4
 FFL 9,700 m Level 3
 FFL 6,850 m Level 2
 FFL 4,000 m Level 1
 FFL 0,000 m Level 0

1 Proposed South Elevation
 1 : 100



FFL 18,250 m Level 6
 FFL 15,400 m Level 5
 FFL 12,550 m Level 4
 FFL 9,700 m Level 3
 FFL 6,850 m Level 2
 FFL 4,000 m Level 1
 FFL 0,000 m Level 0

2 Proposed West Elevation
 1 : 100

Rev.	By	Date	Rev.	By	Date
1	MM	02/12/2018	1	MM	02/12/2018
2	MM	02/12/2018	2	MM	02/12/2018
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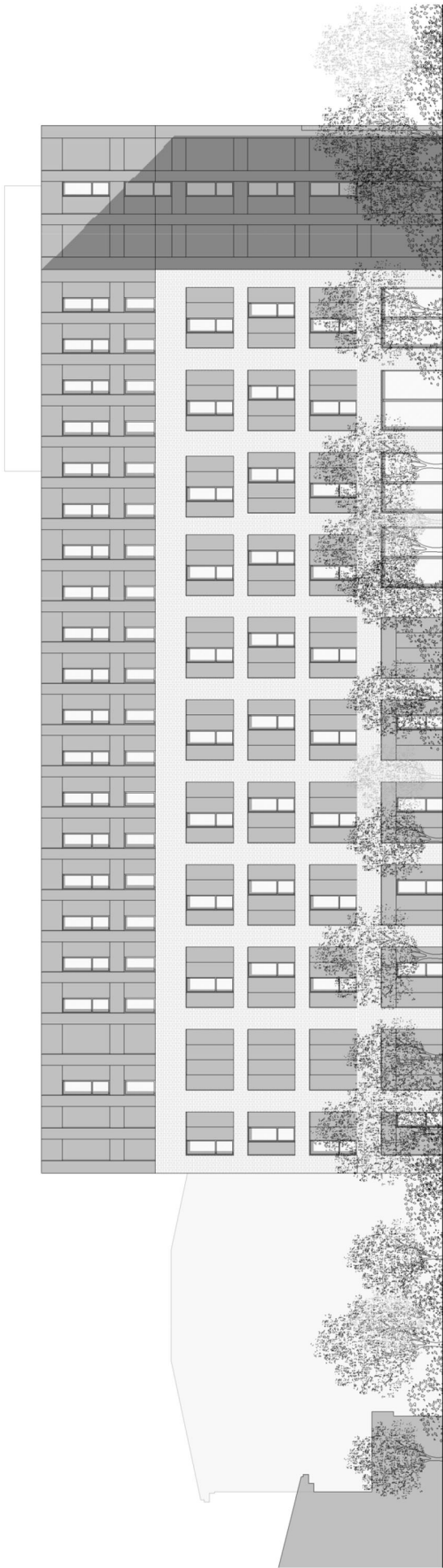
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 - Refer to landscape consultant's drawings for details
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BMR Property Group
 Status Park, Heathrow
 Proposed South and West
 Elevations
PLANNING
 18032 P3-100

Date: 22/11/18
 Drawing No: 18032-P3-100
 Drawing Title: Proposed South and West Elevations
 Scale: 1:100
 Drawing No: 18032-P3-100

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 VISUAL SCALE 1:100 @ A1



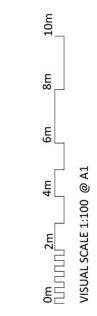
1 Proposed South Elevation
1 : 100



2 Proposed West Elevation
1 : 100

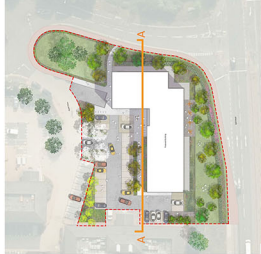
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2	JK	02/12/2018	2	JK
3	JK	11/07/2019	3	JK

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 Columbia, MD 21046
 P: 410 286 2977
 www.collo.docollins.com

BMR Property Group
 Status Park, Heathrow
 Proposed South and West
 Elevations
PLANNING
 18032 P3-100



Existing building | Asphalt for car parking spaces | Category C trees | Low quality planting | Car parking | Category B trees C5 | Footpath and Nobel Drive

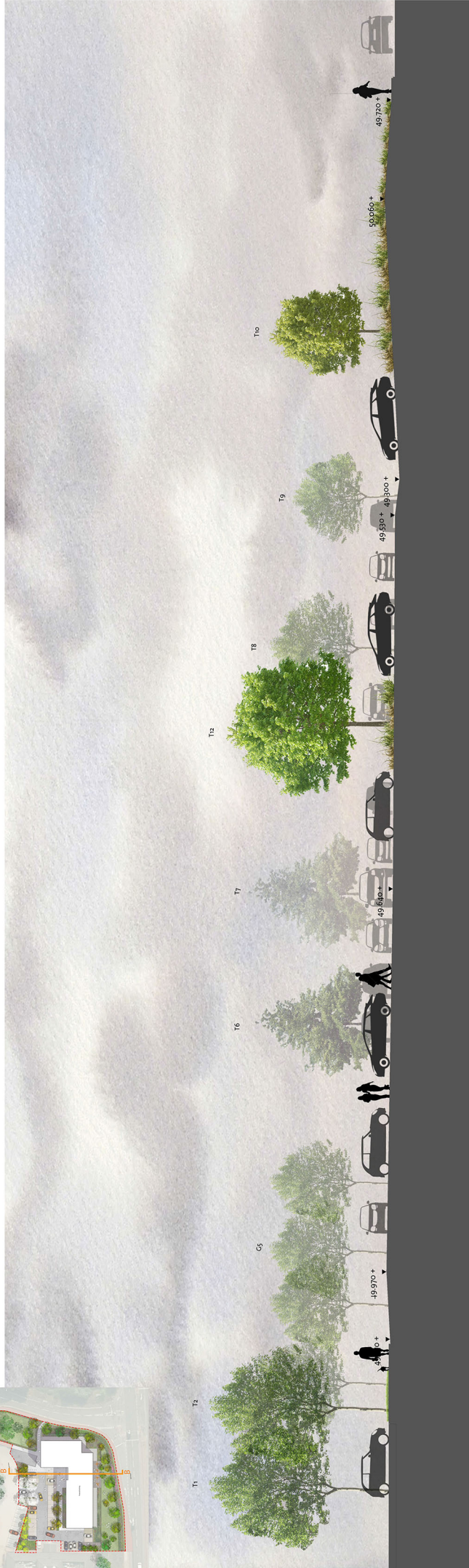
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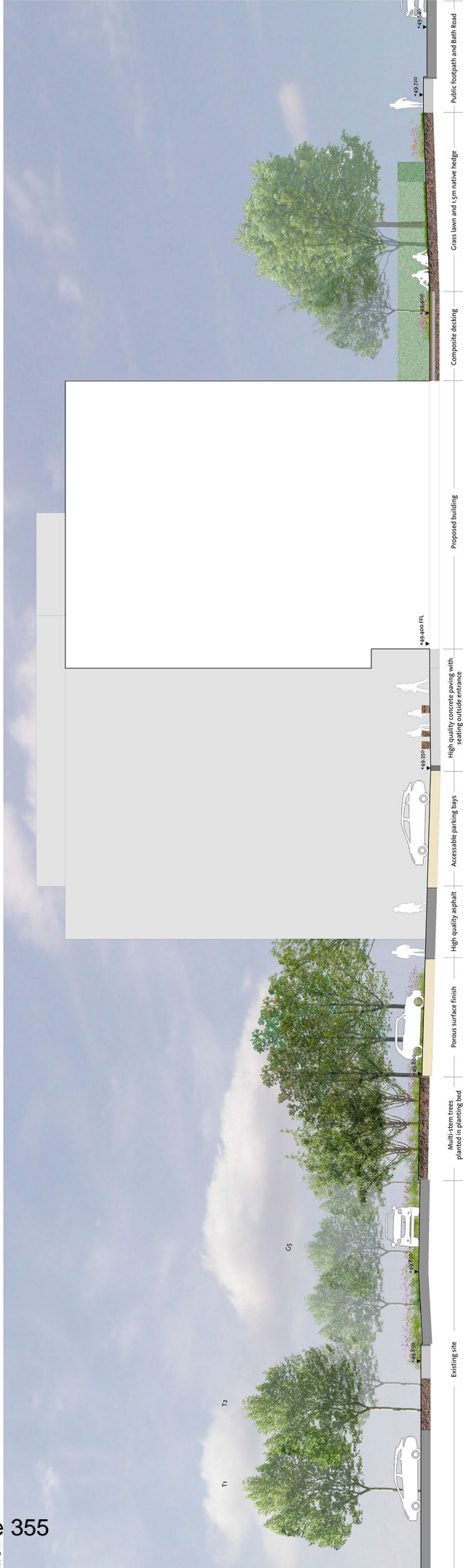
Existing building | Existing paving to building | Porous parking spaces | High quality asphalt | Planting to building entrance | Seating outside entrance | Proposed building | Gate for maintenance area and 1.5m native hedge | Paving with m grass edge | Nobel Drive

Proposed Section A - A
1:100 @ A1



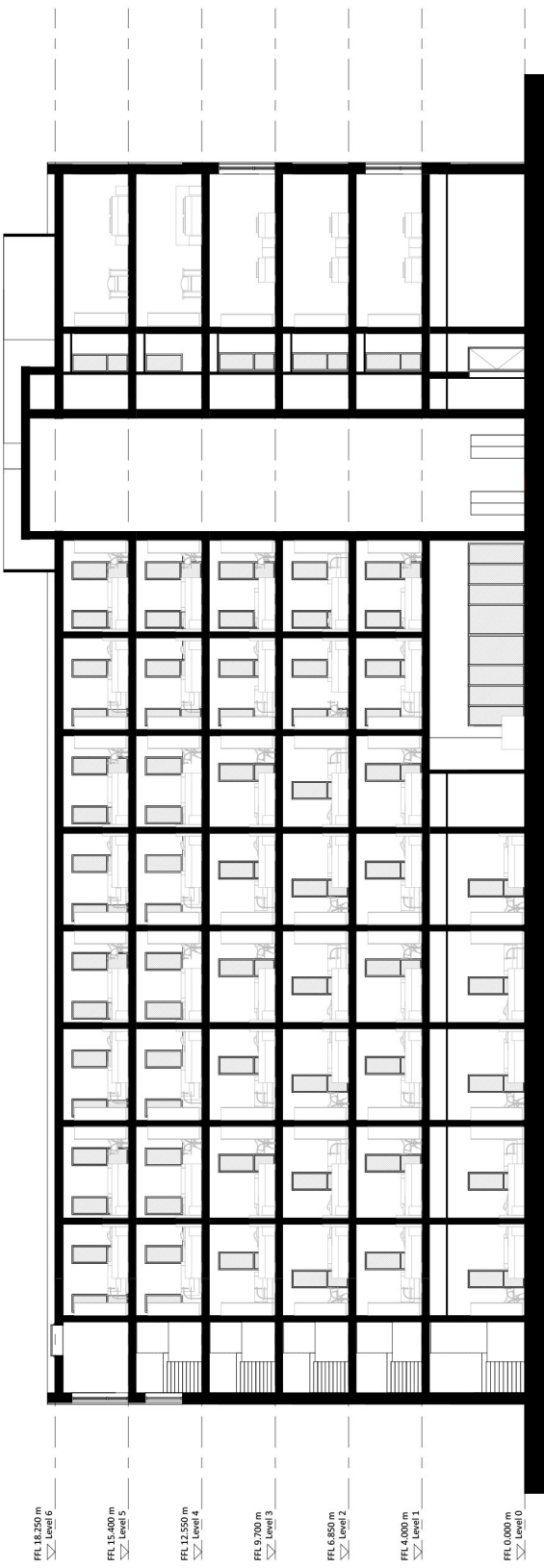


Existing site ————— Existing site
 Parking space for existing building ————— Parking space for existing building
 Category C trees ————— Category C trees
 Car parking ————— Car parking
 Overgrown grass to footpath ————— Overgrown grass to footpath
 Public footpath and Bath Road ————— Public footpath and Bath Road

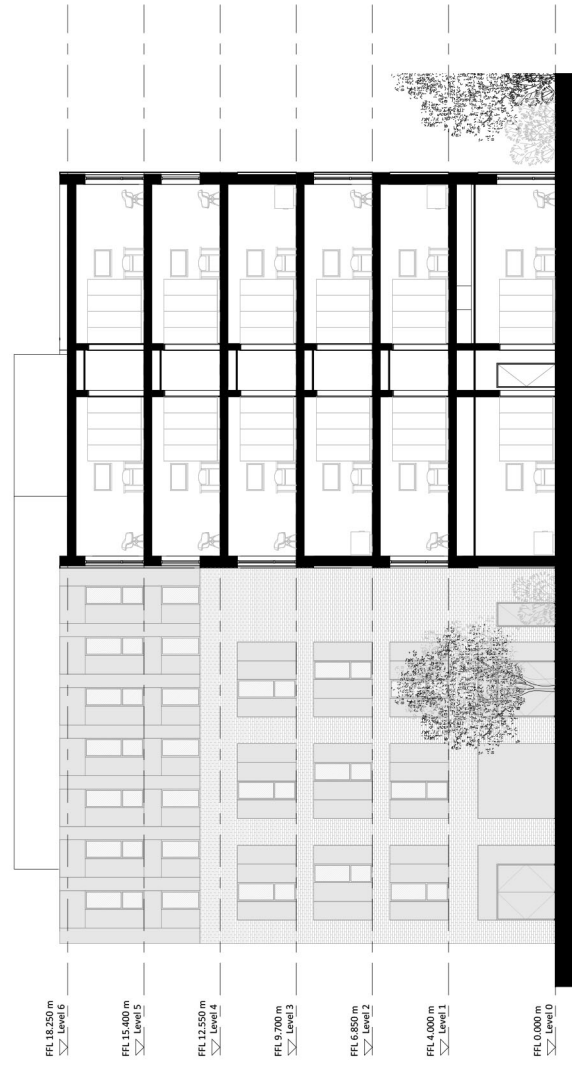


Existing site ————— Existing site
 Multi-stem trees planted in planting bed ————— Multi-stem trees planted in planting bed
 Porous surface finish ————— Porous surface finish
 High quality asphalt ————— High quality asphalt
 Accessible parking bays ————— Accessible parking bays
 High quality concrete paving with seating outside entrance ————— High quality concrete paving with seating outside entrance
 Proposed building ————— Proposed building
 Composite decking ————— Composite decking
 Grass lawn and 1.5m native hedge ————— Grass lawn and 1.5m native hedge
 Public footpath and Bath Road ————— Public footpath and Bath Road

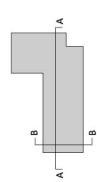
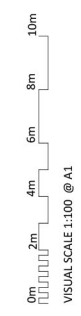




1 Section A-A
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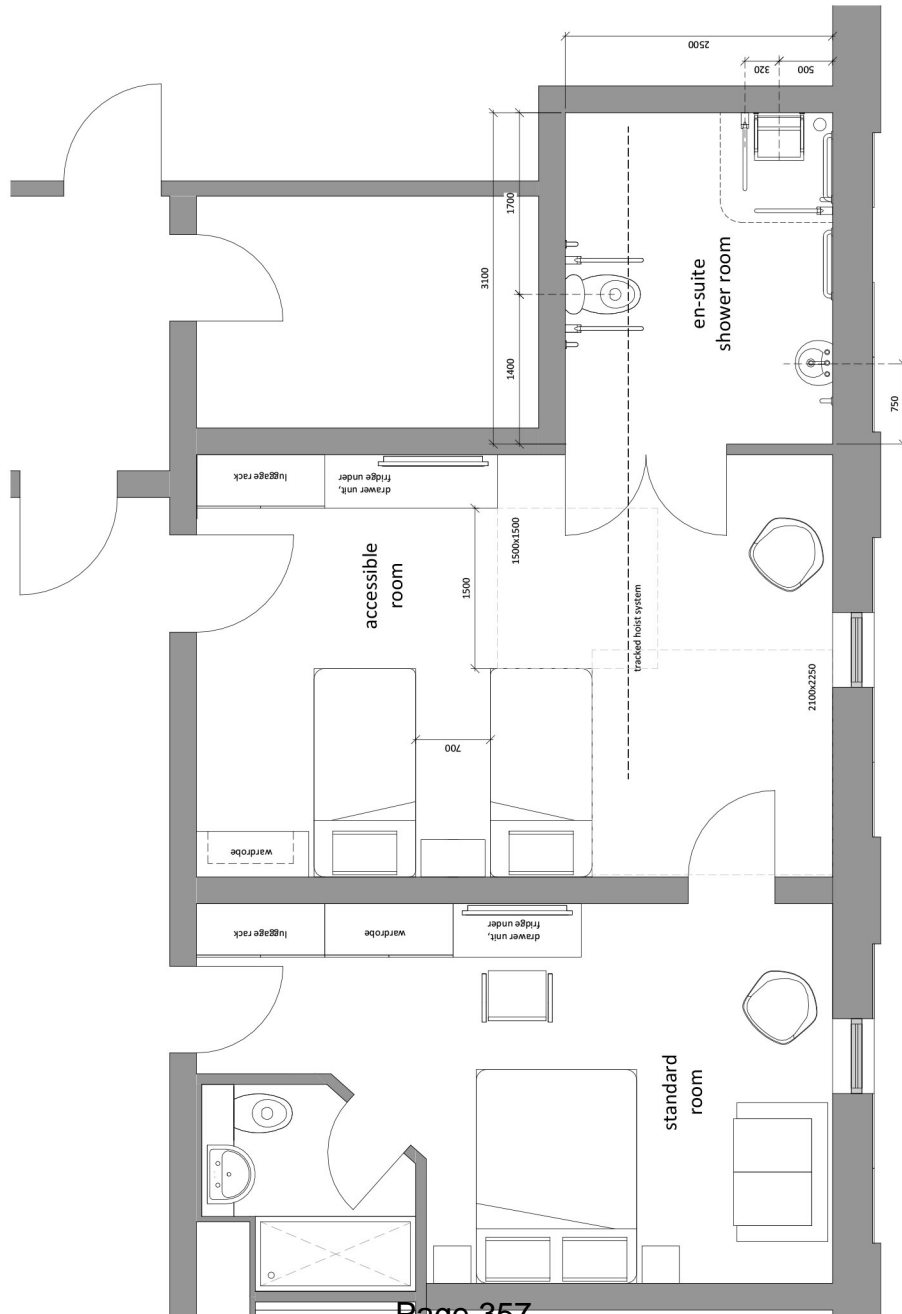


2 Section B-B
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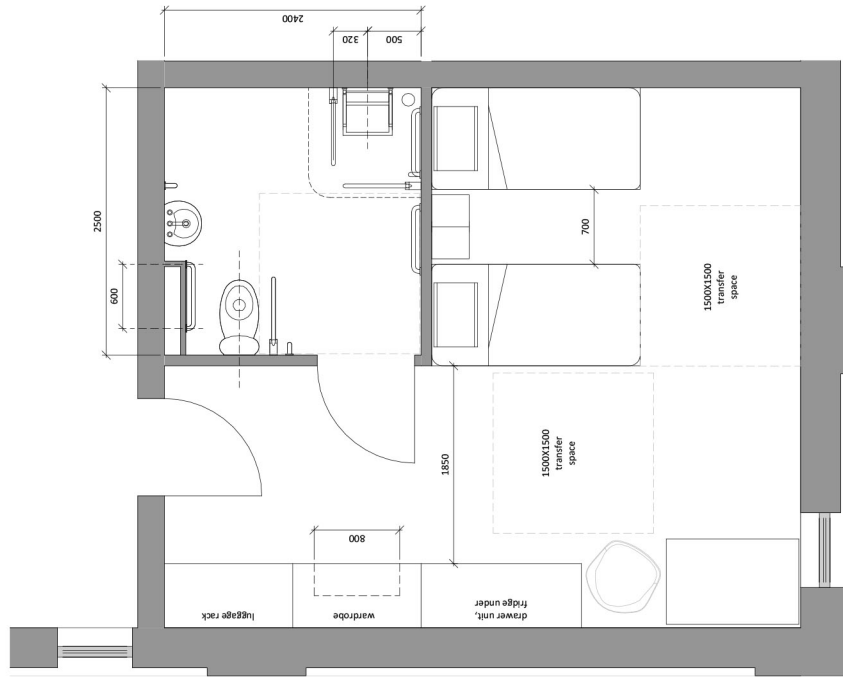


Rev	By	CHK	DATE
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10

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1 Assisted Accessible Room
1 : 25



2 Standard Accessible Room
1 : 25

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- Landscape layout is indicative only
- Refer to area schedule

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Rev	By	Date	Description
1	JP	13/03/2019	Final



ColladoCollins Architects

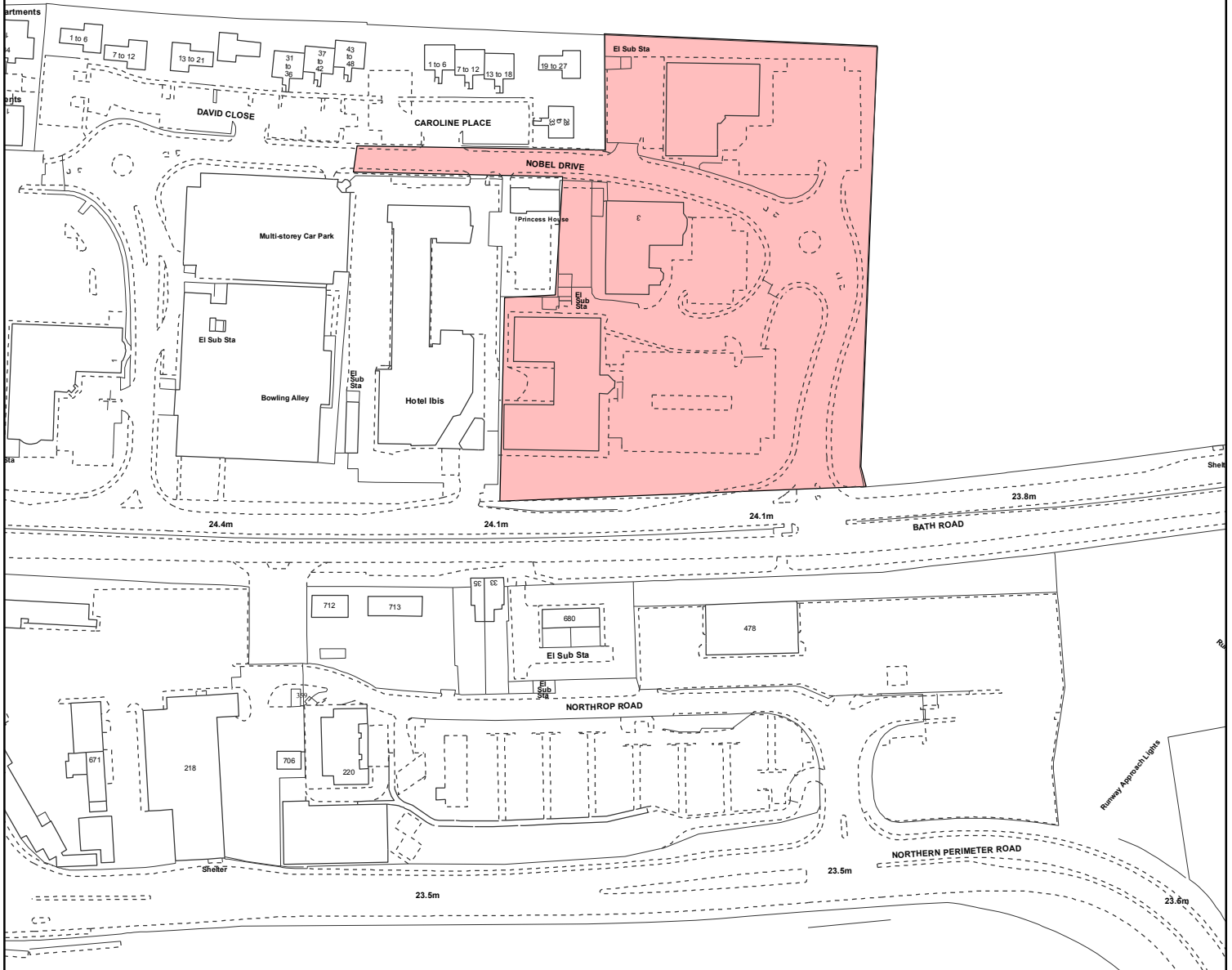
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Date: 13/03/2019
 Drawing: 18032-01
 Drawing: PLANNING
 Drawing: P4-100

BMR Property Group
 Status Park, Heathrow
 Accessible Room Layouts

PLANNING
 18032

P4-100



Notes:

 Site boundary

For identification purposes only.
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Site Address: **Land at Status Park
Nobel Drive
Harlington**

Planning Application Ref:
74423/APP/2018/4437

Planning Committee:
Major Page 358

Scale:
1:2,250

Date:
April 2019

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





HILLINGDON

LONDON

Meeting:	Major Applications Planning Committee	
Date:	Thursday 4 April 2019	Time: 6:00pm
Place:	Committee Room 5, Civic Centre, Uxbridge	

ADDENDUM SHEET

Item: 6	Location: Bourne Court
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
Amend Recommendation A(v) to: “v. Parking Permits: The residents of this development not to be eligible for parking permits within the Parking Management Areas in the vicinity of the site and a charge made against the site to ensure the future buyers are aware of the parking restrictions. “	For accuracy
Condition 7 - Overlooking, re-drafted for clarity: “Prior to the commencement of works above damp proof course level, full details of the physical measures to prevent overlooking, between the proposed flats which in Block A would be on the First Floor: between unit nos. 25, 24, 23 and 26, 27; Second Floor: between units nos. 44, 43, 42 and 45, 46. On the south east corner of Block A and the north elevation of Block B are: First Floor: between unit nos. 22 (Block A) and 72 (Block B); and Second Floor: between units nos. 41 (Block A) and 85 (Block B); in addition all bedroom windows at ground floor overlooking the car parking spaces (nos.9, 10, 11, 12, 60, 61 and 62); to include the height, colour and material of balcony privacy screens, louvres, fins and/or oriel windows, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the flats hereby approved and shall be retained thereafter. Unless otherwise agreed in writing with the Local Planning Authority. “	For completeness
Condition 10 - Landscaping, add: “2.g Other structures (such as play equipment and furniture)”	For completeness
Add Condition: “Prior to occupation of the development, details in respect of the play equipment accessible to disabled children, including those with a sensory impairment, or complex multiple disabilities, shall be submitted and approved in writing by the Local Planning Authority. Furthermore all areas of hard and soft landscaping shall be constructed to accord with the prescribed standards and tolerances set out in BS8300:2018. REASON: To ensure development achieves a high standard of inclusive design in accordance with London Plan policy 7.2.”	For completeness
Deferred Section - Amenity Space, following to be added: Children's Play Space Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. The Mayor's	For completeness

<p>Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process. The play space requirements based on the estimated child yield of 8 children for this development has been calculated (using the GLA's Child Yield Calculator) and a total of 75.9m² of play space would be required. The proposal includes a central communal area which has increased in size to 640m². It is therefore considered that the requirement of 75.9m² of play space can be accommodated within this communal area in order to meet the requirements of all age groups. This will be secured by conditions to ensure the play area is accessible to all children. Therefore, in terms of children's play space, the proposal is considered acceptable subject to conditions, in accordance with the requirements of the Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation and policy 3.6 of the London Plan (2016).</p>	
<p>Deferred Section - External Consultee, additional comments/objections received:</p> <p>TFL : Confirmation that their objection is maintained as previously submitted.</p> <p>LOCAL RESIDENTS: An additional objection has been received, which reiterates comments already recorded in section 6 of the original report, but for completeness, the salient points raised are:</p> <ol style="list-style-type: none"> 1) Impact on local infrastructure 2) Increase in Traffic in Station Approach and West End Road 3) Overlooking into neighbouring properties 4) density of the proposal is exceeding London Plan 5) The public footpath adjoining the site should be fenced off 6) Proposed trees in amenity space area should not damage garages in Canfield Drive (roots) 	For completeness
<p>Section 7.20 Community Infrastructure Levy (CIL) to be amended: The Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre (as of the 1st of April 2019). Therefore the new Mayor CIL, MCIL2 Charging Schedule will be applied to this scheme.</p>	For accuracy

Item: 7	Location: Chailey Industrial Estate
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
<p>Section 2 Recommendation, p.68 amend Heads of Term: 4. Healthy Streets Contribution towards Bulls Bridge upto £245,000</p> <p>Section 7.20 Planning Obligations, p.143 amend Heads of Term: 4. Healthy Streets Contribution towards Bulls Bridge upto £245,000</p>	Following receipt of TfL comments.
<p>Section 2 Recommendation, p.68 amend Heads of Term: 5. Local Bus Services contribution of £25,000</p> <p>Section 7.20 Planning Obligations, p.143 amend Heads of Term: 5. Local Bus Services contribution of £25,000</p>	Contribution is a one off payment for the introduction of two bus stops onto Pump Lane, not to mitigate bus service capacity.
<p>Condition 5, p. 72 change part 2b to: 2.b Means of enclosure/boundary treatments, including acoustic fence along the southern and eastern boundaries adjoining the industrial/employment sites.</p>	To protect residential amenity

Condition 15, p. 75, add 'education use'	To protect residential amenity and prevent an unacceptable impact on highway safety.
Additional TfL comments received requesting further contributions: The impacts on Bulls Bridge of this development, with non-compliant London Plan parking standards, is as such that we see a contribution towards the Healthy Streets scheme at Bulls Bridge as an appropriate mitigation of this development. Although you clearly accept this rational, a contribution of £25k is wholly unacceptable to TfL, as a contribution to the £8.6m scheme. TfL can confirm that it requests a contribution of £245K, in line with other contributions recently sought/ secured by developments in the Hayes Housing Zone.	For completeness. The applicant has informed officers that a meeting has been arranged with TfL week commencing 8th April 2019 to finalise this figure.
Additional comments have been received from the GLA in relation to the proposed Energy Strategy and Financial Viability Appraisal seeking clarification in some areas. The LBH specialist officers have raised no objections to the Energy Strategy but the applicants will continue to work with the GLA in relation to their most recent comments in order to ensure no objections are raised at GLA Stage 2 referral. With regard to viability, whilst the Councils assessors have reviewed the scheme, the comments received from the GLA will now be considered further to see if an increase in affordable housing can be secured, which should be delegated to the Head of Planning to be agreed. Only increases in affordable housing will be accepted as a delegated change.	For accuracy.
Section 7.08 'Impact on Neighbours', page 128, add additional sentence to third paragraph: The proposed podium structure would be location between 1.7m and 3.7m from the shared boundary with properties on Little Road.	For completeness
Section 7.09 'Living conditions for future occupiers' - Outlook page 133, delete first sentence and replace with: The majority of the proposed units will be dual aspect with the number of single aspect dwellings reduced through the design process in discussions with officers. The use of duplex units at ground and first floor level has resulted in dual aspect units that would overlook the streetscene and podium amenity areas. In total 154 units would be single aspect which equates to 46% of the total. There is one proposed 3 bedroom unit located within the ground floor of Block A that would be single aspect, all other single aspect dwellings are smaller one or two bedroom non-family units.	For clarity
A 'Planning Objections Report' (dated 31st March 2019) has been received and circulated to members of the Planning Committee and shared with the applicant.	For completeness

Item: 8	Location: 233-236 Nestles Avenue
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
Add additional Heads of Term, as requested by TfL to Recommendations and Section 7.20 of report: "£329,040 contribution towards Bulls Bridge improvements"	Following a request from TfL, the following contribution has been agreed to secure Bulls Bridge improvements.

<p>In Condition 7 (Landscaping) In 1., after 'defensible' add 'space' In 2.a, before 'cycle parking spaces', add '1,033 long stay and 37 short stay'</p> <p>Delete text from Clause 2.d, and add 'Car Parking Layouts to demonstrate 237 residential parking spaces plus 5 commercial parking spaces. 60 of the residential parking spaces shall be provided for in 30 stackers in Blocks A and B. 164 residential parking spaces shall be provided in Blocks C and D. Of these spaces 48 spaces shall be served by EVCP and a further 48 spaces shall provide passive EVCP. 33 accessible bays shall also be provided within the development.</p> <p>Add new 2.e 15 Motorcycle spaces</p> <p>Re-number 2.e to 2.g, 2.f to 2.h accordingly.</p>	<p>For correction/clarity.</p>
<p>In Condition 11 (Revised Studio Unit Balcony Details), after 'approved plans, add prior to the commencement of any above ground works,'. At end of condition add:-</p> <p>'The units shall be constructed in accordance with the approved details.'</p>	<p>For accuracy</p>
<p>In Condition 12, after 'Building A,' add 'prior to the commencement of above ground works,' and after 'submitted' add 'to show'.</p>	<p>For accuracy</p>
<p>In Condition 23 (Ecological Enhancement Scheme), before condition, add 'Prior to the commencement of above ground works,'.</p>	<p>For accuracy</p>
<p>In Condition 39, Replace 'there shall be no increase in the use of' with 'There shall be no changes in the number of'</p>	<p>For clarity.</p>
<p>In Condition 42, replace 'Canal and Milk Street', with 'Viveash Close, Gilbert Place and Sandow Avenue'</p>	<p>For correction.</p>
<p>Delete reference to a Condition 44 Noise and Vibration.</p>	<p>For correction.</p>
<p>To Internal Consultees, on P. 202, add Air Quality Officer comments:-</p> <p>The development proposal is for 457 residential units along with commercial space retail, restaurant and business land uses. The location is within an Air Quality Focus Area as defined by the GLA (Focus Area 94, Hayes North Hyde Road) and included within the Hillingdon Hayes Air Quality Focus Area. Focus Areas are defined as areas where the air quality limits are exceeded, there is relevant public exposure and actions should be prioritised to achieve significant improvements in air quality.</p> <p>On-site mitigation can be achieved by the application of clean design principles incorporating measures such as low NOx technologies for heating systems, setback of residential properties from the nearby road sources, provision of suitable green infrastructure and siting amenity spaces away from the road. However the operation of the proposed development has impacts wider than the site boundary itself and this is confirmed by the submitted air quality assessment which concludes that the development is not air quality neutral in terms of transport emissions.</p> <p>The surrounding road network in proximity to the development is already heavily congested, these conditions contribute to the levels of poor air quality which impact on the residential areas in close</p>	<p>1.Remove last paragraph from Section 7.18 on P. 229 and add the following commentary:-</p> <p>'The Council's Environmental Protection (Air Quality) Officer has reviewed the application, including Chapter 8 - Air Quality in Volume 1: Environmental Statement Main Text and associated appendices. The officer advises that a section 106 agreement is to be sought for £161,299, to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road</p>

<p>proximity to the roads such as North Hyde Road. The transport comments make it clear that the traffic from the proposed development will impact on already congested road junctions in the area and that there will be increased queuing in areas surrounding Station Road/North Hyde junction and North Hyde Road/North Hyde Gardens.</p> <p>To understand the level of improvements required a NOx damage cost has been applied to the transport emissions arising from the development. Using the air quality neutral assessment submitted this is calculated as an estimated increase in emissions of 1.6 tonnes NOx per year, and it is therefore not air quality neutral as is required by the London Plan Policy 7.14, Local Plan Part 1 Policy EM8.</p> <p>In order to reduce the damage costs quantifiable mitigation measures should be secured. These should ensure that the impacts on the surrounding road network are sufficiently mitigated and that protection is given to the existing residents in the surrounding area affected by any increase in emissions from the development.</p> <p>The applicant has identified mitigation measures to reduce emissions and where these have been able to be quantified appropriate reductions have been applied:</p> <ul style="list-style-type: none"> · 10% reduction for full effective implementation of the Travel Plans; · Quantification of the development contribution to Bulls Bridge improvements designed to ease congestion (TfL agreement on estimated congestion improvements as per Nestles application) ; · Quantification of the new bus route (assuming hybrid bus); · An additional 5% reduction for the full implementation of the s106 agreements aimed at sustainable transport measures such as public transport, increased opportunities for walking and cycling. <p>After all deductions have been applied to the transport sector emissions there remains 0.94 tonnes NOx/annum to be abated. Therefore, a section 106 agreement is to be sought for £161,299 for is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels. Examples are given in the North Hyde Road Air Quality Study.</p> <p>In addition, recommend that Low Emission Strategy and Air Quality – Construction Phase conditions are attached.</p>	<p>network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels.</p> <p>This forms part of the officer recommendation, as are the two recommended conditions by the officer.’</p>
<p>In 2. Recommendation and sec 7.20 of the report add (xvii), before ‘Air Quality Contribution’, add ‘£161,299’.</p>	<p>For Completeness</p>
<p>In Condition 3, add:- ‘Air Quality Mitigation Measures [Environmental Statement (Volume 1, Chapter 8 - Air Quality)]’</p>	<p>For Completeness</p>
<p>Add the following 2 conditions (as requested by Air Quality Officer)</p>	<p>For Completeness</p>

<p>1.Air Quality - Low Emission Strategy</p> <p>“No development shall commence until a low emission strategy has been submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall address 1) the specification of the CHP as low NOx emissions; 2) show what benefits are given to development purchasers that own a Euro 6 or cleaner or have implemented retrofitting devices that will enable compliance with such Euro standards; 3) a travel plan for residents; and 4) an electric vehicle bay charging scheme. The Low Emission Strategy shall have targets for emission reduction and time-scales, with pollution savings quantified. The measures in the agreed scheme shall be maintained throughout the life of the development. The LES shall include details of the following components:</p> <ul style="list-style-type: none"> • Travel plan including mechanisms for discouraging high emission vehicle use and encouraging the uptake of low emission fuels and technologies • A Welcome Pack available to all new residents online and as a booklet during the sales period, containing information and incentives to encourage the use of sustainable transport modes • Car club provision within development or support given to local car club/eV car clubs • Designation of parking spaces for low emission vehicles <p>REASON In order to safeguard air quality in the Air Quality Management Area and Focus Area, in compliance with paragraph 181 of the NPPF (February 2019), Policy 7.14 of the London Plan (March 2016), Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).”</p> <p>(2) Standard Condition be added - Air Quality – Construction Phase (proof of low emission construction machinery).</p>	
<p>In Plan Nos. and Condition 2, replace Drw. Nos:- HAY-FAR-AB-DR-PA-05101-A, March 2019 (Building A & B - Ground Floor Plan) <i>with</i> HAY-FAR-AB-DR-PA-05101, December 2018 (Building A & B - Ground Floor Plan) received 22.12.18 HAY-FAR-AB-DR-PA-05102, December 2018 (Building A & B - First Floor Plan) <i>with</i> HAY-FAR-AB-DR-PA-05102-B, March 2019 (Building A & B - First Floor Plan) received 22/3/19. HAY-FAR-AB-DR-PA-05103-A to 05111-A, March 2019 (Building A & B - Third to Tenth Floor Plans respectively) <i>with</i> HAY-FAR-AB-DR-PA-05103-B to 05111-B, March 2019 (Building A & B - Third to Tenth Floor Plans respectively) received 22/3/19. HAY-FAR-CD-DR-PA-05101-A to 05111-A, March 2019 (Building C & D - Ground to Ninth Floor Plans respectively) <i>with</i> HAY-FAR-CD-DR-PA-05101-B to 05111-B, March 2019 (Building C & D - Ground to Ninth Floor Plans respectively) received 22/3/19.</p>	<p>These plans make very minor alterations/corrections to the internal floor areas of the units so that they all fully satisfy minimum internal floor area standards and these plans formally submitted by the agent predominantly replace earlier revised working plans which were sent in by the architect and have been anticipated in the report.</p>

<p>Add additional comments from Water and Flood Management Officer: There is an increase in the number of flats and therefore the drainage strategy was updated to increase foul flows. There is no change to proposed runoff rates. However the proposed landscaping does not factor in an integrated Footway /cycleway to be included within the development boundary and constructed by the developer, as well as an allowance for the widening of the road to facilitate parking and footpath along Nestle Avenue. Please can an appropriate condition be included to provide detailed design of the space from building to building across Nestle Avenue.</p> <p>Add additional condition:- “Notwithstanding the details shown on the floor plans for the development and Drw. Nos. EXA_1734_P_101 Rev. D, 102 Rev. D, 301 Rev. C and 302 Rev. B, revised details of the Nestles Avenue frontage to include an integrated footway /cycleway shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the revised approved details and thereafter permanently retained. REASON: To ensure that appropriate pedestrian and cyclist provision is made, in accordance with Policies AM8 and AM9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 6.9 and 6.10 of the London Plan (March 2016).”</p>	<p>The requested condition will be added to any decision issued.</p>
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Item:9	Location: Land at Status Park
Amendments/Additional Information:	Officer Comments:
<p>The Access Officer requested that an informative is added to note: “it is strongly recommended that the eventual hotelier specifies the internal fitting of their accessible bedrooms as ‘universal access’ rooms. This design approach allows the required accessible rooms to be used flexibly by all guests, and not just by older and disabled people. Adaptations, such as grab rails and handrails, can be selected to be of a ‘quick removal’ type, thus allowing the accessible rooms to be marketed as standard rooms when they are otherwise not occupied by people with a mobility impairment.”</p>	<p>For clarity</p>
<p>Additional consultee comments received from TfL on 29th March 2019. “Many thanks for re-consulting TfL on the above application, which fronts the A4 Bath Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. Whilst none of the amended documents made available on the council website relate to transport, it is concerning to see that the application description has been amended to state that car parking will be provided at 1:1 for the residential units. Details of this amendment should be clarified. Car parking should not exceed 0.75 spaces per unit, in order to conform to draft London Plan policy T6.1. It is also concerning that the applicant has failed to address TfL’s initial comments (attached) satisfactorily. These should be addressed in order for the development to comply with current and draft London Plan policy, and become acceptable in strategic transport terms.”</p>	<p>For completeness, no changes are proposed to the parking provision serving the residential occupiers.</p>

