



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Ian Edwards (Vice-Chairman)
Councillor Janet Duncan
Councillor Martin Goddard
Councillor John Morse
Councillor John Oswell
Councillor Steve Tuckwell
Councillor Henry Higgins
Councillor Carol Melvin BSc (Hons)

Date: WEDNESDAY, 17 JULY
2019

Time: 6.00 PM

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,
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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 - 12
- 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	Former Belmore Allotment Site, Burns Close, Hayes - 68069/APP/2019/22	Barnhill	Re-development of former allotment site to provide five two to three storey blocks comprising 112 residential units, including 30 one-bed, 47 two-bed, 33 three-bed and two four-bed units with associated access, parking and amenity space. (AMENDED PLANS 06/06/2019). Recommendation: Approval	13 - 58 312-337

7	The Old Vinyl Factory, Blyth Road, Hayes - 59872/APP/2019/784	Botwell	Phased refurbishment and installation of two mezzanine floors within the existing Powerhouse and construction of a two-storey extension to the north to create Class B1 floorspace and café (Use Class A3), with associated landscaping, lighting, access and parking, together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture, plus additional soft landscaping works to the south of Blyth Road. Recommendation: Approval	59 - 100 338-370
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Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
8	Stanford House, 9 Nestles Avenue, Hayes - 51175/APP/2019/187	Botwell	Demolition of existing buildings and redevelopment to provide a building up to ten storeys, comprising 84 (44 one-bed, 28 two-bed, and 12 three-bed) Build to Rent residential units, associated landscaping, access, car parking and cycle parking. Recommendation: Refusal	101-168 371-395
9	Frogsditch Farm, Shepiston Lane, Hayes - 10181/APP/2018/4485	Heathrow Villages	Outline plannign application for the demolition of five existing buildings and construction of replacement building/s with a combined floor space of 1,402.9sqm and associated hard standing, fencing and landscaping for Use Class B8. Recommendation: Approval	169-210 396-399

10	<p>The Crane Public House, Watersplash Lane, Hayes -</p> <p>11026/APP/2018/3361</p>	Pinkwell	<p>Redevelopment of the site to include the demolition of existing buildings (Use Class A3/A4) and replacement with a part-four storey, part-three storey, and part-two storey building comprising 27 (ten one-bedroom, 13 two-bedroom and four three-bedroom) self-contained units (Use Class C3) access and car parking with associated works (Re-consultation on amended site location plan).</p> <p>Recommendation: Approval + S106</p>	<p>211-252</p> <p>400-415</p>
11	<p>Production Facility, Stonefield Close, Ruislip -</p> <p>1660/APP/2019/1018</p>	South Ruislip	<p>Redevelopment of the existing site, including the demolition of the existing building and the erection of seven new commercial units across two separate buildings (Use Class B1(c)/B2/B8 at Units 1, 2, 3, 6 and 7 and Use Class B1(c)/B2/B8 and Sui Generis at Units 4 and 5), including ancillary office space at first floor level at Units 01-03 (Use Class B1a) with associated car parking, landscaping and associated works (re-consultation on the amended description of development).</p> <p>Recommendation: Approval + S106</p>	<p>253-284</p> <p>416-440</p>

12	<p>Bridge House, Riverview House & Waterside House, Oxford Road -</p> <p>40050/APP/2019/1865</p>	Uxbridge South	<p>Section 73 application seeking a Minor Material Amendment to revise Approved Plans relating to planning application reference 40050/APP/2017/2438 dated 01-09-17 for Prior Approval</p> <p>Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 studio and 224 one-bed) together with ancillary car parking, cycle storage and waste and recycling storage, namely to allow the change in the mix of units at Bridge House from three studios and 120 one-bedroom to ten studios, 56 one-bedroom and 57 two-bedroom and a change to the description of development to note: Prior Approval Application for the change of use from office (Use Class B1a) to 237 residential units (16 studio, 162 one-bedroom and 59 two-bedroom) (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage.</p> <p>Recommendation: Approval + S106</p>	<p>285-300</p> <p>441-445</p>
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13	The Old Vinyl Factory, Blyth Road, Hayes - 59872/APP/2018/2841	Botwell	<p>Modification of S106 Planning Obligation relating to Planning Application ref: 59872/APP/2013/3775 dated 31 July 2014 (Variation of Condition 4 (Phasing) of planning permission ref: 59872/APP/2012/1838 dated 19 April 2013 – outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643sqm of buildings and construction of up to 112,953sqm (112,953sqm includes the retention and re-use of 784sqm of the Power House and 901sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000sqm GEA), up to 7,886sqm of new B1 floorspace, up to 4,000sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700sqm of D1 and D2 uses, an energy centre (up to 950sqm), car parking, works to access and creation of new accesses and landscaping) to remove The Machine Store and Pressing Plant Phase from the legal obligations, except in relation to Energy Strategy and Travel Plan.</p> <p>Recommendation: Approval</p>	301-310 446-448
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**PART I - Plans for Major Applications Planning Committee -
pages 311 - 448**

Minutes



MAJOR Applications Planning Committee

19 June 2019

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Janet Duncan, Martin Goddard, John Morse, John Oswell, Henry Higgins, Carol Melvin, Alan Chapman (In place of Steve Tuckwell) and Becky Haggar (In place of Ian Edwards)</p> <p>Also in Attendance: Councillors Peter Curling, Ali Milani, Peter Money & June Nelson</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), Glen Egan (Office Managing Partner - Legal Services) and Neil Fraser (Democratic Services Officer)</p>
15.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillors Edwards and Tuckwell. Councillors Chapman and Haggar were present as their substitutes.</p>
16.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Melvin declared a pecuniary interest in respect of item 9: Northwood Recreation Ground, in that she was a member of the club.</p> <p>Councillor Melvin declared a non-pecuniary interest in respect of item 10: Northwood College, due to prior involvement.</p> <p>Councillor Melvin left the room when the above items were determined.</p>
17.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meetings held on 9 May and 15 May 2019 be approved as a correct record.</p>
18.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>The Chairman advised that an urgent item had been added as Agenda B.</p>
19.	<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</p>

(Agenda Item 5)

It was confirmed that all items were marked as Part I and would therefore be considered in public.

20. **MANOR COURT HIGH STREET, HARMONDSWORTH - 27256/APP/2017/3723**
(Agenda Item 6)

Alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses; conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1-bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and landscaping. (Application for Listed Building Consent).

Agenda items 6 & 7 were considered together.

Officers introduced the reports and addendum, and advised of the site layout and listed buildings on the site, together with the proposed alterations and retentions. Officers highlighted that reports of anti-social behaviour and issues with refuse were being addressed by the creation of a dedicated bin store area. Vehicle access to the site would remain as existing, with access directly into the Great Barn's car park space, which was to be retained. The applications had been through extensive consultation and a number of objections had been received, including from local residents and the English Heritage Trust, and these objections had been addressed as set out in the report. The officer recommended that the applications be approved.

A petitioner addressed the Committee in objection to the application. Points highlighted included:

- The petitioner was attending the meeting in his capacity as Chairman of the Friends of the Great Barn.
- The Great Barn was afforded the highest level of protection by national policy. Historic England stated that all buildings and other structures that pre-dated 1948 that were within the curtilage of a listed building were to be treated as part of that listed building.
- The buildings proposed to be altered as part of the application were within the curtilage of the Great Barn, and should be considered as Grade I buildings.
- The loss of office space was referred to within the report. The new draft London Plan stated that change of use from non-residential to residential should only be permitted if a satisfactory residential environment could be achieved, met demand, and was consistent with other objectives, including the contribution of the existing use of those objects. This site did not fall into these categories.
- The site was used for community events, and often attended by coach parties. Coaches parked behind the Barn, without issue.
- When the decision on the proposed 3rd runway at Heathrow was finalised, there was no reason why the existing buildings could not be used as offices. The buildings were currently being used as offices.
- The applications were contrary to the heritage objectives of the Local Plan in protecting conservation.
- No evidence had been submitted that demonstrated more appropriate community or employment uses had been considered before proceeding with a residential scheme, and options were many, including a community hall, library,

or post office etc. These uses would be subject to lottery funding and grants, which would further help to regenerate this area of Harmondsworth.

- The report stated that access to the site would be from Moor Lane High Street. The land owned by the applicant was not linked to the public highway, and access therefore relied on the stretch of land between the 5 Bells Public House and St Mary's Church. Ownership of this land was unclear, though would appear to be owned by the church, and these ownership and access issues must be resolved before any application could be granted.

The agent for the applications addressed the Committee. Points highlighted included:

- Careful consideration had been given to the application site's location within a conservation area and several listed buildings.
- Conclusions reached confirmed that the applications accorded with the development plan and the NPPF as sustainable development.
- Lengthy conversations with the Council, particularly planning conservation officers, had resulted in several amendments to the scheme, including a reduction in density from that originally proposed.
- The scheme also incorporated amendments following discussions with third parties such as English Heritage, the Harmondsworth Conservation Area Advisory Panel, Historic England, and others.
- The proposed use was less intensive than existing use, and would enhance the setting of the listed buildings and conservation area.
- The scheme would result in a reduction in traffic, and there was no highway objection or issue with access from a legal perspective.
- The proposal to convert use to residential provided a sustainable future for these buildings, and would contribute to the village through the introduction of new families and local residents. The site would have minimal impact on the Barn, its use as community asset or its setting. Access to the Barn would be maintained.
- The residential scheme would remove the existing HMO which had previously been deemed unacceptable to local residents.
- The proposal would provide a range of family homes and cottages within an enhanced setting.

Members sought clarity on who owned the access route as outlined by the petitioner, as well as how the existing buildings were to be used, and where residents would park. The agent confirmed that the client owned the whole site and access was within the title, but the Great Barn had a comprehensive right of way to the Barn. In addition, the agent confirmed that the buildings on site were high quality and would be re-used. Parking provision fully complied with standards, and residents parking would be in front of the office barn.

Councillor Peter Money addressed the Committee as Ward Councillor for Heathrow Villages. Points highlighted included:

- The Ward Councillor shared the concerns of the residents in relation to the use of the site and its impact on the conservation area and grade I listed building.
- The Great Barn was a tourist attraction and source of great pride to the residents.
- Due to the scale of the development it was reasonable to expect it to have a significant detrimental impact on the environment and setting of the listed buildings.
- The existing HMO had caused significant issues, and as a result residents did not have much faith in the existing landowner.
- Access to the site had not been properly considered. Having to pass through a

narrow gap at the 5 Bells Pub was inconvenient to the pub, and an increase in residents to the area would result in increased parking in and around the pub. Residents did not feel that a parking management scheme could overcome these issues.

- The Ward Councillor objected to the scheme.

Officers clarified that the applicant had marketed the vacant office buildings, without success. Officers had since reviewed the potential loss of employment but were comfortable that the proposals were acceptable.

The Committee discussed the applications. Members requested that, if the application were to be approved, that a condition be added to confirm a dedicated area for tree planting and requested that discussions be held with the relevant officers regarding further landscaping.

Some Members suggested that the change of use from B1 should be considered, and that some office space should be retained on site. Officers advised that Members would have to argue that the change of use to residential was harmful to the setting of the Grade I listed building, or was harmful in some other way.

Members requested clarity on the access to the site, which was claimed to be unregistered land, and whether the appropriate notices had been served regarding the land. The Legal Advisor confirmed that if the land was unregistered, it would be incumbent on the applicant to carry out the planning permission and satisfy the Land Registry. Disputes over land ownership were not a matter for the Committee to consider.

Members referred to the site's PTAL value, which was rated as 'poor', so there would be a strong reliance on private cars for trip making. Currently, with the existing HMO, when unable to park on site there was parking overspill into the pub and village. It was therefore felt that two additional parking spaces would not be enough.

Officers referenced conditions 19 and 20, which sought to control access and parking on site. Previous issues observed showed that people were parking on the site without permission, which had resulted in parking displacement into the village. The intention of condition 19 was to make enforcement easier, to ensure that only people with permission would be parking on the site. It was suggested that delegated authority be given to the Head of Planning and Enforcement, in conjunction with the Legal Advisor, to ensure that conditions 19 and 20 were as robustly worded as possible.

Members sought clarity on the entrance door and walls of unit no. 15, following English Heritage Trust's stated concerns as set out in the report. Officers confirmed that all of the relevant land was within the applicant's ownership, and there was a physical entrance to the building.

The officer's recommendation relating to agenda item 6, application ref. 27256/APP/2017/3723, was moved, seconded, and when put to a vote, agreed by a vote of 5 to 3.

The officer's recommendation relating to agenda item 7, application ref. 27256/APP/2017/3721, inclusive of the Head of Planning being delegated authority to amend the wording of conditions relating to tree planting, access and parking, was moved, seconded, and when put to a vote, agreed by a vote of 5 to 3.

RESOLVED:

	<p>1. That application ref. 27256/APP/2017/3723 be approved; and</p> <p>2. That application ref. 27256/APP/2017/37231 be approved, subject to conditions.</p>
21.	<p>MANOR COURT HIGH STREET, HARMONDSWORTH - 27256/APP/2017/3721 (Agenda Item 7)</p> <p>Alterations and conversion of the Manor Lodge into 2 No. 4-bedroom houses; conversion of the Stable Building into 6 No. 1-bedroom and 2 No. 2-bedroom cottages; conversion of the Office Barn into 1 No. studio flat, 1 No. 1- bedroom flat, 2 No. 2-bedroom houses and 1 No. 3-bedroom house; retention of the Granary Building and conversion to garden store; upgrade of boundary treatments; reinstatement of yard pond, together with associated parking and landscaping.</p> <p>The item was considered with agenda item 6.</p>
22.	<p>CHAILEY INDUSTRIAL ESTATE, PUMP LANE HAYES - 2102/APP/2018/4231 (Agenda Item 8)</p> <p>Redevelopment of the site to provide three buildings ranging from 2 to 10 storeys in height delivering 331 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 (AMENDED MAY 2019).</p> <p>Officers introduced the report, and confirmed that the application had been deferred from a previous Committee meeting to allow for a site visit which had taken place on Friday 14 June 2019. The amendments to the scheme following the last meeting were summarised within the report and addendum. The addendum set out amendments to the Heads of Terms, including 35% of affordable housing and the prohibition of parking permits for future owners/occupiers (excluding blue badges).</p> <p>By way of a verbal update, the officer proposed that condition 4 be amended to mandate a brick construction material.</p> <p>Issues of overlooking had been resolved via the re-siting of a staircase and the setting of homes further away from nearby residential properties, together with the installation of a non-synthetic exclusion zone. Concerns over size and bulk had also been addressed following a reduction in the size of the development. A framework delivery and service management plan had been provided, which focussed on ensuring that refuse arrangements met requirements. Management of the commercial property was deemed satisfactory. In addition, the applicant was proposing to install higher acoustic fencing.</p> <p>In response to questions raised at the site visit, the officer confirmed that the building line was coming forward slightly, into line with the industrial building line and the demise of no. 37's site boundary. The separation distance to 19 Chalfont Road was confirmed as 27 metres, and distances to other properties on Chalfont road had been improved.</p> <p>The scheme sought to focus the majority of site A's height away from existing developments, with the expectation that site B would be released from commercial use</p>

for residential use, for delivery of a more cohesive development between the two sites.

For these reasons, the application was recommended for approval.

A petitioner addressed the Committee in objection to the application. Points raised included:

- The development would result in increased pedestrians and vehicles, which would have a detrimental impact on air quality for residents, in what was already an air quality focussed area.
- The size and scale of the proposal was not in keeping with the context and character of the local area. The proposed scheme was greater than the Council's recommendation of 110 units per hectare.
- Hayes needed low-density family housing. The scheme would not meet this demand. Hillingdon was ahead of its housing targets, so this scheme was not needed.
- The proposal made insufficient provision for parking, adding to pressure on local roads.
- Traffic would increase congestion in the area. There was no impact assessment included within the officer's report.
- The development was subject to the common risks of fire associated with high-rise buildings.
- The development would have a negative, divisive impact on the character of the local area.
- Residents were against opening up roads to vehicles and cyclists, due to concerns over safety, privacy, noise levels and refuse.
- If the development were to be approved, the following conditions were suggested:
 - Amendment to the size and scale of the development to allow for houses rather than flats;
 - Maintaining the closure of Chalfont Road and Little Road;
 - S106 monies must be used to benefit Hayes residents;
 - Hours of business must be restricted so that they were not within antisocial hours.

The agent for the application addressed the Committee. Points highlighted included:

- The applicant had made a number of changes following feedback, including a reduction in height and the loss of two units, and design changes to allay concerns regarding overlooking.
- Regarding the petitioner's concerns over density, the London Plan set out a requirement for quality design in terms of amenity provision, separation between buildings/windows etc., for which the scheme was within Council policy.
- The scheme proposed the same number of spaces with a reduction in units, when compared to the original proposal, which would have a positive impact on air quality.
- Access to the site would be dealt with by condition, as suggested by officers.
- The scheme's refuse strategy was deemed acceptable by officers.
- Fire strategy was linked to materials, and the applicant was happy to abide by the officers' recommendation for brick construction to be conditioned.
- Regarding air quality, the applicant was undertaking a number of measures to help, including limiting private cars, a travel plan, contributions to local bus services, opening of pedestrian routes and a comprehensive planting scheme.

Members asked whether the applicant was proposing to install electric charging spots. The agent confirmed that both active and passive charging points would be installed. Peter Curling addressed the Committee as Ward Councillor for Townfield. Points highlighted included:

- Concerns highlighted at the previous committee meeting had not been properly addressed.
- A reduction in 2 units versus the original scheme not sufficient.
- The scheme was an overdevelopment of the site. The industrial site was released for housing at a rate of 110 units per hectare, and this development was for 184 units.
- Traffic implications, particularly when considering the proximity of the Southall gasworks site, was a concern.
- The development was not in keeping with the character of the area and would be visually intrusive.
- The GLA made reference to combined heat and power, which required further clarity.

The Chairman made a number of points for clarity. With reference to previous discussions regarding the housing mix, 3-bed houses were deemed to be family housing, and the Council's housing team had not made any objections to the mix. Regarding the petitioner's comments regarding Hillingdon being in excess of its housing targets, the targets within the new London plan were significantly higher. The standard approach to issues of density was to consider density on its impact to the scheme itself.

In response to Councillor Curling's request for further information on the proposed combined heat and power strategy, officers confirmed that the GLA was seeking to apply emerging policies that had not yet been adopted, upon developments that were at current planning application stage. Officers were confident that the scheme was in accordance with current policies, and suggested that it was for the GLA to determine at stage 2 whether the application would need to be called in, on the grounds that it was not meeting emerging energy policies.

Members discussed the application, with some asserting that the scheme was an overdevelopment of the site, based on its size, bulk and height. The number of lifts was felt to be insufficient for a building of this height. Amenity space was felt to be of poor quality due to overshadowing. It was felt that the design was out of character for the local area, did not meet current 3 and 4 bed housing need, parking was insufficient, and the scheme would have a detrimental impact on traffic and congestion.

With regard to air quality, Members highlighted that the site was within a Hayes Focus Area, which specified that actions to achieve significant improvements in air quality should be prioritised.

Councillor Morse raised number of further points which he felt were grounds for refusal:

- The Tall Building Policy 7.7 stated that schemes such as this were only to be considered in areas where the local character would not be affected;
- The proposed development was a juxtaposition to the local suburban area and end of town code conditions due to a significant increase in scale;
- Policy H5 required the Council to encourage new homes for larger families, and the site was not located within a town centre;
- The development was contrary to Policy BE13 which required new

developments to harmonize with the local area;

- Policy 3.5 of the London Plan (2016) and Policy BE19 stated that the design of all new buildings should enhance the quality, amenity and character of the local area, and this development did not enhance the area;
- The development contravened Policy 6.13 of the London Plan section B, which stated that where existing transport was insufficient for travel generated, and no firm plans existed for an increase in capacity to cater for this, boroughs should ensure the developments were phased;
- The number of car parking spaces proposed did not meet requirement 441 and did not accord with UDP standards or emerging London Plan Part 2 PMT6 policy;
- Seven residences on Little Road would be affected by overdominance;
- The development contravened Draft Policy SA 22 which stated that the site should be released for development at a density of 110 units per hectare;

In response to concerns that the development was not in keeping with the area, officers highlighted a 14-story building that was visible across the locality. Regarding highways and parking concerns, officers had to refer to the national policy framework which stated that development should only be refused on highways grounds if there was an unacceptable impact on highways safety or the residual cumulative impact on the road network would be severe. In addition, officers had been in regular dialogue with the applicant regarding increasing parking provision on site.

With regard to amenity space, officers highlighted that contributions for off-site improvements had been secured, and there was a significant quantum of open space to serve the development and wider area, which was deemed to be acceptable. In reference to the number of lifts within the building, it was confirmed that there were two lifts on site.

Regarding 3 and 4-bed houses, the Council's policy team considered that the offer put forward was acceptable. Officers had attempted to ensure that the character of the area would not be negatively affected, including mandating the use of brick construction materials in various colours, and ensuring that the buildings abutting Chalfont Road and Little Road were no higher than existing buildings.

The site had a PTAL rating of 2-3, which was considered moderate. Access to the rear of the site was for pedestrians and cyclists only, via the use of a chicane that was wide enough for a mobility scooter and nothing bigger. Access for emergency vehicles was via a separate gate system that was yet to be approved, and it was suggested that the Head of Planning be delegated authority to strengthen condition 20 which dealt with access matters.

Other Members highlighted that it was likely that the proposal's unit mix was predicated on economic viability. In addition, it was felt that the applicant had tried to mitigate issues and concerns, and on this basis the officer's recommendation was moved, subject to amendment to conditions 4 and 20 as outlined. This was seconded, and when put to a vote, agreed by a vote of 5 to 3.

RESOLVED: That the application be approved, subject to conditions.

23. **NORTHWOOD RECREATION GROUND, CHESTNUT AVENUE NORTHWOOD - 23172/APP/2019/922** (*Agenda Item 9*)

Proposed side extension and installation of ramp

Members considered the application, which was recommended for approval.

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

RESOLVED: That the application be approved.

24. **NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD
NORTHWOOD - 2082/APP/2018/3819** (*Agenda Item 10*)

The erection of a 4-storey block to accommodate a new science and sixth form centre, and the re-surfacing of the play space fronting Vincent House to facilitate car parking with associated works

Officers introduced the report and addendum, highlighting that the application had been deferred from a previous Committee meeting to allow for a site visit, which took place on Friday 14 June 2019. Officers confirmed that revisions relating to the scheme's design had been submitted by the applicant, and included change of materials, roof design, and the link to the nearby locally listed building.

In addition, the applicant had circulated details of the community benefits that they felt would result from the development. However, some of the purported benefits were policy requirements, for example employment generation.

It was confirmed that, in line with NPPF guidance, the Committee must determine whether the application would promote sufficient public benefits to outweigh any potential harm to the area. It was felt that the potential public benefits did not outweigh the harm caused by the development, which included concerns over size, scale, bulk, height, design, proximity to listed buildings and impact on traffic and highways. For these reasons, the application was recommended for refusal.

A petitioner addressed the Committee in support of the application. Points raised included:

- At the site visit, comparison was made to the emerging TfL scheme at Northwood Station. To confirm, the school's scheme was discrete in size and scope, and had support from residents, the residents association, Councillors and the local MP. The TfL scheme was located in a prominent location, whereas the proposed science building within a school site setting on a secondary road.
- The need for the new building was immediate, and without the building all science facilities would need to be removed from the campus.
- Following meetings with Council planning officers, a number of amendments had been made to the design of the scheme, in order to make the project more palatable to Members.
- Regarding the height and mass of the science building, the road was on a gradient, and so the ground floor would actually sit below the level of the road. The height of the building was similar to that of the adjacent building and the recessed top floor could not be seen from the road.
- The building was not out of keeping with the local area.
- The building was needed to promote science within the school and address the gender imbalance that existed within stem related fields.
- The building could not be any smaller, as the current design showed science classes to be 10sqm smaller than recommended by the DfE.

- The glazed link to the adjacent listed building, this was required for access to toilets.
- A site feasibility study showed that the only suitable position for the science building was in the proposed location.
- Planning officers had confirmed that the proposal would result in less than substantial harm to the conservation area. Regarding the NPPF test regarding public benefits, these benefits were discussed at the Committee meeting held on 15 May 2019.
- The majority of the school pupils were residents of the Borough, and the school as aiming to deliver a well-rounded curriculum to the girls at the school.

Members sought further clarity on a number of points. In response to questions, the petitioner confirmed that the site would also be used for community events and 6th Form areas. In addition, it was confirmed that there was an objection from the local History Society, while the residents association had neither objected to the scheme nor offered support.

Officers confirmed that, as set out in the addendum, the Council's access officers had raised concerns that opportunities had not been taken to promote wider accessibility at the site, which was felt to diminish the wider public benefit argument. In addition, it was highlighted that the petitioner's comments on the TfL site were not relevant, as that scheme was not referenced within the officer's report.

Members discussed the application. Some Members felt that the need for the school outweighed the harm it would cause. Other Members felt that, while the need for the building was understood, concerns remained over the size, scale, bulk and height of the building itself. As such, it was felt that the scheme was not in keeping with the character of the local area and that the potential public benefits did not outweigh the harm to the area.

Members asserted that there were no planning grounds that could disagree with the officer's recommendation, and on this basis, the officer's recommendation was moved, seconded, and when put to a vote, agreed by a vote of 6 to 1.

RESOLVED: That the application be refused.

25. **PYLON FARM, NEWYEARS GREEN LANE HAREFIELD - 12579/APP/2018/2062**
(Agenda Item 11)

Change of use of redundant equestrian (former agricultural) buildings to B1 (light industrial) and B8 (storage) use with parking for up to 32 vehicles and associated landscaping (Retrospective application).

Officers introduced the report and addendum. It was confirmed that the site had been in operation for some time, and conditions were proposed to ensure that use of the site would not be intensified. The scheme met the NPPF test for re-using buildings within a Green Belt, and the proposal would also include a formalised parking arrangement to address previously haphazard parking. 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.

26.	<p>PHASE 3C, ST ANDREWS PARK, HILLINGDON ROAD UXBRIDGE - 585/APP/2018/4168 (<i>Agenda Item 12</i>)</p> <p>Modification of the s.106 obligation planning application reference 585/APP/2009/2752 Redevelopment of Former RAF Uxbridge to include the following amendments:(a) Definitions in Clause 1 (Interpretation) – Affordable Housing Provider and Registered Social Landlord (b) Effect of the Agreement - Clause 2.4.1; and (c)The mortgagee in possession clause -The Affordable Housing Schedule (Schedule 4 Paragraph 12.1 and 12.2) as previously varied.</p> <p>Officers introduced the report, and confirmed that the application was a clerical change to the S106 agreement, and was therefore recommended for approval.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
27.	<p>STANFORD HOUSE, 9 NESTLES AVENUE HAYES - 51175/APP/2018/4260 (<i>Agenda Item 13</i>)</p> <p>Demolition of existing building and redevelopment to provide a building up to 10 storeys, with 868 sq.m of commercial or community space (Use Class B1 or D1) at ground floor level and 81 (44 x 1-bed, 28 x 2-bed and 9 x 3-bed) residential units to the upper floors, with associated landscaping, access, car parking and cycle parking.</p> <p>Officers introduced the report, and confirmed that the site was directly adjacent to the Nestle site. The proposed scheme was felt to be overdevelopment of the site and would compromise surrounding sites, and so was recommended for refusal.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be refused.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 8.21 pm.</p>

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

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

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Report of the Head of Planning, Transportation and Regeneration

Address	FORMER BELMORE ALLOTMENT SITE BURNS CLOSE HAYES
Development:	Re-development of former allotment site to provide 5 x two to three storey blocks comprising 112 residential units including 30 x 1-bed, 47 x 2-bed ,33 x 3-bed and 2 x 4 bed units with associated access, parking and amenity space. (AMENDED PLANS 06/06/2019)
LBH Ref Nos:	68069/APP/2019/22
Drawing Nos:	WSP Overheating Assessment SES Reptile Survey EPG Flood Risk Assessment TEC Geonevironmental and Geotechnical Assessment Outline Travel Plan February 2018 Preliminary Geoenvironmental and Geotechnical Assessment Part 1 Preliminary Geoenvironmental and Geotechnical Assessment (Part 2) Preliminary Geoenvironmental and Geotechnical Assessment (Part 3) Landscape Design Statement (Part 1) Landscape Design Statement (Part 2) Landscape Design Statement (Part 3) PL01 PL 11 Rev E PC-17-0245-RP1 Rev A L/8054/3 PL 23 PL 24 PL 26 PL 63 PL 64 PL 20 Rev B PL 21 Rev B PL 25 Rev B PL 26 Rev B PL 27 Rev B PL 11 Rev F PL 51 Rev A DAS PL 40 SES Preliminary Ecological Appraisal AQ_assessment/2017/Bellmore_Allotments_Nov18_v1 SES Arboricultural Impact Assessment WSP Energy Statement PL 30 Rev B PL 31 Rev B PL 34 Rev B PL 35 Rev B PL 22 Rev B PL 28 Rev B PL 29 Rev A PL 50 Rev B

PL 32
PL 33
L/8054/1
L/8054/2 Rev. A
PL 02
800-EPG-ZZ-XX-DR-Y-0001 Rev. P02
SLD/HG96-LM1 Rev. B
SLD/HG96-LP1 Rev. A
PL 10 Rev B

Date Plans Received:	21/12/2018	Date(s) of Amendment(s):	14/02/2019
Date Application Valid:	18/01/2019		05/07/2019
			03/07/2019
			24/05/2019
			16/01/2019
			04/01/2019

1. SUMMARY

The application seeks planning permission to Re-development of former allotment site to provide 5 x two to three storey blocks comprising 112 residential units including 30 x 1-bed, 47 x 2-bed, 31 x 3-bed, 2 x 4 bed apartments and 2 x 3 bed dwellings together with associated car parking and landscaping.

The application site comprises a brownfield site, suitable for the delivery of residential development. The site is also an emerging site specific allocation within the Local Plan Part 2 (March 2019), draft Policy SA12 which affords great weight to the principle of development on this site being acceptable.

The proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers.

The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would provide an acceptable area of soft landscaped amenity space for the benefit of future occupiers.

Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal Agreement.

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 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 100%

2. Air quality damage contribution of £54,530
3. 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
4. Highway Works: S278/S38 for required Highways Works
5. 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, pedestrian and cycle improvements, public open space improvements, carbon offset, travel plan, construction training and highway works). The proposal therefore conflicts with Policies R17, AM2 and AM7 contained within the adopted Hillingdon Local Plan Saved Policies (November 2012) and Policies 3.12 and 5.2 of the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the Secretary of State 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.

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

1 RES3 Time Limit

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

REASON

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

2 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 ensure only for the benefit of the Council

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

PL 23
PL 24
PL 26
PL 63
PL 64
PL 51 Rev A
PL 40
PL 35 Rev B
PL 29 Rev A
PL 32
PL 33
PL 25 Rev B
PL 21 Rev B
PL 20 Rev B
PL 50 Rev B
PL 28 Rev B
PL 26 Rev B
PL 11 Rev F
PL 27 Rev B
PL 34 Rev B
PL 31 Rev B
PL 30 Rev B
PL 22 Rev B

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

REASON

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

4 RES7 Materials (Submission)

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

Details should include information relating to 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 RES9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

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

- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage showing 147 spaces
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including 113 car parking spaces, of which 13 are allocated disabled spaces and demonstration that 23 (20%) are served by active electrical charging points, 23 (20%) are served by passive electrical charging points, and 6 motor cycle spaces.
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)
 - 2.h Tree pit details

- 3. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs), 5.17 (refuse storage) and 6.13 (parking) of the London Plan (2016).

6 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 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.

7 RES14 Outbuildings, extensions and roof alterations

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

REASON

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

8 NONSC Ecology

Prior to above ground works, an ecological enhancement plan shall be submitted and agreed in writing with the Local Planning Authority. The enhancement plan shall provide details of how the current areas of high ecological value (the boundary vegetation in particular) will be retained and enhanced particularly with regards to slow worm. The plan shall also detail other methods of ecological enhancement (bat and bird boxes, reptile refugia etc...) and how these will be included within the development. The development must proceed in accordance with the approved details.

Reason

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with Policy EM7 of the Local Plan Part 1.

9 RES15 Sustainable Water Management (changed from SUDS)

Prior to commencement of development a detailed surface water drainage assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate the onsite attenuation of surface water run-off using sustainable drainage methods with discharge rates from the site to be reduced to 2 litres per second per hectare (unless otherwise agreed in writing with the Local Planning Authority) at locations of the site to be agreed as part of the assessment. The assessment shall apply the sustainable drainage hierarchy with the use of storage tanks to be a last resort and only once more sustainable forms have been discounted in writing with the Local Planning Authority. The assessment shall demonstrate the development site will not increase the risk of flooding offsite.

The assessment shall also be accompanied by a robust maintenance and management plan to demonstrate the onsite drainage solutions will operate at peak efficiency throughout the lifetime of the development.

The development must proceed in accordance with the approved assessment and operated in accordance with the management and maintenance plan.

Reason

To ensure the proposals do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DMEI10)

10 NONSC Low Emission Strategy

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

- 1) Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements;
- 2) A clear and effective strategy to encourage users of the residential units to
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

Condition Air Quality - Construction and demolition phase

In order to control the dust and emissions from the demolition and construction phases, the Construction Management Plan must be developed in accordance with the Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction' and the GLA, Control of Dust and Emissions from

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

Reason:

To ensure the development reduces and manages its air quality impacts in an air quality management area in accordance with Policy EM8 of the Local Plan

11 RES26 Contaminated Land

(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 written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with 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 of the Hillingdon Unitary Development Plan Saved Policies.

12 NONSC Noise

External noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10 dBA 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.

13 NONSC Energy

Prior to above ground works, a scheme for the inclusion of green roofs shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with the approved scheme.

Reason

To ensure the proposals contribute to the management of surface water run and do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DME110)

14 NONSC PV Levels

Within 1 year of commencement, a scheme identifying carbon savings to the total of 93.6tCO₂ shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be either onsite within the red line boundary of the proposed development or offsite in accordance with Policy 5.2e of the London Plan, or a combination of the two; any offsite solution shall be through a specific project(s) or a payment to the Council at £1800/tCO₂. The carbon reduction scheme must then be implemented within 6 months of the written approval and the completed and retained

thereafter.

Reason

To ensure the development delivers zero carbon housing in accordance with London Plan Policy 5.2.

15 NONSC Energy

Prior to above ground works, full details and specifications of the photovoltaic array shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate the development will incorporate the necessary amount of PVs to meet the identified reduction targets in the energy statement (WSP, December 2018). The details shall also incorporate full specifications including fixing mechanisms, pitch of the array and the plans showing their inclusion (roof plans and elevations). The development must proceed in accordance with the approved plans, details and specifications.

Reason

To ensure the development provides a 35% reduction in CO₂ as per London Plan Policy 5.2.

The site however is not compliant, even with the above condition, because it fails to achieve zero carbon standards. The report states:

"In order to comply with the Zero Carbon Homes standard, an estimated £168,480 will be paid to the council to offset the remaining carbon emissions to zero (i.e. 93.6 t CO₂ x 30 years x £60 per tonne of CO₂). "

16 NONSC Waste Management

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).

17 RES22 Parking Allocation

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

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

18 NONSC Access

No development shall commence until further access details are submitted to and

approved by the Local Planning Authority. These details shall include:

- 1 (Ensuring Equal Life Chances), 3.5 (Quality and Design of Housing) and 7.
- 2 (Inclusive Environment): 2. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.

REASON

To ensure that the proposed development the requirements of accessible housing standards , namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d). However, detail is still lacking on the following design elements to meet London Plan policy 3.

19 NONSC Noise

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.

20 NONSC Noise

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

21 NONSC Noise

Prior to use, [machinery, plant or equipment] [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.

22 RES24 Secured by Design

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

REASON

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

23 NONSC Non Standard Condition

Prior to above ground works, a scheme for the inclusion of green roofs shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with the approved scheme.

Reason

To ensure the proposals contribute to the management of surface water run and do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DME110)

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): - <ul style="list-style-type: none">(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
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

3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2012, 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

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

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

5

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located to the north east of Burns Close, a residential cul-de-sac, and forms part of an area, approximately 90 metres by 280 metres, formally used as allotment gardens. The application site, which is unused and overgrown, forms the eastern part of this former allotment and has an average width of 150 metres and depth of 80 metres.

Immediately adjoining the site to the north-east is public open space, known as the Yeading Brook Meadows, which forms part of the Green Belt. It also forms part of a countryside conservation area, an area of environmental opportunity, a nature reserve and a Site of Importance for Nature Conservation of Grade I Importance as identified by the Unitary Development Plan. To the south west of the site are residential properties and their garages, fronting Burns Close, and Grange Park Junior School. To the west is the newly erected children's respite home and retained allotment area. To the east lie residential properties fronting Marvell Avenue, while to the south lie residential properties and their garages fronting Melrose Close.

The long north-east boundary is defined by an off-site field hedgerow, interspersed with trees. The centre of the site is currently grassland devoid of trees or shrubs.

3.2 Proposed Scheme

The scheme proposes 5 new apartment blocks which vary between 2 and 4 stories. The new buildings will provide 110 residential units, together with vehicle parking, cycle storage and refuse areas. A further 2 dwellings are to be provided in the south east corner of site creating a total of 112 residential units. The proposed plans demonstrate 113 car parking spaces will be provided to serve the residential units.

The 112 residential units across the site are proposed in the following mix:

1 bedroom x 30
2 bedroom x 47
3 bedroom x 43
4 bedroom x 2

There are 11 accessible flats proposed (10% of total) with each wheelchair accessible flat proposed to have an allocated disabled parking space.

The proposal comprises of 5 main buildings that range from 2 to 4 stories with a further 2 x two storey dwellings sited to the south east corner of the site. These buildings are subdivided in blocks within the proposed plans to enable clarity of the development proposed.

The western building shown as block A on the proposed site plan is a 4 storey building which steps down to 2 stories towards the side elevation which fronts the landscaped play area and Burns Close junction. The building would be characterised by a flat roof with a maximum height of 13 metres. Parking is proposed to the south and the east of the building with individual landscaped amenity provided to the west along the boundary shared with Merrifield House (20A Burns Close) and also to the North which borders the ditch and the greenbelt open which will be accessed via a new footbridge. A further landscaped play area is proposed to south of the building which is a shared open space.

The northern building, Block B has a part 2 storey, part 2 part 3 storey design and has a large front facade which extends 70 metres in width and would be characterised by a flat roof measuring 9.7 metres in height. The building has been set away from the boundary by approximately 10 metres from the greenbelt boundary with individual gardens separating them and forming a landscape buffer which respects the green belt land to the rear.

Block C and D are sited to the north west and west of the site and are similar in scale and design. Both buildings are characterised by flat roofs which measure 9.8 metres in height and step down to 6.8 metres at various point across each elevation. The buildings have been set away from the boundaries shared with the residential properties adjacent by at least 4 metres and have been designed in such a way as to respect the privacy of the occupiers of nearby residential properties.

The southern building which is shown as Block E is to provide a traditional street scene design in a public open space. The building has been designed around a central landscaped amenity space in order to ensure that the occupiers, existing local residents and future benefit from usable public space. The proposed plans illustrate the building to characterised by flat roof and Block E building has been set back from the adjoining properties in Melrose Close and separated by soft landscaped amenity space and a number of trees which provide a landscaped buffer and adequate screening.

3.3 Relevant Planning History

68069/APP/2011/2309 Former Allotment Site Burns Close Hayes

Redevelopment of former allotment site to accommodate a residential development of 79 dwellings (13 x 2 storey houses, 1 x 2 storey flatted block containing 24 dwellings, 1 x 2 storey flatted block containing 28 dwellings, and 1 x 2 storey block containing 14 supported housing units), associated landscaping, boundary treatment, parking and access arrangements.

Decision: 22-11-2011 Approved

68069/APP/2018/2997 Former Allotment Site Burns Close Hayes

Demolition of a single storey building to slab level

Decision: 13-09-2018 PRN

Comment on Relevant Planning History

68069/APP/2011/2309 - Approved dated - 06/03/12 - Redevelopment of former allotment site to accommodate a residential development of 79 dwellings (13 x 2 storey houses, 1 x 2 storey flatted block containing 24 dwellings, 1 x 2 storey flatted block containing 28 dwellings, and 1 x 2 storey block containing 14 supported housing units), associated landscaping, boundary treatment, parking and access arrangements.

68069/APP/2018/2997 - Approved dated 13/09/18 - Application to demolish the existing sheds on the allotment site

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
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.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
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LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd July 2019**

5.2 Site Notice Expiry Date:- **26th February 2019**

6. Consultations

External Consultees

The application has been subject to 2 rounds of both internal and external public consultation. The second round of consultation was undertaken following the submission of amended plans in June 2019 for which 21 letters of objection were received raising the same concerns as the first round of consultation.

PUBLIC CONSULTATION (1)

The application was advertised publicly by way of notices posted adjacent to the site. In addition, letters were sent to the owners / occupants of neighbouring properties to inform them of the proposed development and invite comments.

47 letters of objection received (summarised) and a petition containing 125 signatures. All comments received are summarised below.

- Allotment is a valued community asset
- The proposal is too high in density / over-development

- Increase pressure on local infrastructure
- Lack of parking in the area
- Increase in crime and anti-social behaviour
- Disruption during the building process
- Overlooking and privacy
- Air pollution
- Noise pollution
- Lowered property values
- Increase in traffic / congestion
- Restricted access for emergency vehicles - road is too narrow
- Road safety concerns
- Possibility of slow worms on site

THAMES WATER

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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 application indicates that surface waters will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

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.

Supplementary Comments

There are easements and wayleaves running through the site. These are Thames Water Assets. The company will seek assurances that it will not be affected by the proposed development. On the Map yellow dashed lines show the easements and wayleaves and the proposed development area is identified by a red outlined box.

Internal Consultees

TREES AND LANDSCAPES: JAN 19

The site is occupied by a disused Council-owned allotment site which is currently a vacant area of open grassland. The tree-lined boundary to the north-east backs on to an area of designated Green Belt. The rear gardens of houses in Marvell Close back on to the south-east boundary and those of Melrose Close line the south-west boundary. There is a Council-owned respite home on the north-west boundary. There are occasional self-set trees within the site. There are no Tree Preservation Orders, or Conservation Area designations, affecting the site which might constrain development.

COMMENT: The site was the subject of a previous application, ref. 2011/2309, which was approved. Access to the site will remain via Burns Close, and the existing entrance to the service road for the respite centre. The proposed road layout and parking arrangement are similar to those approved under 2011/2309, although the housing mix of five residential blocks has been amended. A tree report, by SES, dated December 2018, has been submitted. This has identified and assessed twelve individual trees, six groups and an area of scrub. Of these, there are four category 'B' trees; T5 weeping willow, T18 Norway maple, T19 ash and T20 horse chestnut which are worthy of retention. - All are off-site trees and will be protected throughout the development process (clause 3.6). All other trees are 'C' grade and of low arboricultural, or amenity, value. These will be removed to accommodate the development. The report includes tree protection proposals (Appendix 4 and 5) and working methods close to trees (Appendix 6) The proposed block plan (masterplan) indicates that approximately 50 new trees will be planted as part of the new layout. Landscape details should include a method statement for topsoil stripping, storage and handling. This will need to be pre-commencement. Finally a landscape management / maintenance plan should be submitted to ensure that the public and communal landscaped spaces are established and maintained in accordance with good practice.

RECOMMENDATIONS: No objection, subject to a pre-commencement condition requiring details of how the topsoil will be stripped, handled, stored and maintained during the construction phase. Post-commencement conditions should include RES4, RES9 (parts 1, 2, 4, 5 and 6) and RES10.

FURTHER COMMENTS- JUNE 19

Reviewing the plan has drawn my attention a number of trees within parking areas which are located within very narrow strips of soft landscape. The only possible way of establishing these trees will be to provide larger planting pits underground to provide a viable volume of topsoil. This can be achieved using a structural cellular support system such as that supplied by Green Blue Urban.

RECOMMENDATION

Full tree pit details will be required as part of the hard and soft landscape conditions specified in RES9 (parts 1 and 2).

LAND CONTAMINATION OFFICER

I have reviewed the following documentation as submitted from Tweedie Evans Consulting Limited:

1. Preliminary Geoenvironmental and Geotechnical Assessment, Version A, dated January 2019
2. Geoenvironmental and Geotechnical Assessment, Version A, dated January 2019.

The reports include the required phase 1 (preliminary assessment) and Phase 2 (site investigation) and provide satisfactory details of the required risk assessments concerning the site.

Section 8.2 of the Geoenvironmental and Geotechnical Assessment, (the phase 2 site investigation) includes conclusions and recommendations for the proposed development of the site and also provides a clear indication of requirements for a remediation strategy.

It is therefore recommended that the following condition is 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 written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with 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 of the Hillingdon Unitary Development Plan Saved Policies.

FLOOD WATER MANAGEMENT: FEB 19

Although conveying water across the site in pipes and into tanks makes it difficult to discharge through gravity in the ditch which is known to be shallow. The ditch running alongside the site, also does not discharge to the Yeading Brook as assumed by the FRA. This is what used to be the Canal feeder and actually flows the other direction towards residential properties where sections have been lost. Work will need to be done to clear and dredge the ditch along its length and ensure that water can flow from the site along this ditch and ultimately into the Yeading Brook. This may involve relaying pedestrian crossings and culverts. Any new crossings need detailing as a cross section. However a condition can be placed on the permission to require this detail at a later date.

The Flood Risk Assessment submitted by EPG dated the 17 Jan 2019 provides only limited information, and is not sufficient at this stage. It requires further revision. The information used in the report is not the most up to date information. It appears to be missing the most up to date PRFA and therefore understanding of the most recent flood risk reports in the area. It does not refer to the West London SFRA which is the most up to date information on flood risk. This includes areas at risk of surface water flooding in the Flood Zone 3 area which should be sequentially avoided.

The proposals currently do not really acknowledge that part of the site is at medium risk of surface water flooding and provide a conveyance route away from other properties, which is critical to maintain. This is therefore storage and levels of the site which must be maintained in addition to any drainage design taking account of what rain fall falls on this site. There is currently a building proposed in the location of some of this surface water ponding. This can be overcome with additional details about the proposed levels being provided to demonstrate capacity is maintained. The discharge rate is placed at a standard rate of 5ls this is not acceptable in Hillingdon. The

Council usually accept 2ls. The proposed SuDs are considered not to be the most sustainable or there is suitable justification for discounting more sustainable methods. It is not clear why living roofs have been discounted alongside other methods. It is noted and supported the use of permeable paving across the site, which is in public areas.

However it is disappointing and unacceptable that rainwater pipes are not directed to rain gardens or lowered areas of landscaping and amenity first, rather than piped to tanks. If water is directed into landscaping areas this reduces the size of the tanks required and reduces long term maintenance costs. It is also important to include and consider water collection and reuse. However more critical is the proposed tanking in what could cross different land ownership depending on the long term plan for the site. It is critical that proposals for drainage facilitate clear and obvious responsibilities for drainage to ensure they can and will be maintained in the future. A clear detailed management and maintenance plan should also be provided. Although it is supported that the site discharges into the nearby ditch, in accordance with the hierarchy.

FURTHER COMMENTS- JUNE 19

Objection It is presumed the ditch flows to the Yeading brook to the east and there is no connection to the Yeading Brook there. So it may not be appropriate to discharge the site to that ditch without further work on the fall of the ditch to the north. There are two new pedestrian crossings proposed but no detail of these provided. These require permission from the Lead Local Flood Authority separate to the Planning Authority. It is noted that permeable paving is proposed but there are no more sustainable above ground forms of drainage proposed which is unacceptable. There are flat roofs proposed which could have living roofs. Down pipes should connect to Rain gardens rather than tanks. Rainwater harvesting option and reuse should also be considered. It is unclear why there are further underground tanks proposed rather than dished areas of landscaping which could hold water and reducing the need for costly pipes and tanks. The discharge rate should be limited to 2ls rather than an assumed 5ls as per the Council standards on the website <https://archive.hillingdon.gov.uk/article/12578/Sustainable-drainage-requirements-for-planning-applications>. A management and maintenance plan should also be submitted. It is presumed that these are in lease hold ownership only however clarity on maintenance of any drainage will need to be clear. This drainage proposal is poor and should be revised significantly to enhance the development and reduce costs for the drainage storage required, as well as implementing a more integrated design with the landscaping and a more sustainable option.

FURTHER COMMENTS JULY 19

The site does not appear to be at a high risk of fluvial flooding nor is the site at a high risk of surface water flooding. There are localised areas on the site that would be susceptible to surface water ponding but not to a level of significant risk.

Consequently the development's impact on flood risk (onsite and offsite) is considered to be manageable.

With regards to the information submitted, there are clear deficiencies that require further investigation and work to be undertaken. This work can be secured through the following conditions

Condition

Prior to commencement of development a detailed surface water drainage assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate the onsite attenuation of surface water run-off using sustainable drainage methods with discharge rates from the site to be reduced to 2 litres per second per hectare (unless otherwise agreed in writing with the Local Planning Authority) at locations of the site to be agreed as part of the assessment. The assessment shall apply the sustainable drainage hierarchy with the use of storage tanks to be a last resort and only once more sustainable forms have been discounted in writing with the Local Planning Authority. The assessment shall demonstrate the development site

will not increase the risk of flooding offsite.

The assessment shall also be accompanied by a robust maintenance and management plan to demonstrate the onsite drainage solutions will operate at peak efficiency throughout the lifetime of the development.

The development must proceed in accordance with the approved assessment and operated in accordance with the management and maintenance plan.

Reason

To ensure the proposals do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DME110)

Condition

Prior to above ground works, a scheme for the inclusion of green roofs shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with the approved scheme.

Reason

To ensure the proposals contribute to the management of surface water run and do not increase the risk of flooding in accordance with Local Plan Part 1(EM6) and Local Plan Part 2 (DME110)

ACCESS OFFICER-APRIL 19

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 still 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): 2. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.

OFFICER COMMENT:

All of the above details can be secured via an appropriately worded condition which is proposed to be added.

FURTHER COMMENTS JUNE 19

It would appear from this amended/additional drawings submission that my comments of 8 April 2019 have not been addressed. Conclusion: further details are required to address accessibility concerns related to this development proposal.

AIR QUALITY OFFICER

The review of the air quality assessment has indicated that whereas the proposal is not within a Focus Area, it is not neutral for transport. In addition, we don't know its impact on the exceeding residential sensitive receptors nearby within Uxbridge Road Focus Area which 333 additional vehicles will certainly have (or a share of them), because the receptors modelled are only in the vicinity of the application site.

The concentrations predicted in the opening year are below the Nitrogen dioxide annual mean Limit Value but is close to Grange Park school. As the proposal is not neutral, a S106 contribution of £54,530 is recommended.

Observations:

Condition Air Quality - Low Emission Strategy

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

- 1) Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements;
- 2) A clear and effective strategy to encourage users of the residential units to
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

Condition Air Quality - Construction and demolition phase

In order to control the dust and emissions from the demolition and construction phases, the Construction Management Plan must be developed in accordance with the Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction' and the GLA, Control of Dust and Emissions from

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

Reason:

To ensure the development reduces and manages its air quality impacts in an air quality management area in accordance with Policy EM8 of the Local Plan

HIGHWAYS OFFICER

Traffic 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.

In order to establish the existing peak hour traffic movements along Burns Close/Balmoral Drive, surveys were carried out between 07:00 to 10:00 and 16:00 to 19:00 hours. Although surveys were not carried out along Melrose Close, it is assumed that due to the low level nature of traffic along Melrose Close and its proximity to Balmoral Drive that the existing traffic levels can be established through surveys undertaken at the Balmoral Drive roundabout junction. With this notion, it is assumed that all vehicles traveling westbound along Balmoral Drive will use Melrose Close and likewise all vehicles travelling eastbound along Balmoral Drive will use Burns Close to access the development site.

In situations where the pattern differences are minimal, it would not be uncommon to focus on the peak hour which generates the most number of movements. It has been established that the AM peak generates the highest number of traffic movements when compared against the PM peak, the assessment therefore focuses on the AM peak hour (08:15-09:15). This has been reviewed and is accepted.

To determine the proposed level of trips associated with development 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 both Outer London boroughs and the south east. Whilst it can be argued that the sites used (within the south east) are not comparable, given that these sites will effectively provide higher trips rates, it is considered to be more robust. Furthermore, given the Public Transport Accessibility Level of the site, the search parameters are deemed acceptable.

It has been established that the proposed residential development would generate 33 two-way movements in the AM peak and 20 two-way movements in the PM peak.

Development traffic distribution has been carried out using the existing traffic patterns in the AM peak (as this generates the most number of movements). This has been reviewed and is considered acceptable.

Parking and Access provision

The schedule of the proposed residential units comprise of the following

Number of Bedrooms	Number of Units
1-bedroom	30
2-bedroom	47
3-bedroom	33
4-bedroom	2
Total	112

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.

The emerging DMT6 policy and parking standard for residential developments (Use Class C3) indicates that provision for up to 171 parking spaces. However, the Councils currently adopted saved Unitary Development Plan (UDP) indicates that provision for up to 168 spaces should be provided at a 1.5 space to unit ratio is acceptable. It should be noted that both standards are based on a maximum provision.

The submissions propose 113 parking spaces to serve the site which equates to a parking ratio of 1.01. Whilst this falls within both the UDP and DMT6 policy requirements, the Transport Assessment has provided parking accumulation assessments based on the arrival and departure rates of the TRICS data findings. The results show that the residential parking requirements can be accommodated for by the proposed number of spaces.

Furthermore, the TA state that the proposed 1.01 ratio will act as a deterrent for occupants to own more than one vehicle per dwelling in turn promoting sustainable means of travel. This is accepted. Parking provision should be allocated and secured via suitable planning condition.

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.

Whilst the submissions state that 13 spaces will be allocated specifically for disabled users, this has not been demonstrated within the submissions. This should be secured by way of condition.

Electrical Vehicle Charging Points

Provision for electrical vehicle charging points should be provided in line with the London Plan standards which require 20% active spaces and a further 20% as passive. This equates to 23 'active' spaces and 23 passive spaces. The requisite provision has not been demonstrated and should also be secured via condition.

Motorcycle/Scooter Parking

Provision for motorcycle/scooter parking should accord with the emerging Local Plan: Part 2 DMT 6 policy which requires 5% of the total car parking provision. In this instance, it is required that 6 spaces be accommodated for. This should be secured by way of suitable planning condition. It should be noted that to help tackle motorcycle theft, all motorcycle parking spaces should be provided with 'anchor points'.

Cycle Parking

The emerging Local Plan: part 2 requires 147 cycle parking spaces be provided across the development. The submissions have not detailed provision for secure and covered cycle parking and this should be addressed via condition.

Access

As mentioned above, access to the development site will take place via both Burns Close which is located to the southwest and Melrose Close which is located to the southeast and will effectively form a 'horseshoe' design which will connect both roads. Both horizontal and vertical traffic calming measures are to be adopted along the main stretch of the carriageway with narrowed passing sections and raised tables. This will ensure vehicle speeds are properly managed.

Detailed Design

Upon assessing the proposed site plan (drawing no. PL11 rev F), concerns are raised with the proposed drop off points located along the carriageway and how these will further hinder access and egress for parking linked to the proposed units. This is in addition to the smooth operation of the road itself. Dropped kerb crossings are also proposed however do not appear to comply with current standards. Whilst principle design concerns, these points can however be addressed during the detailed design stage.

All crossings, access and associated parking areas should conform to highway guidance contained within the current 'Manual for Streets' (1 & 2) document. This should be assisted with swept path analysis drawings demonstrating tracking of associated vehicles accessing, manoeuvring and egressing the site.

In summary, the proposals should be subject to detailed designs, any improvements and off-site highway works should be secured via a section 278 agreement.

Service and Delivery Arrangements

As part of the service and delivery provision, swept path analysis drawings have been provided

showing refuse vehicles travelling clockwise through the site travelling towards Melrose Close. To ensure the smooth operation of collections the proposed 'on carriageway' drop-off points will need to be removed. Whilst it is accepted that this arrangement will rarely be used, the proposals are assessed on a worst case scenario basis and will require addressing.

To accord with current highway guidance, specifically contained within the Manual for Streets (1 & 2) document, occupants should not be required to carry waste more than 30 metres to the storage point. Waste collection vehicles should be able to get within 25 metres of the storage point. However, it is noted that the London Borough of Hillingdon waste services requires a drag distance of 10 metres for waste collection vehicles.

Whilst it is apparent from the submitted site plan that this provision is not achieved, you as the Local Planning Authority have advised me that this element of the scheme can be addressed. I would therefore request this be secured via planning condition.

Provision for delivery vehicles (online supermarket shopping, amazon, etc) has not been provided and will also need to be addressed.

Travel Plan

An outline Travel Plan has been submitted which sets out the framework and strategy by which the proposed residential units on site can seek to encourage sustainable modes of travel. Although the proposed measures are accepted, a full travel plan would need to be submitted prior to first occupation.

The above is requested to be addressed via a section 106 agreement or suitable planning condition.

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.

Conclusion

Mindful of the above, should you be minded to approve the application I would request the following obligation is secured.

- £20,000,00 Travel Plan Bond to include sustainable transport measures.
- Enter into a Section 278/38 agreement for all highway works required by the Local Planning Authority to include, but not limited to associated costs and works identified in junction improvement works, resurfacing, etc.

URBAN DESIGN

The agent has worked positively with Officers throughout the application 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 development that will contribute to the positive growth of Hayes.

The application site is surrounded by large public open spaces such as the Belmore Playing Fields, Grange Park and Park Road Green. The immediate context of the site is predominantly residential and includes terraced houses of 2 and 3 storeys. There is also a junior school called Grange Park in

the vicinity. A Community Centre that is used as a Respite Care Home and a Nursery is also located to the north-west side of the site.

The main entrance route to Belmore Allotment site is along Burns Close Road which is to the west of the site. Entrance through Melrose Close is also available to the south providing optimal access to the site. There is a moderate flow of pedestrians using the surrounding streets, allowing access to residential properties. Secondary routes can be found between existing housing blocks and garage areas, creating a fairly well-connected pedestrian network in the area.

The surrounding built form comprises of mainly terraced residential blocks of 2-3 stories which are characterised by pitched tiled roofs and have been constructed of a mixture of pale brick and weather boarded front facades.

The proposal comprises of 5 main buildings which range from 2 to 4 stories and a further 2 x two storey dwellings are sited towards the south east corner of the site. These buildings are subdivided into blocks within the proposed plans to enable clarity of the development proposed. The total footprint of the buildings measures 3,902.8m² and whilst the block A features elements which are 4 stories in height the vast majority of the proposed buildings will be 2-3 stories which follows the scale and proportions of neighbouring properties. The buildings to the north have been set in from the boundary in order to respect the green belt land further north. Windows and doors have appropriate sizes for room layouts and will provide adequate levels of ventilation and daylight factors to all habitable rooms. The proposed scheme has been designed in such a way as to respect the existing context of the Belmore Allotments site, and the proposed design is considered to have a minimal impact on the adjoining green belt and existing residential properties.

The design is considered to enhance the existing residential character of the area by creating a more modern interpretation of the existing residential buildings by using the materials which are prominent within the surrounding built form. The proposed elevational treatment includes contemporary aesthetic features by using different shades of bricks, and introduces vertical patterns that help to break the low facades. The combination of bricks with alternating grey and red colour tones has been included within the detailed design to ensure the facades do not appear too long and flat which provides a contemporary response that is sympathetic to the surrounding residential environment.

The external spaces will be landscaped to minimise the impact of car parking and ensure the spaces which are not part of the built form will be utilised and provide public benefit. Living areas have been designed with direct access to balconies or terraces, including ground floor units, ensuring that privacy is maintained.

CONCLUSION: Acceptable.

ECOLOGY

I have no objections to the proposed development. The preliminary ecology report identifies the need for further reptile surveys which is consistent with previous findings on the site. The reptile surveys previously identified slow worms and this triggered the need for updated information with this application. Updated reptile surveys have been provided.

Consequently, there is sufficient information to evaluate the impacts of the proposed development on the site.

The reptile survey found the site still has potential to support slow worms primarily in the un-managed areas around the edge of the site and in the buffer zones to be retained as part of the development.

The reptile survey found that the site is generally sub-optimal which is consistent with the maintained status of the land. However, the presence of slow worm does require mitigation measures to be put in place. The procedures are set out in the Reptile Survey (December 2018) and satisfy the requirements of this stage of planning. Ultimately, the likely impact of the development on slow worms, with the mitigation as set out, is considered to be low. The development must be carried out in accordance with the mitigation approach set out in the Reptile Survey. In addition, the following condition is also necessary

Condition

Prior to above ground works, an ecological enhancement plan shall be submitted and agreed in writing with the Local Planning Authority. The enhancement plan shall provide details of how the current areas of high ecological value (the boundary vegetation in particular) will be retained and enhanced particularly with regards to slow worm. The plan shall also detail other methods of ecological enhancement (bat and bird boxes, reptile refugia etc...) and how these will be included within the development. The development must proceed in accordance with the approved details.

Reason

To ensure the development contributes to the protection and enhancement of biodiversity in accordance with Policy EM7 of the Local Plan Part 1.

EPU OFFICER

I have read through the submitted acoustic report and the applicant has demonstrated that the site is suitable for residential use.

The proposal is likely to include installations of ventilation and mechanical plant. Design limits have been set with a view to ensuring that the external background noise limits at the nearest noise sensitive receptors do not increase as a result of the development.

kindly consider the following noise conditions.

1.External noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10 dBA 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] [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.

3.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

4. 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.

INFORMATIVE

Control of environmental nuisance from construction work.

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

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within a Developed Area as defined within the Hillingdon Local Plan Part 1. Whilst general policies are supportive of residential accommodation in principle, this is subject to compliance with a number of detailed criteria, involving the consideration of the loss of any existing use of the site.

LOSS OF FORMER ALLOTMENTS

In terms of the loss of the existing use, 75% of the Belmore Allotment Space has already been identified and agreed by Cabinet as being surplus to requirements in accordance with the Council's Allotment Strategy. Part of the allotment space (approximately 20%) has already been used for the children's respite care home and therefore about 80% of this space remains surplus to requirements. It is important to note the principle for redeveloping the site was established in permission 59853/APP/2008/2326. Furthermore an application (68069/APP/2011/2309) for the redevelopment of the site to provide 79 residential units was granted consent dated 22-11-11.

The London Plan does not prevent the release of allotments for other uses but clarifies that as London becomes more intensively built the value of these spaces will increase.

The supporting text to Policy 7.18 requires that any assessment should have regard to: any local deficiency of accessible open space, suitability of the site for other uses in light of advice from leisure and recreational facilities, the London Council for Sport and Recreation, and other representative bodies; the ecological, structural and other functions of open space and the extent to which are compatible with the proposed development; and whether the users of the facility can be satisfactorily accommodated elsewhere in the vicinity.

While a local surplus of open space is not justification alone to satisfy the provisions of Policy 7.18 the absence of the allotments being returned to a viable use, given the surplus

of publicly owned allotments in the Borough (and no request from Green Spaces or other bodies as regards the suitability of the site for other open land uses), it is considered that no objections can be raised to the loss of the remaining surplus allotment space. It is considered that the proposal accords with national, regional and local policies.

HOUSING

Policy H1 of the Local Plan: Part One (November 2012) notes the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

Paragraphs 7-14 of the National Planning Policy Framework (NPPF) (2019) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places.

Paragraph 122 of the NPPF (2019) notes planning decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Policy 3.3 of the London Plan (2016) seeks to increase the delivery of new homes particularly on brownfield sites.

The application site comprises a prime brownfield site, suitable for the delivery of residential development. The site is also an emerging site specific allocation within the Local Plan Part 2, draft Policy SA12 which affords great weight to the principle of development on this site being acceptable.

The proposed development will assist in meeting the housing needs of the borough in accordance with Paragraphs 7-14 and 122 of the National Planning Policy Framework (NPPF) (2019), policies 3.3 of the London Plan (2016) and Policy H1 of the Local Plan: Part One (November 2012).

7.02 Density of the proposed development

Density guidelines are provided by the London Plan. These guidelines take into account public transport accessibility, the character of the area and type of housing proposed. The site has a PTAL score of 1b and is considered to be a suburban setting. Taking this into account, the London Plan density guideline is 150-200 hr/ha, within a suburban setting with a low PTAL.

The current scheme proposes 112 units, and would have a total of 345 habitable rooms. This would provide a residential density for the development of approximately 257 habitable rooms per hectare (hrph). Whilst the number of habitable rooms proposed may be slightly higher than what the London Plan states to be the optimal, weight can be afforded to whether the scheme meets the Local Plan Policies relating to unit mix and in particular the

need for larger family units. The Hillingdon Local Plan Part 1 states that 3 bed units and above are considered to fall within the description of larger family units for which there is a greater need for. The scheme proposes 33 x 3 beds and 2 x 4 bed units which is combined 31% of the total number of units, which is considered exemplar for a development within the borough.

In addition, it is noted that density is only one measurement of the acceptability of a living environment created, however it is considered that site specific issues (dealt with elsewhere in the report), including design, environmental conditions for future occupiers and impact on neighbouring properties have been satisfactorily addressed. There is therefore no objection to the density proposed.

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

Policy HE1 of the Local Plan Part One (November 2012) notes that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes the Grand Union Canal and its features, listed buildings, conservation areas, historic village cores, locally recognised historic features.

Policy DMHB 1 of the emerging Local Plan: Part Two (March 2019) expects development proposals to avoid harm to the historic environment.

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact on the heritage of the borough.

7.04 Airport safeguarding

The proposed heights of the development will have no impact on airport safeguarding limits.

7.05 Impact on the green belt

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance".

The National Planning Policy Framework (NPPF) is also relevant. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Nevertheless, the document states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Policy OL5 is relevant to this development given the close proximity of the site to land designated as Green Belt. Under the terms of the policy the intensification of a site in or conspicuous from the Green Belt may collectively injure the visual amenities of the countryside.

The application site is not within the Green Belt, but its northern boundary abuts designated Green Belt land. The proposed buildings would be set back from the northern Green Belt

site boundary by at least 11 metres. It is considered that, given the two storey height of the buildings, with an estimated maximum ridge height of 8 metres, the proposed buildings would not adversely affect the openness of adjoining Green Belt land, subject to suitable design and landscaping, in accordance with policy OL5 of the UDP.

In addition, the planning application proposes the installation of a pedestrian bridge which will enable access directly into the Green Belt land to the North. The proposals will enable existing and future residents to gain direct access into this public open space, further facilitating the access into and enjoyment of the adjoining Green Belt land.

7.07 Impact on the character & appearance of the area

Paragraph 127 of the NPPF (2019) states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policy 7.1 of the London Plan (2016) sets out a series of overarching design principles for development in London and Policy 7.6 (2016) seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7 of the London Plan (2016) policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

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, where people enjoy living and working and that serve the long-term needs of all residents.

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.

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.

Policy BE19 states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE21 states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE38 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 applications 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.

Policy HE1 states that the council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes: Historic village cores, Metro-land suburbs, planned residential estates and 19th and 20th century industrial areas, including the Grand Union Canal and its features including designated heritage assets such as statutorily Listed Buildings and Conservation Areas.

Policy DMHB 11 of the emerging Local Plan: Part Two (2019) requires new developments to be designed to the highest standards and, incorporate principles of good design by harmonising with the local context by taking into account scale, height, mass and bulk, building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm.

The application site itself has forms part of the 'developed area' within the Borough and has a site specific allocation for a residential led development on this site. Adjoining open land to the north forms part of the Green Belt and a countryside conservation area. It has also been identified as an area of environmental opportunity, a nature reserve and a Site of Importance for Nature Conservation of Grade I Importance.

The Urban Design Officer raises no objections to the scale, height and massing of the proposed buildings. It is considered that the proposed buildings which are between 2-3 stories with the exception of Block A which extends to 4 stories, would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding residential development and the adjoining children's care home. No objections are raised to the siting of the play area.

The external design of the buildings and proposed building materials, such as facing bricks of different shades of red and grey and avoidance of render maintain a balanced and appropriate design response with regard to the scale and context of the site. It is considered that a condition should be imposed on any permission requiring the submission of external materials details, as well as drawings, (including colour schemes), providing details of balconies, porches, fenestration and doors, together with boundary walls and railings, prior to the commencement of works.

Subject to compliance with this condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE21 of the UDP, relevant London Plan policies and design guidance.

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan: Part Two (2019) notes development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy BE21 of the Local Plan:Part Two (November 2012) requires new residential developments to be designed to protect the outlook of adjoining residents. 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, 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 'adequate distance should be maintained to any area from which overlooking may occur and regard should be given to the character of the area and the distances between buildings. As a guide, the distance should not be less than 21m, between facing habitable room windows.'

The layout of the proposed buildings will not infringe the 21m distance between habitable room windows as required by the Council's Residential Layout Design Guide. Furthermore the orientation of the proposed would not result in significant loss of light to neighbouring properties. In this case, the proposed buildings would be over 21 metres away from the rear of properties to in Marvell Avenue. In terms of the relationship with properties in Burns Close to the south, a distance of approximately approximately 9 metres is maintained between the south flank elevation of Block E and the flank elevation of No 21 and 22 Burns Close. Whilst this distance is less than the distance outlined in the councils

supplementary planning guidance consideration needs to be afforded to the harm caused when assessing the scheme. Given that No 21 and No 22 do not benefit from any windows within the flank elevation which faces the development it is considered that that lack of 15 metre separation would have no significant affect on in respect to sunlight or privacy. Furthermore the scheme does achieve the minimum 15 and 21 metre separation distance between Block E and No 21-34 Melrose Close. It is therefore considered that the proposal would not result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21.

With regards to the impact to other surrounding properties Block A is bounded by the Merryfields Care Home building which is sited 15.8 metres to the west. Block A benefits from habitable room windows facing the south therefore no habitable room windows would face the Merrifields building. Furthermore the Merrifields building benefits from a projecting wing with one upper floor window which serves a stairwell. The projecting wing which is the closest elevation to Block A obscures the view of any habitable room windows facing the the building.

The units occupying block B will be dual aspect with the habitable room windows facing north and south. The building would be set back 24 metres from the front facade of Block E which is in excess of the minimum separation distance required. With regards to Block C the proposed plans illustrate the nearest existing property are No104 & No102 Marvell avenue and measure in excess of 24 metres from the nearest habitable room window and in excess 23 metres between the existing and proposed buildings. Similarly to Block C, Block D would be set back 22 metres from the nearest property No67 Marvell Avenue and in excess of 26 metres between habitable room windows.

The revised plans demonstrate the inclusion of 2 x 3 bed dwellings which would benefit from habitable room windows in the south, west and north elevations. The habitable room windows in the western elevation would face No34 Melrose Close of whom do not benefit from windows in this flank elevation and the north facing windows would be in excess of 21 metres from Block D. The south facing windows would overlook there own car parking spaces and as such the proposal for two dwelling in the south corner is considered to be acceptable.

In relation to outlook, policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The 'Residential Layouts' design guide advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15m is required, although this distance will be dependent on the extent and bulk of the buildings. This distance is achieved across the site. With regard to privacy, the site layout indicates that adequate separation distances would be provided between the proposed buildings and neighbouring residential properties in accordance with the guidelines in the HDAS 'Residential Layouts' Supplementary Planning Document and policy BE24.

It is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposed development is therefore considered to be consistent with policies BE20, BE21 and BE24 of the Hillingdon Local Plan Part 2.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the Unitary Development Plan Saved Policies states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting.

Policy R1 of the Hillingdon Local Plan Part 1, states that where development is proposed in or near an area deficient in recreational open space, the Local Planning Authority may require developers to provide publicly accessible recreational open space, including children's play space, appropriate to the scale and type of development to serve an area of identified deficiency.

The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires residential developments to provide the following amenity space:

- a) 1-bed flat - 20sqm of shared amenity space.
- b) 2-bed flat - 25sqm of shared amenity space.
- c) 3-bed flat - 30sqm of shared amenity space
- d) 3-bed house - 60sqm of individual amenity space
- e) 4-bed flat - 30sqm

Based on these amenity requirements, the amenity space requirements for the proposed development results in the following:

- a) $30 \times 20 = 600\text{sqm}$
- b) $47 \times 25 = 1175\text{sqm}$
- c) $31 \times 30 = 930\text{sqm}$
- d) $2 \times 60 = 120\text{sqm}$
- e) $2 \times 30 = 60\text{sqm}$

The scheme results in a requirement of 2885 sqm of amenity space, of which 2765 sqm is required to serve the apartments and 120sqm is required to serve the 2 x 3 bed dwellings.

The proposed scheme provides a quantum of amenity space in excess of 3,737 sqm, of which 1,011 sqm is communal amenity space. This communal space is accumulated across the site however there are two main soft landscaped areas which are sited adjacent to Block A and Block E. A total of 2,425.55 sqm of private amenity space is provided across the site through balconies and other individual amenity spaces. The private amenity space provided for the units exceeds the minimum requirements set out within the councils local plan policies (BE23) and design guidance (HDAS).

The application site also comprises a dedicated child play space which is centrally located within the development. This child play space serves the proposed development and will also be available for the existing residents in the local area.

INTERNAL LAYOUT

In terms of internal space standards and the quality of accommodation provided, the Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided in the London Plan on floor space standards for new residential development to ensure sound environmental

conditions are provided on site. As a guide, the recommended minimum standards for residential units are:

1-bed 2-person flat - 50 sqm
2-bed 3 person flat - 70 sqm
2-bed 4-person flat - 70sqm
3-bed 4-person flat - 74 sqm
3-bed 4-person house - 84sqm
3-bed 5 person flat - 74 sqm
4-bed 6 person flat - 99 sqm

The floor space information provided by the applicant indicates that all the proposed units within the development achieve and in many cases exceed HDAS recommended floor space standards for all of the units. In addition to this the proposed accommodation schedule submitted demonstrates 10% of the units will be designed to fully wheelchair accessible levels

Overall, it is considered that the amended proposals meet with the aims and objectives of the Council's HDAS SPD and would provide a high quality living environment for all of the proposed units, in accordance with Policies BE20, BE23, BE24, OE1 and O5 of the UDP, HDAS 'Residential Layouts' and 'Accessible Hillingdon' and the provisions of the London Plan.

OUTLOOK

In terms of outlook for future residents, Policy BE21 of the Unitary Development Plan Saved Policies seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the proposed site layout would continue to provide a high standard of amenity for future occupiers. The layout provides space around the flatted blocks and dwellings, and ensures that there is adequate separation between the buildings and surrounding car parking spaces serving these buildings. This will result in a satisfactory outlook from the proposed units in these buildings and reduce the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of outlook, privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Paragraph 109 of the NPPF (2019) notes developments should only be refused on highways grounds if there would be an unacceptable impact on highways safety, or residual cumulative impacts on the road network would be severe.

Policy 6.10 of the London Plan (2016) notes that development should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space and Policy 6.11 seeks to maintain an efficient road network for movement and access.

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority

will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

Emerging Policy DMT1 (March 2019) requires new development to maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users. Emerging Policy DMT6 (March 2019) requires new developments to comply with car parking standards within the local plan to facilitate sustainable development and address issues relating to congestion and amenity.

The application proposes a total of 113 parking spaces, including 8 spaces for people with a disability (10%). The Council's standards allow for a maximum provision of 1.5 spaces per dwelling. The car parking is provided via a mixture of allocated and communal parking. The Highway Engineer considers that given the site's low Public Transport Accessibility Level (PTAL) score (1b), and the mix of unit types and sizes proposed, the amount of car parking proposed is considered acceptable. In addition, secure storage for bicycles in each of the dwellings is proposed in individual gardens and within the flatted blocks. It is recommended that this be secured via condition on any permission. As such, it is considered that the application complies with UDP policies AM9, AM14 and AM15.

The operation the Balmoral Drive/Burns Close/Gledwood Drive junction has been tested in the applicant's Transport Statement, and includes the likely additional development traffic. This concludes that the trip generation from the development can be accommodated on the adjacent highway network. The Council's Highway Engineer therefore considers that the likely traffic from the proposed development can be accommodated satisfactorily within the local highway network.

Access to the development site will take place via both Burns Close which is located to the southwest and Melrose Close which is located to the southeast and will effectively form a 'horseshoe' design which will connect both roads. Both horizontal and vertical traffic calming measures are to be adopted along the main stretch of the carriageway with narrowed passing sections and raised tables. This will ensure vehicle speeds are properly managed.

These works, together with the site access junction improvements at Burns Close are to be secured by way of a S106 legal agreement and the detailed design of these measures are to be submitted to the Local Planning Authority for approval and the works are to be carried out prior to the commencement of the development. The developer/applicant is to meet the full costs of these works including the costs related with traffic management orders and public consultation. Subject to the implementation of these measures it is considered that adequate vehicular access to the site can be provided, in compliance with Policy AM7 of the UDP.

7.11 Urban design, access and security

URBAN DESIGN

These matters are addressed in other areas of this report

SECURE BY DESIGN

Policy 7.3 of the London Plan (2016) and policy BE18 of the adopted Local Plan (2012) requires developments to reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

A condition would also be attached to any approval to require the development to be built to secured by design standards and maintained as such.

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

7.12 Disabled access

There are 11 accessible 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 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 112 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.

The proposed scheme will provide 112 affordable housing units, equating to a 100% provision by habitable room. The proposed affordable housing provision would contain a mix of one, two, three and four bedroom properties for Affordable Rent (33 units), Shared Ownership (53 units) and discounts market sale (26 units). Therefore it is noted that this tenure does fully accord with planning policy.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

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. Policy DMHB 14 of the emerging Local Plan:Part Two (2019) notes all developments will be expected to retain or enhance the existing landscape, trees,

biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The submitted landscape statement provides comprehensive landscape masterplan and conveys the intended landscape character. Whilst alterations to the proposal have resulted in minor alterations to some of the smaller landscaped areas the main features remain the same. The landscape features 4 key landscape zones : Nature play zone which will be sited to the south of Block A and front the junction with Burns Close, a shared amenity space with a sculptural play area to the rear of Block E and two green links to Belmore Playing Fields & Meadows which tunnel between Blocks A and B, and B and C. The proposed plans illustrate well landscaped boundaries, attractive pedestrian routes which are bounded by soft landscaping and planting and intricately designed pedestrian links to the open spaces which bound the site to the north. A range of indicative surface treatments is illustrated under the hard landscape strategy, using permeable paving materials. 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.

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 (2012) and Policy DMHB 14 of the emerging Local Plan:Part Two (2019).

ECOLOGY

The applicant has submitted a preliminary ecology report which identifies the need for further reptile surveys which is consistent with previous findings on the site. The surveys which were undertaken as part of the historic applications identified the presence of slow worms on site which subsequently required additional details to be submitted in support of this application. These reptile surveys have been updated and therefore the council's ecologist has been able to evaluate the impacts of the proposed development on the site.

The reptile survey found the site still has potential to support slow worms primarily in the un-managed areas around the edge of the site and in the buffer zones to be retained as part of the development. The reptile survey found that the site is generally sub-optimal which is consistent with the maintained status of the land. This being said the council's ecologist has stated that the presence of slow worm does require mitigation measures to be put in place. The procedures are set out in the Reptile Survey (December 2018) and satisfy the requirements of this stage of planning and a condition pertaining to the submission of an ecological enhancement plan has been included.

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part One (November 2012) requires proposed development to address waste management at all stages of development. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals.

A consultation with the councils Highways Officer and Waste Strategy Manager raised concerns with the proposed waste arrangements. The existing bin stores are proposed to be housed within the building and moved to a central collection point on collection day. Details of the management of this process have not been submitted to the Council but are proposed to be secured by way of a suitable worded condition to ensure a suitable waste management strategy is delivered within the final development.

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.

An energy statement prepared by WSP has been submitted in support of the proposal. The energy statement shows a 36% on site saving for this scheme with the predominant form of reduction coming in the form of PVs. The council Sustainability Officer has reviewed the scheme and raised no objection subject to conditions pertaining to further details regarding the submission of a scheme for photovoltaic panels and a carbon reduction plan.

7.17 Flooding or Drainage Issues

Policy DME1 10 of the emerging Local Plan: Part Two (March 2019) requires all major developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF (2019) 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 submitted flooding assessment provides which concludes that the site does not appear to be at a high risk of fluvial flooding nor is the site at a high risk of surface water flooding. There are localised areas on the site that would be susceptible to surface water ponding but not to a level of significant risk. Consequently the development's impact on flood risk (onsite and offsite) is considered to be manageable. A drainage strategy has been submitted however the councils Flood Water Management Officer has stated the requirement for further assessment of surface water drainage prior to agreeing the appropriate drainage solution for the site. As such a condition has been included to secure these details.

7.18 Noise or Air Quality Issues

NOISE

A noise assessment has been submitted in support of the proposed redevelopment of the site and has been assessed by the local planning authorities noise specialist. The specialist has raised no objection to the proposed development subject to conditions being included to ensure plant machinery noise does not exceed acceptable levels.

AIR QUALITY

The application site does not fall within an air quality focus area however 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. Following consultation with the councils Air Quality Officer a section 106 contribution of £54,330 has been recommended as it is indicated that the proposed development could impact on the exceeding residential receptors nearby within the Uxbridge Road Focus Area.

7.19 Comments on Public Consultations

Addressed in the external consultation section of this report.

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
2. Carbon off-set contribution of £385,200
3. 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
4. Highway Works: S278/S38 for required Highways Works
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

7.21 Expediency of enforcement action

No enforcement action is required in relation to this application.

7.22 Other Issues

CONTAMINATED LAND

The contaminated land officer has reviewed the documents submitted which have been considered acceptable subject to a suitably condition has been secured.

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 Probit 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 seeks planning permission to Re-development of former allotment site to provide 5 x two to three storey blocks comprising 112 residential units including 30 x 1-bed, 47 x 2-bed ,31 x 3-bed, 2 x 4 bed apartments and 2 x 3 bed dwellings together with associated car parking and landscaping.

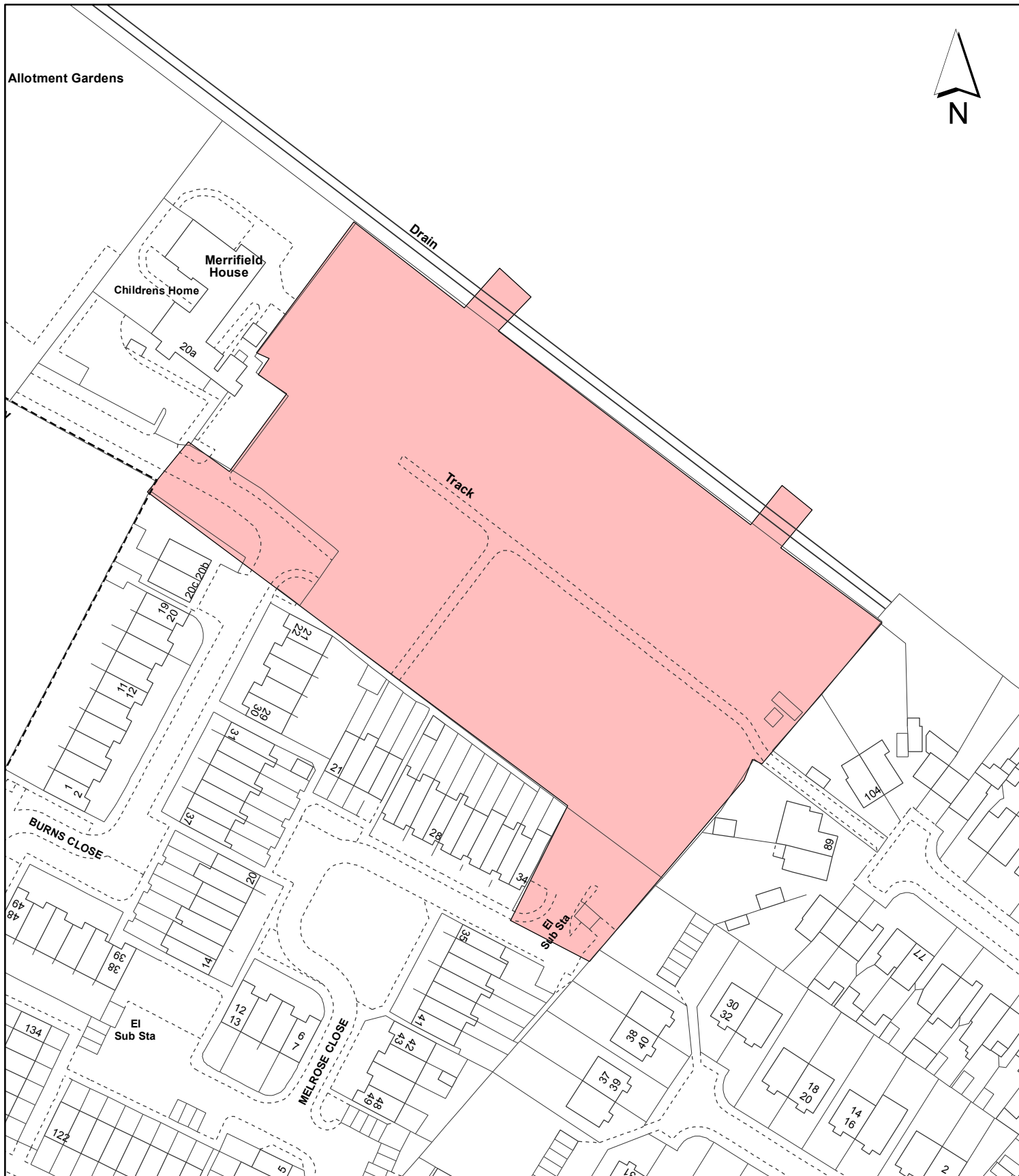
The proposed development is considered an appropriate unit mix, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). Subject to a S106 legal agreement and appropriate 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: Christopher Brady

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

Belmore Allotments

Planning Application Ref:

68069/APP/2019/22

Planning Committee:

Major Page 57

Scale:

1:1,250

Date:

July 2019

LONDON BOROUGH OF HILLINGDON

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address	THE OLD VINYL FACTORY BLYTH ROAD HAYES
Development:	Phased refurbishment and installation of two mezzanine floors within the existing Powerhouse and construction of a two-storey extension to the north to create Class B1 floorspace and cafe (Use Class A3), with associated landscaping, lighting, access and parking together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture, plus additional soft landscaping works to the south of Blyth Road.
LBH Ref Nos:	59872/APP/2019/784
Drawing Nos:	Design and Access Statement 1812-PP-PH-00-DR-A-01-103 Existing Roof Plan 1812-PP-PH-00-DR-A-01-099 Existing Basement Plan(1 1812-PP-PH-00-DR-A-01-100 Existing Ground Floor P 1812-PP-PH-00-DR-A-01-201 Existing East Elevation 1812-PP-PH-00-DR-A-01-202 Existing South Elevation 1812-PP-PH-00-DR-A-01-203 Existing North Elevation 1812-PP-PH-00-DR-A-01-204 Existing West Elevation 1812-PP-PH-00-DR-A-01-301 Existing Section AA 1812-PP-PH-00-DR-A-03-100 Proposed Ground Floor Ma 1812-PP-PH-01-DR-A-10-101 Proposed First Floor Pla 1812-PP-PH-99-DR-A-10-099 Proposed Basement Plan 1812-PP-PH-XX-DR-A-11-0000 Proposed West Elevation 1812-PP-PH-XX-DR-A-11-0001 Proposed East Elevation 1812-PP-PH-XX-DR-A-11-0002 Proposed North Elevat 1812-PP-PH-XX-DR-A-11-0003 Proposed South Elevatic 1812-PP-PH-XX-DR-A-12-0000 Proposed Section AA 1812-PP-PH-XX-DR-A-12-0001 Proposed Section BB 1812-PP-PH-XX-DR-A-12-0002 Proposed Section CC 1812-PP-PH-XX-DR-A-12-0003 Proposed Section DD 1812-PP-PH-XX-DR-A-12-0005 Proposed Section FF 1812-PP-PH-XX-DR-A-40-0001 Proposed North Elevatic 1812-PP-PH-00-DR-A-00-0001 Site Location Plan Powerhouse Extension Public Realm Luminaire Schedu Powerhouse Extension Street Furniture and Lighting Powerhouse Extension Landscape Lighting Plan Vinyl Square Landscape Luminaire Schedule Vinyl Square Street Furniture and Lighting Strate Vinyl Square Landscape Lighting Plan Outline Construction Management Plan March 2019 The Central Research Laboratory Powered by Plus X Powerhouse Marketing Strategy Covering Letter 1812-PP-PH-XX-DR-A-12-0004 Proposed Section EE 1812-PP-PH-03-DR-A-10-103 Rev 05 0347-SEW-ZZ-00-DR-L-301104 Rev 01 0347-SEW-ZZ-00-DR-L-301102 Rev 01 0347-SEW-ZZ-00-DR-L-301108

0347-SEW-ZZ-00-DR-L-301100 Rev 01
1812-PP-PH-XX-DR-A-SK-0135-10-100 Rev 01
Powerhouse Landscape Changes Document
0347-SEW-ZZ-00-DR-L-301103 Rev 01
0347-SEW-ZZ-00-DR-L-301101 Rev 02
1812-PP-PH-02-DR-A-10-102 Rev 05
1812-PP-ZZ-00-DR-A-47-0001
0347-SEW-ZZ-00-DR-L-301106 Rev 04
0347-SEW-ZZ-00-DR-L-301105
0347-SEW-ZZ-00-DR-L-301107 Rev 0

Date Plans Received:	06/03/2019	Date(s) of Amendment(s):	12/04/2019
Date Application Valid:	23/04/2019		24/06/2019
			06/03/2019

1. SUMMARY

The application seeks planning permission for a change of use to office floorspace and installation of two mezzanine floors within the existing locally listed Powerhouse building and construction of a two-storey extension to the north to create Class B1 floorspace and cafe (Use Class A3), with associated landscaping, lighting, access and parking together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture, plus additional soft landscaping works to the south of Blyth Road.

The application sites form part of The Old Vinyl Factory (TOVF) for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 9872/APP/2013/3775, for the mixed-use redevelopment of the site. The outline consent has now expired.

The proposed use is considered appropriate and on balance the loss of an area of open space secured under the outline consent is deemed acceptable given the wider benefits of the proposal, including the refurbishment of the listed building, the proposed affordable workspace offer and improved level and quality of soft landscaping.

The proposed scheme is considered to reinforce the transformation of the area and to make a positive architectural statement. Therefore, the application is 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 under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

- 1. Affordable Work Space**
- 2. Carbon off-set contribution of £4,338**
- 3. Travel Plan plus £20,000 bond**

4. Air Quality Contribution of £45,533

5. 10 Santander cycle spaces

6. 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 17th October 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 workspace, carbon offset, travel plan and air quality). The proposal therefore conflicts with Policies contained within the adopted Hillingdon Local Plan Saved Policies (November 2012) and the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the Secretary of State 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.

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

1812-PP-PH-99-DR-A-10-099 Rev 04

1812-PP-PH-XX-DR-A-11-0000 Rev 04

1812-PP-PH-XX-DR-A-11-0001 Rev 04

1812-PP-PH-XX-DR-A-11-0002 Rev 04

1812-PP-PH-XX-DR-A-11-0003 Rev 04

1812-PP-PH-XX-DR-A-12-0000 Rev 04

1812-PP-PH-XX-DR-A-12-0001 Rev 04

1812-PP-PH-XX-DR-A-12-0002 Rev 04
 1812-PP-PH-XX-DR-A-12-0003 Rev 04
 1812-PP-PH-XX-DR-A-12-0004 Rev 04
 1812-PP-PH-XX-DR-A-12-0005 Rev 05
 1812-PP-PH-XX-DR-A-40-0001 Rev 00
 1812-PP-PH-00-DR-A-00-0001 Rev 06
 1812-PP-PH-00-DR-A-01-099 Rev 02
 1812-PP-PH-00-DR-A-01-100 Rev 02
 1812-PP-PH-00-DR-A-01-103 Rev 02
 1812-PP-PH-00-DR-A-01-201 Rev 02
 1812-PP-PH-00-DR-A-01-202 Rev 02
 1812-PP-PH-00-DR-A-01-203 Rev 02
 1812-PP-PH-00-DR-A-01-204 Rev 02
 1812-PP-PH-00-DR-A-01-301 Rev 01
 1812-PP-PH-00-DR-A-03-100 Rev 00
 1812-PP-PH-00-DR-A-10-100 Rev 02
 1812-PP-PH-01-DR-A-10-101 Rev 04
 1812-PP-PH-02-DR-A-10-102 Rev 05
 1812-PP-PH-03-DR-A-10-103 Rev 05
 0347-SEW-ZZ-00-DR-L-301100 Rev 01
 0347-SEW-ZZ-00-DR-L-301101 Rev 02
 0347-SEW-ZZ-00-DR-L-301102 Rev 01
 0347-SEW-ZZ-00-DR-L-301103 Rev 01
 0347-SEW-ZZ-00-DR-L-301104 Rev 01
 0347-SEW-ZZ-00-DR-L-301105 Rev 01
 0347-SEW-ZZ-00-DR-L-301106 Rev 04
 0347-SEW-ZZ-00-DR-L-301107 Rev 03
 0347-SEW-ZZ-00-DR-L-301108 Rev 00
 0347-SEW-ZZ-01-SH-L-450000
 0347-SEW-ZZ-01-SH-L-450001

GD414/L/205 Rev A

GD414/L/106; 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:

Acoustics Report 120396-ACO-R01 Rev 03

Design and Access Statement March 2019

Drainage Strategy March 2019

Energy and Sustainability Statement 120396/SC/190109 Rev 03

Heritage Impact Assessment March 2019

Outline Construction Management Plan TWMS 0209 Version: 004

Planning Statement March 2019

Luminaire Schedule 01.03.2019

Site Investigation Remediation and Validation Report SIRV-19579E-19-31 REV 3

Transport Statement March 2019

Air Quality Assessment March 2019

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 contained within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings hereby approved shall be used for Use Classes A3 and B1 only.

REASON

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

5 NONSC Non Standard Condition

The approved development shall be undertaken in accordance with the phases set out in drawing ref. 0347-SEW-ZZ-00-DR-L-301106 Rev 04. If the proposed phasing subsequently changes, a revised plan shall be submitted to and approved in writing by the Local Planning Authority.

REASON

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

6 COM7 Materials (Submission)

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

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

In addition for the Powerhouse Building:

- i) Elevational drawings at a scale of 1:20 and plan and vertical sectional drawings at a scale of 1:2 of the proposed windows and doors
- ii) Brick infill details
- iii) Information regarding how the frame (mezzanine) will be inserted into the building
- iv) New timber cladding details
- v) Exterior paintwork details

REASON

To ensure that the development presents a satisfactory appearance and to safeguard the special architectural and historic interest of the building in accordance with Policy BE8 and Policy BE13 of the Hillingdon Local Plan: Part Two saved policies (November 2012).

7 NONSC Non Standard Condition

Prior to the Powerhouse phase of development commencing a detailed repairs specification for the interior and exterior of the building shall be submitted to and approved in writing by the local planning authority.

REASON

To safeguard the special architectural and historic interest of the building in accordance with policy BE8 of the Hillingdon Local Plan: Part Two saved policies (November 2012).

8 NONSC Low Emission Strategy

Prior to the relevant phase of development commencing a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address:

- 1) the travel plan is to achieve a 10% reduction in vehicle trips. Incentives for occupiers of the site to use public transport are to be proposed. A clear and effective strategy to encourage staff to
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.

- 2) Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements. The strategy shall detail the specification of the equipment to meet the lower emissions requirements stated and what measures will be taken to maintain the efficiency of the energy centre.

- 3) an electric vehicle fast charging bay. This is to be implemented as part of the proposal with a minimum of three charging points.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

9 COM20 Air extraction system noise and odour

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

REASON

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

10 COM29 No floodlighting

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

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and

OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 COM31 Secured by Design

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

REASON

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

12 OM19 Construction Management Plan

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

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

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

REASON

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

13 NONSC Non Standard Condition

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).

14 NONSC Non Standard Condition

Access to the flat roof area hereby approved shall be for maintenance or emergency purposes only and the flat roof 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).

15 NONSC Non Standard Condition

Prior to occupation of the relevant phase of 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).

16 NONSC Non Standard Condition

Prior to occupation of the relevant phase of development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for A3 and B1 uses hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

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

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.c Car Parking Layouts (including 1 A3 parking space and 31 B1 parking spaces and demonstration that 7 car parking spaces (20%) are served by active electrical charging points, 7 car parking spaces (20%) are served by passive electrical charging points, 4 accessible car parking spaces and 28 cycle spaces (including 10 Santander spaces))

2.e Hard Surfacing Materials

2.f External Lighting

2.g 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 surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

Thereafter the 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).

18 NONSC Non Standard Condition

Prior to the new commercial floorspace being brought into use details of the access routes for disabled users from each car parking space proposed, (including access ramps where appropriate) shall be submitted to 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.

INFORMATIVES

1

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

2 I24 Works affecting the Public Highway - General

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

Centre, Uxbridge, UB8 1UW

3 143 Keeping Highways and Pavements free from mud etc

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

4 160 Cranes

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

5 162 Potential Bird Hazards from Buildings

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all 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 contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

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. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

6 115 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.

7

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.

8 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).

9 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.
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
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
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.
BE4	New development within or on the fringes of conservation areas
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 3	Office Development
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

10 173 **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 application sites sit within the wider The Old Vinyl Factory (TOVF) site which consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site was largely vacant with many buildings falling into disrepair. TOVF is currently in the process of being regenerated for a major mixed-use development including residential (Use Class C3), business (Use Class B1), retail (Use Classes A1-A5) and leisure uses (Use Class D1) with associated car parking and an energy centre. The wider site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

The application sites are located in parcels across TOVF, with the largest Powerhouse site located centrally within the wider site, directly to the south of Blyth Road and to the east of the new University Technical College building. The building historically provided the entire TOVF site's energy. The Powerhouse was constructed in c.1907 as one of the first buildings on the Gramophone Company site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey building with planning consent for commercial uses on the ground and first floor with residential above. This section of the application site currently includes the Powerhouse building and a section of land to the north that was consented as public open space as part of the wider TOVF outline consent (ref. 59872/APP/2012/1838). Subsequent the Reserved Matters approval (ref. 59872/APP/2015/665) allowed for the following uses at the Powerhouse:

- Restoration of the existing Powerhouse as a multi-use music venue/restaurant: and
- Extension of the existing building to the south to house the site wide energy centre and cafe.

The works approved under Reserved Matters have since been commenced and thus part implemented through construction of the southern extension. The energy centre and cafe are now operational. However, the existing Powerhouse building remains to be restored and the consented use for a multi-use music venue/restaurant use has not yet commenced but remains extant. The Powerhouse is a locally listed building and is situated within the Hayes Botwell: Thorn EMI Conservation Area.

The current application also includes Vinyl Square, which is located at the centre of TOVF masterplan and forms the setting of the Cabinet Building, Veneer Building and the University Technical College. It is currently hard surfaced and was previously used for car parking. Three further sites are also included within the application, two at the entrance of the approved, but as yet unbuilt, Veneer Store car park building and a further site at the very west of TOVF adjacent to Blyth Road.

The application sites are situated within a Developed Area as identified in the Policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The proposed development comprises of the following elements:

The Powerhouse

The existing Powerhouse building is proposed to be refurbished to provide 1,623 sqm (GIA) of small business workspaces to accommodate the relocated Central Research Laboratory which is currently located within The Shipping Building to the west. This would provide a range of unit types including studios, co-working space and hot desk spaces. An exhibition space would also be created to provide opportunities for shared learning alongside communal facilities, including kitchenettes and breakout areas. Workshops for the creation of prototypes are proposed to be located at basement level. Two mezzanine floors are proposed to be constructed to provide four levels of B1 floorspace in the main Powerhouse building (basement plus three storeys).

Extension to the North

The proposed two-storey extension to the north of the existing Powerhouse would comprise 620 sqm (GIA) of new floorspace. This will comprise further small business workspaces to accommodate the CRL, alongside a 74 sqm (GIA) publicly accessible cafe (Use Class A3) at ground floor level accessed directly from Blyth Road. The eastern elevation of the proposed extension is recessed from Powerhouse Lane in order to expose the Powerhouse facade, to create a corner square to mark the entrance of the CRL.

An internal courtyard is proposed between the existing Powerhouse building and the proposed extension to provide good levels of daylight to occupiers and to provide shared external amenity space. Two links would connect the Powerhouse and proposed extension and screen the internal courtyard from public view. It is proposed that an attenuation tank also be created beneath the internal courtyard as part of the Sustainable Urban Drainage Strategy (SUDS). This will serve the proposed development and replace storage from an attenuation tank which will be removed from the northern section of the proposed development site to allow for the extension. To the north, a footpath is proposed with a minimum width of 3.7 metres. To the east of the building a connecting lane is proposed between the Powerhouse and the University Technical College. Mature tree planting is proposed to generate connections between the street trees of Blyth Road and the trees of the pedestrian link through the wider site known as the Groove.

Vinyl Square

Located at the centre of TOVF masterplan, the proposed new public space at Vinyl Square will create the most significant open space within the site. It is proposed to be redeveloped through a range of soft and hard landscaping to create a destination square that the applicant states would celebrate the site's history and identity. In line with the illustrative landscaping masterplan, the Vinyl surface pattern will be retained and enhanced to define an open and flexible space that can be used in the future for a range of programmed events. The Nipper the Dog sculpture would have a prominent location at the centre of the square. Open space will also be created to the western edge of Vinyl Square to provide the Veneer Building with an active edge that would spill into the square. A small play area is proposed to the south of the square and will be integrated into the planting, meanwhile planted boundaries are proposed to the north, east and west to contain the square and provide a buffer from adjacent roads. A total of 18 trees are proposed within Vinyl Square alongside low level soft planting.

The Veneer Store entrance

In addition to the above planting is proposed at the entrance to the approved but yet to be constructed Veneer Store car park. The entrance is located on the eastern facade of this proposed building and additional landscaping is proposed to the north and south of the entrance in two banks that would contain a mix of low level shrubs and planting.

In total 32 car parking spaces are proposed for the development plus 18 cycle parking spaces and 10 Santander cycle spaces.

It should be noted that whilst the application submission includes extensive details relating to the Central Research Laboratory (CRL) the application itself is for office (Use Class B1) floorspace. The CRL provides significant benefits as discussed within this report, however as the consent would also approve Use Class B1 the applicant has confirmed that they would offer the following affordable workspace package; 10% of floor area to be 20% below standard market rate for a period of three and half years. This would be captured within the s106 legal agreement should the application be approved.

3.3 Relevant Planning History

Comment on Relevant Planning History

In April 2013, outline planning permission was granted at TOVF for "Mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Powerhouse and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping".

The Reserved Matters application for the Powerhouse as Phase 4 of TOVF Masterplan (ref. 59872/APP/2015/665) was approved in May 2015. The approved application includes restoration of the Powerhouse as a music venue or restaurant and extension to the south of the existing building to house the site wide energy centre and cafe. To the north of the existing Powerhouse building an area of new public realm was approved, which was to include a mix of hard and soft landscaping.

As noted above, the development approved under the Powerhouse Reserved Matters has been commenced and thus part implemented through construction of the southern extension, replacement of the chimney and installation and commencement of the cafe

use. Whilst the main Powerhouse building is yet to be refurbished the restoration and use as a music venue/restaurant remains extant.

The time period for submitting reserved matters for Vinyl Square has now expired so the Powerhouse full planning application is also bringing forward a detailed scheme for the Vinyl Square public space. In August 2017 planning permission was granted to temporarily site a Nipper the Dog sculpture in one of three locations at TOVF. The application was for a temporary period prior to a design being prepared to site the sculpture in a permanent location at Vinyl Square.

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 - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
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

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.E6 (2012) Small and Medium-Sized Enterprises (SME)

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.

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

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
BE4	New development within or on the fringes of conservation areas
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 3	Office Development
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm

LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th May 2019**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 830 local owner/occupiers, the Hayes Village Conservation Panel and the Hayes Town Centre Residents Association on 17/04/2018. The application was also advertised by way of site and press notices.

A petition has been received in support of the application with 141 signatures.

Two responses have been received from local residents in objection to the proposals, their comments can be summarised as:

- Impact on outlook
- detrimental impact on privacy
- building activities will be a big disturbance and nuisance
- loss of public open space
- documents are not easy to read
- use and opening hours are unclear

Two responses have been received from local businesses in support of the application:

- the CRL is a great asset to the borough
- bespoke high specification facility
- welcome economic benefit
- will encourage new entrepreneurs
- in accordance with policy
- restoration of the Powerhouse building is welcomed
- significant heritage benefit
- sensitively designed modern extension
- pleased to see the proposals for the new public square and new landscaping
- compatible uses proposed

Two responses have been received from businesses with previous involvement with the CRL:

- the CRL has continued the legacy of innovation and entrepreneurship associated with the site
- provides support for start up businesses
- sympathetic to the site
- CRL is an asset
- sensitively extension
- high end facility
- economic benefit
- in accordance with policy
- restoration of the Powerhouse building is welcomed
- significant heritage benefit

HILLINGDON CHAMBER OF COMMERCE

I would like to express my support for the proposed development at the Power House and Vinyl Square development at the Old Vinyl Factory.

The Central Research Laboratory is a great asset to the Borough and the proposed development would provide a permanent home for them in a new bespoke high class facility And will be a welcome economic benefit to the Borough and will encourage new entrepreneurs. It is in line with the Council's Economic Policies as per Local Plan part 1 policy E2. The restoration of the

Powerhouse Building is very much welcomed. I am also pleased to see the proposals for the new public square (Vinyl Square) and all the new landscaping at the site.

Please kindly keep me informed of the progress of this application which has the full support of The Chamber.

HAYES TOWN PARTNERSHIP

The Partnership is a multi-agency body set up by the 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.

The Powerhouse is a crucial element of the Old Vinyl Factory and a local landmark. It is in desperate need of restoration and its transformation into a modern use requires an approach that is sensitive to its historic and visual importance. The Partnership believes that the revised proposals from Purpleplexed LLP achieve that objective.

It is accepted that the previous idea of use as a music venue is not a viable proposition because of the configuration of the building. At the same time there is a pressing need to provide larger accommodation for the Central Research Laboratory. During its relatively short life it has demonstrated outstanding success and it is already re-building the reputation of Hayes as a cutting-edge technological location. It is therefore vital that the evolving plans for the Old Vinyl Factory facilitate its further development in the future.

It is clear from the information submitted with the application that the Powerhouse offers an ideal answer to the CRL's accommodation needs provided that approval can be given to the construction of an extension. The Partnership would have preferred to see the whole of the Powerhouse facade kept open but accepts that this is the only plausible location for the extension. The loss of the previously proposed open area in Powerhouse Square is also regretted but it is agreed that this will be adequately compensated by the enhanced proposals for Vinyl Square.

Another aspect of the design that is worthy of highlighting is the opening-up of the frontage onto Blyth Road. That will be a great improvement on the present closed face of the external boundary of the Old Vinyl Factory site and will help integrate the overall development more effectively into the local landscape. It will also present a more welcoming vista to existing members of the local Hayes community.

The revised landscaping proposals for Vinyl Square and the relocation of Nipper are also supported. The Partnership has previously requested the developers to recognise in some way the ground-breaking achievements of the electronics engineer Alan Blumlein when he worked in the Central Research Laboratory at EMI. It commends the imaginative way in which this is to be done as part of the new design.

HAYES CONSERVATION AREA ADVISORY PANEL

The Powerhouse is one of the important heritage buildings of the Old Vinyl Factory site, occupying a visually important position on Blyth road. There is an urgent need to appropriately restore and refurbish this building to enable it to be put to good use in the future. This proposal makes the case for its use to provide accommodation for the Central Research Laboratory, which due to its success, is outgrowing its present location in the Shipping Building and is looking for larger premises more suited to its needs. However, this would mean the loss of the music venue which together with the existing loss of the multi-screen Picturehouse proposal (replaced by the Global Academy) would mean a severe depletion in the cultural assets promised in the original outline plan

approved for the Old Vinyl Factory site. If the only reason the Powerhouse building was unattractive to commercial operators as a possible music venue was the restrictive impact of the chimney on the interior space then the removal of the chimney should be considered. The external prominence of the chimney would be reduced by the height of the surrounding buildings anyway. Also the building of an extension to the north of the Powerhouse would remove an amenity space which would have given a much needed open aspect with a clear view of the whole of the north elevation of the Powerhouse from Blyth Road. The improved plans for Vinyl Square only partially compensate for the loss of this amenity space.

CADENT

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

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.

HISTORIC ENGLAND

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

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

Recommend No Archaeological Requirement

Internal Consultees

PARTNERSHIPS AND BUSINESS ENGAGEMENT MANAGER

From an economic development perspective the application to renovate and enhance the Powerhouse building is very much welcomed. The renovation will transform a currently derelict building on the Old Vinyl factory site to vibrant commercial centre. As well as providing Hayes with a landmark place defining building, the development will provide the Central Research Laboratory (CRL) with expanded facilities and additional space. The proposed development will provide the space and commercial capacity to secure the future of the CRL in Hayes. The Council has publicly supported the development of the CRL from its outset, recognising the potential the initiative has for creating new and developing new technology and turning this local creativity into commercially viable prospects.

From its modest beginnings in the basement of the Shipping building only three years ago when the CRL was home to a handful of fledgling businesses the initiative now;

- hosts a hundred plus organisations;
- has created fifty jobs;
- produced four thousand prototypes;
- has secured £2.8m development grants
- has links with over fifty manufacturing organisations world wide
- has outgrown it's current facilities and requires additional space to expand.

The proposed development of the Powerhouse will provide the CRL with additional development facilities, event and exhibition space and expand the work space capacity of the CRL to 300. U+I and Brunel University the initial partnership which developed the CRL secured the bulk of funding required to establish the CRL from the Higher Education Funding Council for England. However three years on the CRL can no longer rely upon grant aid and needs to ensure it can operate

commercially. Crucially the proposal to expand the CRL in the Powerhouse will provide the CRL with the critical mass it requires to be commercially viable. Without the potential to expand the CRL faces an uncertain future.

It is also worth noting that a range of other developments in the Hayes area are being designed with a view to accommodating the potential growth the CRL can drive. Most of the mixed use developments in the vicinity of Hayes town centre are very aware of the potential of the CRL and have designed commercial space that could accommodate small businesses who have outgrown the CRL but still want to be close to facilities, support and networks the CRL provides.

Whilst still in it's infancy the CRL is helping Hayes rediscover it's design and manufacturing heritage. The range of facilities and support the CRL brings together is enabling Hayes to re-brand itself as a location for technology and innovation. The development of the Powerhouse will serve to create a landmark facility which can be used to encourage further investment and create further enterprise and employment in Hayes.

ACCESS OFFICER

I have reviewed all documents and considered the detail of this planning application, and deem there to be no accessibility issues at this planning stage. However, the following informative should be attached to any grant of planning permission:

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

ENVIRONMENTAL HEALTH OFFICER

I have read through the submitted document, namely the acoustic report and the applicant has provided a substantial report detailing the likely noise impact of mechanical plant on residential sensitive receptors during the day and night time. As a result of the noise survey the acceptable limits have been set and deemed achievable. The document is acceptable.

SUSTAINABILITY OFFICER

The proposals would alter the existing accepted drainage scheme that was submitted with the planning application. However this is not what was implemented on site. A much less sustainable solution utilising pumping has been implemented on site, which was not submitted to planning for approval before construction. Both of these solutions would have to be altered with this proposal which seeks to develop one of the few remaining areas of open space within the Vinyl factory.

Additional information has been submitted which outlines the background to the alterations to the original design detailed as ABA note 2019 3rd June. It is clear that in the footway there are a number of constraints but the required depth of cover to a tank can vary and in engineering terms does not need to be 1.1 and if 0.9 could allow for a gravity connection. The cross section gives an indication of some of the constraints at a point but not a plan of all of these along the area adjacent to the new building. It is noted that there is a small reduction overall in the discharge rate proposed from the site from the original plans from 104 l/s to 97l/s. However this is little betterment when drainage design standards now require a 40% consideration for climate change not just the 30% as the strategy for the site was approved a number of years ago.

This is a completely new application and should meet current standards of Climate change of 40%. However the new attenuation provided in the form of a tank between buildings, is online from the existing tank and really should be separate to reduce the likely failure points. There is no response

made to this point of revised design. The drainage proposals should be revised so that they utilise the planted areas received run off in addition to that which falls in that area.

It is also noted that there is a "green roof proposed of 288m²". However little detail is proposed and whether this could also function as a blue roof. In an email information is provided in the form of links to a commercial site but this has not formed part of the drainage submission along with the detail revision of calculations and further detail is required at the discharge of condition stage. The proposals also claims that Vinyl square will also provide drainage benefit. However it is proposed that in order to achieve the depth needed for trees over an existing tank, these trees will need to be mounded up above current round level and provide little drainage benefit.

The scheme has two elements, refurbishment and new build. In terms of energy, I have no objections subject to the S106 contribution set out in the energy statement: Carbon offset payment of £4,338 towards the GLA target of 35% regulated carbon dioxide reduction against Part L2A 2013 for the New Built Building.

There are no further conditions.

WASTE STRATEGY OFFICER

Satisfactory for waste and recycling requirements. If any steps are proposed between the waste and recycling storage area then a dropped kerb is required so that bins may safely be moved to the vehicle for collection.

All roadways which the vehicle passes over should be designed to withstand the weight of a 26 tonne vehicle.

S106 OFFICER

S106 & Development Viability Manager There is no objection in principle to the proposed phased refurbishment and installation of two mezzanine floors within the existing Powerhouse and construction of a two-storey extension to the north to create B1 floorspace and a caf (Class A3). The proposed CIL Information Form indicates there would be 1,253 sq.m. of non-residential floor space. The applicant should clarify details of additional B1 office floorspace and details of Cafe (Class A3 use) floor space. So relevant Community Infrastructure Levy (CIL) charges could be calculated for the current proposal. Appropriate financial and non-financial contribution should be included in S106 agreement.

Case Officer's comments

The floor area details have been clarified by the applicant and the CIL contributions calculated as shown in Section 7.20 of this report.

LANDSCAPE ARCHITECT

The site has been the subject of pre-application discussion and meetings with the design team. The proposed north extension to the Powerhouse has resulted in the loss of road side tree planting which, according to the D&AS (p. 77) was no longer feasible due to the presence of underground services.

The Powerhouse landscape proposal is described and illustrated in Chapter 6 of the D&AS, showing the specimen tree on the Blyth Road frontage / junction of Powerhouse Lane and the interconnecting planted courtyard between the Powerhouse and the proposed extension - and the connecting space between the Powerhouse and the UTC.

Hard landscape materials are to include the contrasting black and white paving of The Groove, resin bonded gravel, heavy timber benches and feature metal work. Trees will be planted into a system of root 'cells' designed to provide greater soil volumes for sustainable tree establishment and

development - above the underground attenuation tanks.

The Powerhouse extension will feature a green roof which will contribute to the overall green infrastructure and biodiversity of the site.

The design layout of Vinyl Square has been modified since the original outline application. The external arrangement has evolved, however, it retains the strong visual imagery of the circular motifs at ground level (most effective in plan view) to a more functional central square with contained spaces, planted edges, sheltered seating, and a formal play area. The planting theme, designed to provide a mix of permanent structure plants and more ephemeral decorative species is described in chapter 8, together with reference to the Arts Strategy. Below Vinyl Square, supporting infrastructure including attenuation tanks and other services will be accommodated.

Following initial comments by the LPA in response to the submitted drawings, Lichfields issued an amended set on 3 June 2019.

The sites referred to below can be identified on SEW's masterplan ref. 301106 Rev 03, Powerhouse extension plans by SEW include dwg No.301100 Rev 01, 301101 Rev 02, 301102 Rev 01 and 301106 Rev 02 provide street level and courtyard planting plans with plant schedules.

The green roof details for the Powerhouse extension are provided on Pilbrow dwg. No. 1812-PP-PH-03-A-10-103 and 1812-PP-ZZ-00-DR-A-47-0001AA. The roof system is by Bauder, a market leader, and the Bauder Flora 5 seed mix has been specified which is suitable for this urban setting and is designed to deliver maximum biodiversity enhancements.

Vinyl Square plans include SEW's dwg. Nos. 301103 Rev 01, 301104 Rev 01 and 301105 Rev 01. The amended plans incorporate raised planting areas and additional tree cover within the planting mixes to the north, south and east edges of the Square. Additional tree planting at the west end of the site is shown on SEW dwg. No. 301107 Rev 03 and 301108 Rev 03.

The submission includes two supporting documents; Specification of planting and soft works and a Landscape maintenance and management plan.

No objection.

CONSERVATION AND URBAN DESIGN

The Powerhouse is a locally listed building and is situated within the Hayes Botwell: Thorn EMI Conservation Area. The building historically provided the entire TOVF site's energy. The Powerhouse was constructed in c.1907 as one of the first buildings on the Gramophone Company site. The Powerhouse served to provide power to the entire factory site, and its scale was such that the Powerhouse would sometimes feed power back into the national grid. Originally, a single timber water tank was situated between the Powerhouse and Blyth Road, behind a boundary wall with brick piers and iron railings; this water tank appears to have been constructed in c.1913. This water tank would have been an integral part of the Powerhouse complex. A 'gatehouse' was also originally situated flush with the boundary wall. The water tank and cooling tower appear to have remained in situ throughout the working life of the factory, both until at least 1966-69, and the wider cooling tower until c.1989, as shown on Ordnance Survey maps. By 1992, the OS maps show they had been demolished.

The energy centre and cafe are now operational. However, the existing Powerhouse building remains to be restored and the consented use for a multi-use music venue/restaurant use has not yet commenced but remains extant. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey building with planning consent for commercial uses on the ground and first floor with residential above.

The application seeks planning permission for a change of use to office floorspace and installation of two mezzanine floors within the existing locally listed Powerhouse building and construction of a two-storey extension to the north.

The application includes a section of land to the north of the Powerhouse Building that was consented as public open space as part of the wider TOVF outline consent (ref. 59872/APP/2012/1838). This open space contributes to the sites open space provision but is also important with respect to the setting of the Locally listed Building, Grade II listed buildings and wider Conservation Area. Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) requires that "special attention be paid to the desirability of preserving or enhancing the character or appearance" of a conservation area.

At pre-application advice stage it became clear that the expansion of the CRL was of very high importance to both the applicant and the Council's Partnerships and Business Engagement Manager with regard to its economic development benefits and the wider vision of bringing employment uses back to the VINYL factory, the change of use of the Powerhouse back to an employment use is broadly supported. The Powerhouse has a unique configuration of window openings which provide light to the interior of the building. The change of use proposals sensitively alter the existing openings, but then introduce a new building over the adjoining area of open space partly blocking light to the altered Powerhouse building. The new building has a number of glazed openings which should allow light to pass through the building into the space between the Powerhouse building and the new building. The building is of a simple design which reflects the former structures on site and which is not of such a scale that it has a dominating impact or detracts from the setting of the adjoining buildings, my only concern is that the new building does remove the area of open space and thus reduces views of the Powerhouse building as well as the openness that currently forms part of the setting of the Powerhouse building.

The proposals comprise insertion of a frame within the Powerhouse to create mezzanine floor space together with the creation of a new extension to the north, connected through two new openings in the north elevation. The proposed extension is two storeys, with glazing at ground level and clad in timber above. The west elevation window is proposed to be reduced in length with the introduction of brick infill at ground floor level.

The insertion of the frame would enable more efficient use of the internal space while leaving the original volumes of the space visible through the framing. The proposal would leave exposed elements of the key internal architectural features that contribute to the building's heritage significance, including the cornice at ceiling height and the ornate ceramic tile door surround. The frame would be set back from the northern, eastern and western windows, and the base of the second floor positioned above the internal cornice level to minimise the visual impact on the window frames as viewed externally.

It was highlighted at pre-application advice stage that there were not concerns regarding the change of use the Powerhouse, or the size and scale of the new building, but that the loss of the open space could adversely impact upon the setting of the locally listed building, Conservation Area and to a lesser extent Enterprise House, which is a grade II listed building.

The applicant has set out through their Design and Access Statement and Heritage Statement other options considered to avoid building over the open space in front of the Powerhouse building. This includes attempting to include the entire floorspace within the Powerhouse Building without an extension. They state that a Powerhouse only refurbishment would involve 300 desks and a roof extension over 3 floors. I agree with the findings that such options would involve significant alteration to the volume and integrity of the locally listed building, including loss of the concrete vaulted roof feature, I also note valid engineering concerns regarding the feasibility of alternative options. The

applicant says that the proposals have been 'inspired by the historical materials, palette, and configuration of the original ancillary buildings along Blyth Road. The architectural language has drawn its inspiration from the water cooler tower citing "his masters voice", originally clad in elegant timber louvers. Consistently with a deferential and humble architectural approach, the extension massing bends to the Powerhouse importance and unfolds in an understated horizontal two storey building.' I don't disagree with this assessment.

The heritage statement submitted by the applicant does identify historical precedence, this is of some relevance, albeit some of the building precedents pre-date the wider sites designation as a Conservation Area. The Conservation area and listed buildings have significance in part due to their employment heritage. If development that causes some, albeit limited harm, to the wider setting of listed buildings or the Conservation Area is proposed it is perhaps better if it is employment related than any other potential use. In this regard it should be stressed that I would be more critical of loss of the existing undeveloped space if it was not employment related given the site history, which is an important part of the overall justification for the proposals. If approval is granted I would wish it robustly conditioned as employment use only, it is important if this proposal is granted consent that it is partly because of the employment benefits offered and such a consent does not become eroded by subsequent changes of use. A full suite of conditions would be required to ensure appropriate materials are incorporated into the development.

HIGHWAYS

The development site, referred to as the Powerhouse, forms part of the Hayes Old Vinyl Factory development. The Old Vinyl Factory development is located to the south west of Hayes town centre and directly west and within comfortable walking distance of the Town Centre and Hayes and Harlington Railway Station. Within the Old Vinyl Factory the Powerhouse is centrally located, on the northern perimeter of the site fronting onto Blyth Road. Blyth Road is an adopted highway benefitting from street lighting and a 30 mph speed limit. The section of Blyth Road by the development site operates one-way working east to west; it is not a bus route.

The development site benefits from good access to public transport. 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 Powerhouse has a PTAL of between 3 and 4 which is rated moderate to good.

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. 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.

Hayes town centre also offers access directly onto the under construction Grand Union Canal Quietway. When complete 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. It is understood that idea has already been discussed with the developer whose response was favourable.

In 2013 outline planning permission (ref 59872/APP/2012/1838) was granted to refurbish and extend the Powerhouse building. An approval of reserved matters followed in 2015 (ref 59872/APP/2015/665) for an energy centre and cafe which were subsequently constructed, and a music venue which was not. The current planning application (ref 59872/APP/2019/784) proposes to renovate the space formerly intended for the venue, and together with a new building extension provide new space for office. This existent planning permission has provision for 32 car parking spaces.

The proposals for the redevelopment of the site are to renovate the existing industrial building, adding an extension to the north and retrofitting the interior for use as office space. There is an existing energy centre which remains, and an existing cafe which is relocated into the extension.

The proposed development quantum (Gross Internal Area) is:

- 2169 sqm B1 office

- 74 sqm A3 cafe

This is a total of 2243sqm GIA, being an increase from 990sqm at present (not counting the energy centre which remains).

There are two multi-storey car parks on site: the Music Box and the Veneer Store, which primarily serve the office buildings on site. The other buildings provide parking on plot in accordance with their usage. There are also surface car parking spaces to the south of the Music Box and Veneer Store buildings, with additional surface spaces dotted around the areas of public realm. Similar to the outline permission granted in 2013, this new development would also have 32 car parking spaces. These would be distributed using the existing parking provision across the wider Old Vinyl Factory site. There would be 11 car parking spaces for the Powerhouse office in the Veneer Store Surface Car Park, 10 spaces for the Powerhouse office and 1 space for the cafe in the Material Store Parking Garage and 10 car parking spaces for the Powerhouse office. The Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) allows for a maximum of 1 car parking space for the cafe and 27 car parking spaces for the office, 28 in total. Whilst this exceeds the maximum number of car parking spaces permitted in the development plan, the total number of car parking spaces provided across the Old Vinyl Factory site remains unchanged. Taking this into account 32 car parking spaces is considered acceptable.

As these car parking spaces are distributed across the Old Vinyl Factory site, it is essential that these spaces are clearly marked for use by the occupant of the Powerhouse only. The developer reports that the method of allocation for on-street spaces at the Old Vinyl Factory will be by way of signage, with the nature of the space and any restriction given. For office workers, a business permit is issued to them, and spaces are marked as being for business permit holders only. Within the Material Store parking garage, spaces would similarly be marked/signed as required. Access is controlled by a roller shutter barrier that is activated using a pin code or key fob. The allocation for all associated parking should be conditioned as part of a Car Parking Management Plan Framework. This will prevent informal parking taking place by users of the site as a whole. I trust you as the Local Planning Authority will secure this by way of condition.

Notwithstanding that these 32 car parking spaces that form part of the gross provision for the Old Vinyl Factory site as a whole, they should still conform with the Council's requirement that 20% of all spaces have active electric vehicle charging points, 20% have passive electric vehicle charging provision, Provision for Blue Badge Holders should also be provided at 10% of the car parking spaces. This would accord with both the currently adopted Unitary Development Plan standards and the emerging Local Plan: Part 2 DMT 6 policy. This should also be secured via a suitable planning condition.

Fifty cycle spaces are proposed, using 25 Sheffield stands. These are located in the public realm adjacent to the Powerhouse, at the northwest and southwest corners of the building. This is double the minimum number of 25 required by the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) cycle parking standards. Taking into account that cycling between the Powerhouse and Hayes town centre, Hayes and Harlington railway station and the Grand Union Canal Quietway is probable, these extra cycle parking spaces is to be welcomed.

As mentioned above, the development site is located near to the Grand Union Canal Quietway. This provides an excellent opportunity to roll out the Brunel University Santander Bicycle hire scheme. Members of the scheme are currently able to collect a bicycle from one of three docking stations at Uxbridge town centre, Brunel University and Hillingdon hospital. Stockley Park Business Park have expressed a keen interest in hosting a docking station, the new Elizabeth Line Crossrail stations at Hayes and Harlington and West Drayton are also prime sites for new docking stations.

The provision of Santander bicycles at The Old Vinyl Factory as part of this planning application is a logical extension of this cycle hire scheme, taking into account its proximity to the Grand Union Canal Quietway and both Elizabeth Line Crossrail Stations.

The extension that forms part of the development will be built on land formerly to be used for landscaping/public realm. To compensate for this loss of this land the developers are providing an area of landscaping to just west of the development site also fronting onto Blyth Road. The attractiveness of this area of open space will be enhanced and further made attractive by the presence of a statue of the famous HMV dog 'Nipper'. It is considered that people will chose to cycle to this area of landscaping to sit and relax at lunchtimes etc. However, the plans submitted do not show provision for any cycle parking at this location. Cyclists are likely to fly park their bicycles which will detract from the areas attractiveness and create nuisance/tripping hazards. There is also a risk that the owners bicycle may be stolen. To overcome this situation three Sheffield cycle stands should be provided.

As mentioned above, the development site has an existent planning permission for an energy centre, cafe and a music venue. The number of trips generated by this development has been assessed and it was conclude that the surrounding highway network could absorb these extra vehicular trips without detriment to the flow of traffic or road safety. When assessing the transport impact of this development, the difference in trip generation between the existent planning permission and this planning application needs to be determined. The developers agent highlights that since planning permission for the energy centre, cafe and a music venue was granted, changes have been to the number and use of car parking spaces across the Old Vinyl Factory site as a whole. The number of car parking spaces allocated for residential use across the site has been reduced; these now redundant car parking spaces can now be reassigned for use by the occupants of the Powerhouse. If the Powerhouse was to receive planning permission it would generate trips, however, the number of movements to and from the Powerhouse would be less that the number of trips generated by the residential use. On this basis, the gross number of trips generated by the Old Vinyl Factory falls to the benefit of the flow of traffic and road safety.

Taking into account that the development is within a built up area, it is required that the applicant submits a Travel Plan, Service and Delivery Plan and Construction and Logistics Plan.

There are no traffic, highway or transportation objections to this development.

AIR QUALITY

The proposed development is located with the Hayes Focus Area, bringing traffic and energy production emissions which will add to current poor air quality. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas. The proposed development is not air quality neutral.

In addition, the predicted impacts to the NO₂ annual mean concentrations are classified as moderate adverse at for four existing sensitive receptors. Exceedances of the annual mean NO₂ objective were predicted at receptor locations E6, E7 and E9.

Therefore, a section 106 agreement with the LAP of £70,533 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 reduce human exposure to pollution levels.

In addition, an Air Quality condition is required to develop and implement a Low Emission Strategy. See text below.

Condition Air Quality - Low Emission Strategy

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

- 1) the travel plan is to achieve a 10% reduction in vehicle trips. Incentives for occupiers of the site to use public transport are to be proposed. A clear and effective strategy to encourage staff to a) use public transport; b) cycle / walk to work where practicable; c) enter car share schemes; d) purchase and drive to work zero emission vehicles.
- 2) Any CHP or gas boiler will have to conform with the London Ultra Low NO_x requirements. The strategy shall detail the specification of the equipment to meet the lower emissions requirements stated and what measures will be taken to maintain the efficiency of the energy centre.
- 3) an electric vehicle fast charging bay. This is to be implemented as part of the proposal with a minimum of three charging points.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

Case Officer comments:

The Old Vinyl Factory site has already contributed £25,000 towards air quality monitoring in this locality. As such it has been agreed with the Council's Air Quality Specialist that a contribution of £45,533 would be appropriate for the current application.

POLICY

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 18th May 2018. This comprises of 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 9th August 2018. The Inspector submitted a Post Hearing Advice Note outlining the need to undertake a final consultation on the updated SOPM (2019) only. The Council undertook this consultation between 27th March 2019 and 8th May 2019. All consultation responses have been 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 public hearings have concluded and 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 EiP process and the degree of consistency to the relevant policies in the NPPF (2019).

Loss of permitted Music Venue (D2)

The Powerhouse currently has an extant permission to be restored as a multi-use music venue and restaurant, which forms a key component of the overall masterplan to regenerate The Old Vinyl Factory site and the wider Hayes area.

Policy CI2 of the Local Plan: Part 1 (2012) outlines that development proposals should not result in the loss of existing leisure and recreational facilities unless satisfactory alternative provision is made or it can be demonstrated that the asset is no longer needed. Furthermore, Policy CI3 outlines that the Council will safeguard the quality of existing viable cultural facilities and supporting proposals for new and improved cultural facilities.

The use of the site as a music venue has not been implemented to date and the applicant has stated that extensive marketing to find a music venue provider to occupy the space has ultimately proved unsuccessful. Additional marketing evidence has been provided in support of this assertion.

Furthermore, in considering the level of flexibility that should be afforded to this change of use, one

must also consider the need to regenerate a locally listed building and encourage their reuse in line with Policy HE1, in order to help secure its conservation.

Principle of B1 Floorspace

Emerging Policy SA 2 of the Local Plan: Part 2 and the SOPM (2019) states that the site should be used for residential-led mixed use development, in accordance with the approved outline planning permission (ref: 59872/APP/2012/1838) or any variations thereafter. Policy SA 2 outlines that the Council will support the development of up to 7,886 sqm of new B1 floorspace. This quantum of B1 floorspace has not been met on site to date and therefore the addition of new B1 floorspace is in accordance with the emerging Development Plan. As such, there is no in principle objection to the use of the Powerhouse for B1 floorspace.

Affordable Workspace

Paragraph 5.6 of the planning statement submitted by the applicant states the following:

The provision of the CRL within the Powerhouse will be in accordance with Policy E6 (Small and Medium-Sized Enterprises) (SME) of the Local Plan Part 1, which encourages the development of affordable accommodation for small and medium-sized businesses.

The applicant has worked with Officers to agree to secure an appropriate quantum of the B1 floorspace as affordable accommodation through a S106 agreement. As such, weight should be attached to Local Plan: Part 1 Policy E6 in support of the scheme when the balance with other Development Plan policies and material planning considerations is being made.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The Powerhouse building currently has an extant permission to be restored as a multi-use music venue and restaurant, which forms a key component of the overall masterplan to regenerate The Old Vinyl Factory site and the wider Hayes area.

Policy CI2 of the Local Plan: Part 1 (2012) outlines that development proposals should not result in the loss of existing leisure and recreational facilities unless satisfactory alternative provision is made or it can be demonstrated that the asset is no longer needed. Furthermore, Policy CI3 outlines that the Council will safeguard the quality of existing viable cultural facilities and supporting proposals for new and improved cultural facilities.

The use of the site as a music venue has not been implemented to date and the applicant has stated that extensive marketing to find a music venue provider to occupy the space has ultimately proved unsuccessful. Additional marketing evidence has been provided in support of this assertion.

In considering the level of flexibility that should be afforded to this change of use, one must also consider the need to regenerate a locally listed building and encourage their reuse in line with Policy HE1, in order to help secure their conservation. As such, there is no in principle objection to the change of use from D2.

Emerging Policy SA 2 of the Local Plan: Part 2 and the SOPM (2019) states that the site should be used for residential-led mixed use development, in accordance with the approved outline planning permission (ref: 51588/APP/2011/2253) or any variations thereafter. This approved scheme incorporated a substantial quantum of B1 floorspace, which is concentrated less than 100m from the Powerhouse. It is therefore considered that

the principle of B1 floorspace as part of the mixed use element of the allocation has already been established. As such, there is no in principle objection to the use of the Powerhouse for B1 floorspace.

Public Open Space

The Development Infrastructure Funding Study (DIFS) (2017) for Hayes is part of the evidence base for the emerging Local Plan: Part 2 and identifies a need to increase the number of accessible and high quality open spaces in Hayes. The loss of the approved public space to the north of the Powerhouse building should the scheme be approved is a material consideration and sufficient mitigation and/or an on balance is needed to justify this loss.

The expansion of the CRL is of very high importance to both the applicant and the Council's Partnerships and Business Engagement Manager with regard to its economic development benefits and the wider vision of bringing employment uses back to the VINYL factory and that the change of use of the Powerhouse back to an employment use is broadly supported.

It should be noted that whilst the application submission includes extensive details relating to the Central Research Laboratory (CRL) the application itself is for office (Use Class B1) floorspace. Paragraph 5.6 of the planning statement submitted by the applicant states that the provision of the CRL within the Powerhouse will be in accordance with Policy E6 (Small and Medium-Sized Enterprises) (SME) of the Local Plan Part 1, which encourages the development of affordable accommodation for small and medium-sized businesses. The applicant has proposed the provision of the following affordable workspace package; 10% of floor area to be 20% below standard market rate for a period of three and half years. This would be captured within the s106 legal agreement should the application be approved and is deemed in compliance with Policy E6.

In addition to the above affordable workspace offer and/or the benefits of the Central Research Laboratory, the support for the proposed office use, the application is also considered to result in the preservation of a locally listed building that may otherwise fall into disrepair given the applicant's demonstrated inability to secure it as a music venue. On balance therefore the principle of the application in terms of the proposed use and the loss of the secured open space is deemed to be acceptable.

7.02 Density of the proposed development

Residential density is not relevant to the consideration of the application.

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

Conservation Area and Listed Buildings

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of which are locally listed. The Powerhouse is one of these locally listed buildings and historically provided the entire TOVF site's energy. The Powerhouse was constructed in c.1907 as one of the first buildings on the Gramophone Company site. Originally, a single timber water tank was situated between the Powerhouse and Blyth Road, behind a boundary wall with brick piers and iron railings; this water tank appears to have been constructed in c.1913. This water tank would have been an integral part of the Powerhouse complex. A 'gatehouse' was also originally situated flush with the boundary wall. The water tank and cooling tower appear to have remained in situ throughout the working life of the factory, both until at least 1966-69, and the wider cooling tower until c.1989, as shown on

Ordnance Survey maps.

Directly to the north is Enterprise House, an early concrete clad metal framed structure, which dates from the early 20th century and is grade II listed. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed.

Historic England were consulted on the application and have raised no objections to the development. The Council's Conservation and Design Officer has reviewed the design of the proposed extension and raised no concerns regarding its appearance subject to a materials condition. The Powerhouse has a unique configuration of window openings which provide light to the interior of the building. The change of use proposals sensitively alter the existing openings and has a number of glazed openings which should allow light to pass through the building into the space between the Powerhouse building and the new building. The building is of a simple design which reflects the former structures on site and which is not of such a scale that it has a dominating impact or detracts from the setting of the adjoining buildings.

However the application includes a section of land to the north of the Powerhouse Building that was consented as public open space as part of the wider TOVF outline consent (ref. 59872/APP/2012/1838). This open space contributes to the sites open space provision but is also important with respect to the setting of the Locally listed Building, Grade II listed buildings and wider Conservation Area. Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) requires that "special attention be paid to the desirability of preserving or enhancing the character or appearance" of a conservation area.

The Council's Conservation and Design Officer has noted within their comments that there are no concerns regarding the size and scale of the new building, but that the loss of the open space could adversely impact upon the setting of the locally listed building, Conservation Area and to a lesser extent Enterprise House, which is a grade II listed building. However they also note that the expansion of the CRL is of very high importance to both the applicant and the Council's Partnerships and Business Engagement Manager with regard to its economic development benefits and the wider vision of bringing employment uses back to the VINYL factory and that the change of use of the Powerhouse back to an employment use is broadly supported.

The applicant has set out through their Design and Access Statement and Heritage Statement other options considered to avoid building over the open space in front of the Powerhouse building. This includes attempting to include the entire floorspace within the Powerhouse Building without an extension. The Council's Conservation and Design Officer agrees that such options would involve significant alteration to the volume and integrity of the locally listed building, including loss of the concrete vaulted roof feature, and that there are valid engineering concerns regarding the feasibility of alternative options. The applicant says that the proposals have been 'inspired by the historical materials, palette, and configuration of the original ancillary buildings along Blyth Road. The architectural language has drawn its inspiration from the water cooler tower citing "his masters voice", originally clad in elegant timber louvres. Consistently with a deferential and humble architectural approach, the extension massing bends to the Powerhouse importance and unfolds in an understated horizontal two storey building.'

The heritage statement submitted by the applicant does identify historical precedence, which is of relevance. The Conservation area and listed buildings have significance in part due to their employment heritage. The Council's Conservation and Design Officer concludes that if development that causes some, albeit limited harm, to the wider setting of listed buildings or the Conservation Area is proposed it is perhaps better if it is employment related than any other potential use.

The overall development is considered to be a well designed extension which will have a positive impact on the visual amenities of the Conservation Area and the adjacent Listed Buildings, in accordance with Policies BE4 & BE10 of the Hillingdon Local Plan (November 2012). The proposed use is deemed appropriate given the history of the site. It is recommended that the a materials condition is attached should the application be approved.

Archaeology

The Greater London Archaeological Advisory Service (GLAAS) have confirmed that they have no objections to the current application. The proposal is therefore deemed in accordance with Policy BE3 of the Hillingdon Local Plan (November 2012).

7.04 Airport safeguarding

Heathrow Airport Ltd were consulted on the application and no objection has been received. The proposed development is of a similar or lower height and scale to the surrounding buildings and as such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

The proposed extension to the Powerhouse Building forms part of the regeneration of this particular site and would make a strong and positive architectural statement about the future of the area. The overall development is considered to be a well designed building which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

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

Enterprise House has extant consent for commercial uses at ground and first floor with residential use on the upper floors that is yet to be fully implemented. The adjacent Boiler House building to the east has residential properties at first floor and above. The proposed extension to the Powerhouse building would be located 16.6m from Enterprise House to the north and 19.6m from the Boiler House building to the east. It is worth noting that the existing Powerhouse building is located only 12.23m from the Boiler House building. The proposed separation distances are considered sufficient to prevent the proposed extension from having a detrimental impact on existing or future residential occupiers.

The Powerhouse building has extant consent for use as a music venue with cafe and/or restaurant. The proposed B1 Office use is considered likely to result in a reduced detrimental impact on existing residents than this previous consent in terms of noise disturbance.

The alteration to the Vinyl Square are not considered likely to have any impact on existing residential amenity other than to improve the level of soft landscaping within the locality.

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'.

As noted above Enterprise House has extant consent for commercial uses at ground and first floor with residential use on the upper floors that is yet to be fully implemented. Therefore any future residential occupiers of Enterprise House would be positioned at a higher level than the proposed new two storey extension and would overlook the proposed green roof. Occupiers of the Boiler House at first floor level would be located 19.6m from the proposed extension. This separation distance is considered acceptable given that the use proposed is B1 Office Use.

7.09 Living conditions for future occupiers

Living conditions for future occupiers are not a consideration for this application.

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.

In 2013 outline planning permission (ref 59872/APP/2012/1838) was granted to refurbish and extend the Powerhouse building. An approval of reserved matters followed in 2015 (ref 59872/APP/2015/665) for an energy centre and cafe which were subsequently constructed, and a music venue which was not. This extant planning permission has provision for 32 car parking spaces.

The proposals for the redevelopment of the site are to renovate the existing industrial building, adding an extension to the north and retrofitting the interior for use as office space. There is an existing energy centre which remains, and an existing cafe which is relocated into the extension.

The proposed development quantum (Gross Internal Area) is:

- 2169 sqm B1 office

- 74 sqm A3 cafe

This is a total of 2243sqm GIA, being an increase from 990sqm at present (not counting the energy centre which remains).

There are two multi-storey car parks on site: the Music Box and the Veneer Store, which primarily serve the office buildings on site. The other buildings provide parking on plot in accordance with their usage. There are also surface car parking spaces to the south of the Music Box and Veneer Store buildings, with additional surface spaces dotted around the areas of public realm.

Similar to the outline permission granted in 2013, this new development would also have 32 car parking spaces. These would be distributed using the existing parking provision across the wider Old Vinyl Factory site. There would be 11 car parking spaces for the Powerhouse office in the Veneer Store Surface Car Park, 10 spaces for the Powerhouse office and 1 space for the cafe in the Material Store Parking Garage and 10 car parking spaces for the Powerhouse office. The Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) allows for a maximum of 1 car parking space for the cafe and 27 car parking spaces for the office, 28 in total. Whilst this exceeds the maximum number of car parking spaces permitted in the development plan, the total number of car parking spaces provided across the Old Vinyl Factory site remains unchanged. Taking this into account 32 car parking spaces is considered acceptable.

18 cycle spaces are proposed, using 9 Sheffield stands. These are located in the public realm adjacent to the Powerhouse, at the northwest and southwest corners of the building. The minimum number required by the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) cycle parking standards is 25 spaces. In addition to the 25 standard cycle spaces a further 10 Santander spaces are proposed. Taking into account that cycling between the Powerhouse and Hayes town centre, Hayes and Harlington railway station and the Grand Union Canal Quietway is probable, these extra cycle parking spaces is to be welcomed.

The Council's Highways Engineer has reviewed the scheme in detail and raised no objection to the development. The proposed introduction of Santander cycle stands is welcomed as a way of encouraging more sustainable forms of transport to the private car.

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 Conservation and Design Officer has reviewed the scheme and raised no objections to the appearance of the building or materials proposed.

It is recommended that the development be covered by a Secured by Design condition should the application be approved.

7.12 Disabled access

The proposed scheme has been reviewed by the Council's Access Officer who has raised no objection to the application. An informative is proposed to be added should the application be approved.

7.13 Provision of affordable & special needs housing

The provision of affordable housing is not relevant to the consideration of the application.

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.

The Council's Landscape Architect has reviewed the proposed scheme and confirmed that following some slight design amendments they have no objections to the application.

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 has raised no concerns or objections to the proposals. It is recommended that a Servicing and Refuse Collection Strategy condition be attached to any grant of planning consent.

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved, then a cash in lieu contribution will be sought.

The submitted Energy Strategy demonstrates how the development will adopt sustainable design and construction techniques. However, overall the Energy Strategy does not demonstrate compliance with the London Plan (policy 5.2) through onsite measures to achieve zero carbon. 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 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 £4,338.

Subject to a Section 106 Legal Agreement securing the carbon off set contribution, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDPPolicies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Council's Flood and Water Management Officer assessed the submitted documentation and raised some concerns regarding the proposed discharge rates. However a contribution of £45,533 has been agreed with the applicant and the application is proposing to increase the level of soft landscaping within the locality. Details have been submitted which confirm the constraints on site in terms of existing servicing which prohibits the introduction of further flood management infrastructure. The application would

result in an improved discharge rate over the extant scheme (104l/s to 97l/s) and is therefore considered acceptable.

7.18 Noise or Air Quality Issues

NOISE

The Council's Environmental Protection Officer has reviewed the proposed development and submitted details and confirmed that they have no objection to the development. They have confirmed that the submitted Acoustics Report March 2019 (120396-ACO-R01 Rev 3) is acceptable in terms of noise protection. It is recommended that this document be included within a compliance condition should the application be approved.

AIR QUALITY

The proposed development is located within the Hayes Focus Area, bringing traffic and energy production emissions which will add to current poor air quality. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas. The proposed development is not air quality neutral, however following discussions with the Council's Air Quality Officer it has been agreed that a contribution of £45,533 be requested to mitigate the development. The applicant has agreed to this contribution and it is recommended that this be secured via a s106 legal agreement should the application be approved.

7.19 Comments on Public Consultations

The petition in support of the application with 141 signatures is noted. The concerns raised by two adjacent residents are covered within the body of this report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Saved Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

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

1. Affordable Work Space
2. Carbon off-set contribution of £4,338
3. Travel Plan plus £20,000 bond
4. Air Quality Contribution of £45,533
5. 10 Santander cycle spaces
6. 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 £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 £43,855.

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 £75,180.

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 seeks planning permission for a change of use to office floorspace and installation of two mezzanine floors within the existing locally listed Powerhouse building and construction of a two-storey extension to the north to create Class B1 floorspace and cafe (Use Class A3), with associated landscaping, lighting, access and parking together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture, plus additional soft landscaping works to the south of Blyth Road.

The application sites form part of The Old Vinyl Factory (TOVF) for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 9872/APP/2013/3775, for the mixed-use redevelopment of the site. The outline consent has now expired.

The proposed use is considered appropriate and on balance the loss of an area of open space secured under the outline consent is deemed acceptable given the wider benefits of the proposal, including the refurbishment of the listed building, the proposed affordable workspace offer and improved level and quality of soft landscaping.

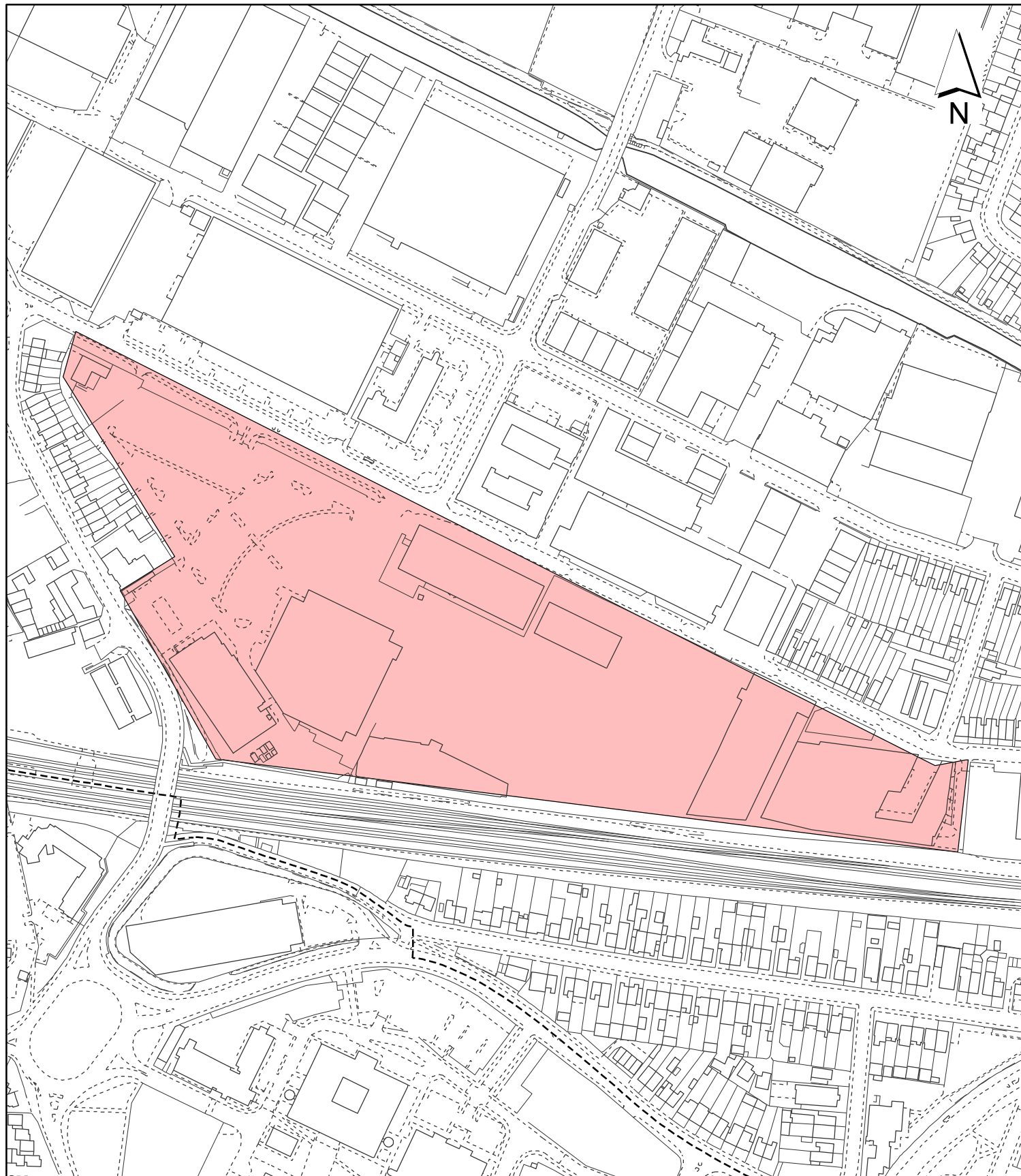
The proposed scheme is considered to reinforce the transformation of the area and to make a positive architectural statement. Therefore, the application is recommended for approval.

11. Reference Documents

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

Powerhouse TOVF

Planning Application Ref:

59872/APP/2019/784

Scale:

1:3,000

Planning Committee:

Major Page 100

Date:

July 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	STANFORD HOUSE, 9 NESTLES AVENUE HAYES
Development:	Demolition of existing buildings and redevelopment to provide a building up to 10 storeys, comprising 84 (44 x 1 bed, 28 x 2 bed and 12 x 3 bed) Build to Rent residential units, associated landscaping, access, car parking and cycle parking
LBH Ref Nos:	51175/APP/2019/187
Drawing Nos:	Transport Assessment Framework Travel Plan Arboricultural Impact Assessment Preliminary Ecological Appraisal Daylight and Sunlight Report Design and Access Statement Flood Risk Assessment and Drainage Strategy Report Landscape Design Report Rev. 03 Noise and Vibration Assessment Planning Statement Statement of Community Involvement Energy and Sustainability Statement Economic Viability Appraisal Report Delivery and Servicing Plan Archaeological Desk Based Assessment Desk Study and Ground Investigation Report Air Quality Assessment Covering Letter 1820-1021 Design and Access Statement Part 1 Design and Access Statement Part 2 1820-1022 Rev A 1820-0100 1820-0101 1820-0102 1820-0300 1820-1130 Rev B 1820-1131 Rev B 1820-1132 Rev A 1820-1133 Rev A 1820-1134 Rev A 1820-1135 Rev A 1820-1136 Rev A 1820-1137 Rev A 1820-1138 Rev A 1820-1139 Rev A 1820-1140 Rev A 1820-1230 Rev A 1820-1330 Rev A 1820-1331 Rev B 1820-1332 Rev A

Date Plans Received: 17/01/2019

Date(s) of Amendment(s):

Date Application Valid: 17/01/2019

1. SUMMARY

The application seeks permission for the demolition of existing building and redevelopment to provide a building of 10 storeys, comprising 84 (44 x 1-bed, 28 x 2-bed and 12 x 3-bed) Build to Rent self contained residential units with associated landscaping, access, car parking and cycle parking.

The application site is a part of Site B within Policy SA 5 (Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes) of the Emerging Local Plan: Part 2 Site Allocations and Designations (March 2019). This application fails to provide any employment uses or appropriate community infrastructure on site and fails to satisfactorily deliver a comprehensive development that responds to the context and policy requirements of the whole of site B. The proposal fails to provide a maximum reasonable amount of affordable housing.

The proposed development is considered unacceptable by virtue of its footprint and site coverage. The proposal provides dead frontages at ground floor level providing a poor quality residential entrance for residents using the access core. The large expanse of blank elevations results in poor relationships with the surrounding environment. The proposed development also fails to provide sufficient set back from the western boundary of the site and compromises No. 7 Nestles Avenue from coming forward as a comprehensive development.

The development fails to provide sufficient private and communal amenity space and fails to provide sufficient car parking in an area where such parking is at a premium thereby leading to conditions which would be detrimental to the free flow of traffic and to highway and pedestrian safety. The servicing and delivery arrangements are considered unacceptable as it is likely to result in the conflict of movement between cyclist and pedestrians.

Overall, the proposal would fail to provide a development that will improve the economic, social and environmental conditions of the area contrary to the Development Plan and it is recommended that this application is refused.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Reason for Refusal: Contrary to Policy SA 5

In the absence of a comprehensive scheme, the development of this site in isolation would result in a piecemeal development that would fail to safeguard the satisfactory redevelopment of this strategic site 'B' as identified within Policy SA 5 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Site Allocations and Designations (2019). The proposed development is therefore contrary to Policy H1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012); Policy BE14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012); and Emerging Policy SA 5 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Site Allocations and Designations (2019).

2 NON2 Reason for Refusal: Loss of Employment

The proposal fails to provide a mix of uses including the provision of employment generating floorspace and appropriate community infrastructure onsite required as part of a comprehensive scheme. The proposal is therefore considered to be contrary to Policy 2.17 of the London Plan (2016), Policy LE1 and LE2 the Local Plan: Part 2 - Saved UDP Policies (2012), Policy DMHB 11 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019) and Policy SA 5 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Site Allocations and Designations (2019).

3 NON2 Reason for Refusal: Affordable Housing

The proposed development fails to provide maximum reasonable amount of affordable housing on site. The proposal is therefore contrary to Saved Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012); Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012); the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations and policies Policies 3.10 -3.13 of the London Plan (March 2016); and National Planning Policy Framework, Para. 62 -64 (2019) or the Mayor's Affordable Housing and Viability SPD 2017.

4 NON2 Reason for Refusal: Overdevelopment

The proposed development, by reason of its overall size, scale, bulk and detailed design would result in a disproportionately large, dominating and incongruous form of development, which represents an over-development of the site, in particular the ten and eight storey blank elevations against the southern boundary which would be highly visible from Nestles Avenue which would fail to respect the pattern and scale of development in the immediate area. The proposal would be detrimental to the visual amenities of the street scene and the character and appearance of the wider area and the Botwell/Nestles Conservation Area, contrary to Policies 3.4 and 7.6 of the London Plan (2016), Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012); Policies DMHB 1, DMHB 2, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

5 NON2 Reason for Refusal: Urban Design

The proposed development, due to its footprint and site coverage would create a narrow corridor along the eastern boundary of the site and fails to provide sufficient landscaping along the eastern boundary. Moreover, the eastern boundary provides entrances to residential units on a secondary elevation which is hidden along this access road. The principal elevation, along the eastern boundary, fails to provide a sense of arrival for future occupants and results in a poor streetscape. The narrow eastern corridor fails to provide

a safe, suitable and convenient access for future residents. The proposal would fail to provide a sense of arrival and would be detrimental to the visual amenities of the street scene and character and appearance of the wider area, contrary to the National Planning Policy Framework, Policies BE13, BE14, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012); Policies DMHB 1, DMHB 2, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019) and the adopted Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts SPD (2006); Policies 3.5 and 7.5 of the London Plan (2016) and Chapters 2, 11 and 12 of the National Planning Policy Framework (2019).

6 NON2 Reason for Refusal: Noise

The development provides a high proportion of single aspect dwellings and dwellings with their sole aspect facing towards Strategic Industrial Land. The development fails to provide sufficient separation from the western boundary of the site to mitigate against a potential noise generating use on the neighbouring site and as such, the proposal fails to take responsibility for mitigating impacts from existing noise-generating activities or uses on the proposed new noise-sensitive residential development and thereby fails to provide a suitably high quality of residential amenity for future occupiers contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012); Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (2016) and Paragraph 182 of the National Planning Policy Framework (2019).

7 NON2 Reason for Refusal: Car Parking

The proposed development would lead to an increase in kerbside parking and the waiting of cars on the highway, due to the operation of the car park stacking system. The proposed development fails to provide sufficient usable and sustainable car parking provision for the proposed development and would therefore result in an increase in on-street car parking in an area where such parking is at a premium thereby leading to conditions which would be detrimental to the free flow of traffic and to highway and pedestrian safety. The proposal is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMT 6 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

8 NON2 Reason for Refusal: Highways Safety

The proposed development, by virtue of its layout, vehicular access, and servicing and delivery arrangements along Nestles Avenue, would compromise highway and pedestrian safety by virtue of the proposed vehicular access into the site and the servicing and delivery arrangements, giving rise to conditions prejudicial to the free flow of traffic and would be detrimental to highway and pedestrian safety. The development is therefore contrary to Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMT 2 and DMT 5 of the the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019), Policy 6.12 of the London Plan (2016) and Chapter 9 of the National Planning Policy Framework (2019).

9 NON2 Reason for Refusal: Highways Safety (Manoeuvrability)

The proposed shared vehicular and pedestrian path contained within an undercroft fails to provide a manoeuvring distance of 6m in accordance with Manual for Streets Standards. The proposed layout gives rise to conditions prejudicial to future users of this development

as future occupants are required to use the shared vehicular and pedestrian footpath to access the residential and commercial entrances, whilst navigating vehicular traffic. The proposal is contrary to Policy AM7 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

10 NON2 Reason for Refusal: Private Amenity Space

The proposed development fails to provide on site private and communal amenity and children's play space of a quantity and quality commensurate to the size and layout of the proposals. Furthermore, the communal amenity areas are situated directly outside habitable rooms and balconies which would result in overlooking from communal spaces into balconies and habitable rooms. Such an arrangement would be detrimental to the residential amenity of the future occupiers the proposal would provide a substandard form of accommodation for future residents contrary to Policies BE21 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMCI 4 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019) , the adopted Supplementary Planning Document HDAS: Residential Layouts and Policy 7.1 of the London Plan (2016).

11 NON2 Reason for Refusal: Sustainable Drainage

The proposed development, in the absence of a comprehensive surface drainage strategy fails to demonstrate suitable sustainable urban drainage systems have been utilised and it is therefore contrary to Policy DMEI 10 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019), Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 5.13 of the London Plan (2016).

12 NON2 Reason for Refusal: Air Quality

In the absence of a comprehensive Air Quality Assessment that considers the development's the cumulative impacts alongside other consented developments within the area and in the absence of an Air Quality Neutral Assessment, the proposal fails to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. The proposal could therefore lead to further deterioration of existing poor air quality contrary to Policy DMEI 14 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019) and Policy 7.14 of the London Plan (2016).

13 NON2 Reason for Refusal: Section 106

The proposed development, in the absence of a Section 106 legal agreement fails to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of children's play space, C02 emissions, public realm improvements, air quality, construction training, canal quiet way, public transport and affordable housing). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), DMCI 7 of the Hillingdon Revised Proposed Submission Version of the Local Plan: Part Two - Development Management Policies (2019) , Policy 3.6, 3.10, 3.13, 5.2 and 8.2 of the London Plan (2016) and the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations.

INFORMATIVES

1 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 November 2012), 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 November 2012 agreeing that the policies were 'saved') still apply for development control decisions.

2 I52 Compulsory Informative (1)

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

3 I53 Compulsory Informative (2)

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

LPP 1.1	(2016)Delivering the strategic vision and objectives for London
BE14	Development of sites in isolation
BE25	Modernisation and improvement of industrial and business areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3	Proposals for new roads or widening of existing roads
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
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
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.
BE28	Shop fronts - design and materials
BE29	Advertisement displays on business premises
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
DAS-SF	Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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
OE2	Assessment of environmental impact of proposed development
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
R1	Development proposals in or near areas deficient in recreational open space
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

R3	Indoor sports, leisure and entertainment facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG	Residential layouts and house design.
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 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 3.19	(2016) Sports Facilities
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 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 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 4.9	(2016) Small Shops
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 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.3	(2016) Sustainable design and construction

LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF8	NPPF - Promoting healthy communities
NPPF9	NPPF - Protecting Green Belt land

4 I74 Community Infrastructure Levy (CIL) (Refusing Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application be allowed at appeal, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a 2-storey industrial building located on the northern side of Nestles Avenue, south of Hayes town centre and Hayes & Harlington Station. The existing building sits on a 0.23 hectare site which is split into two distinct elements, the larger portion to the rear comprises a large open plan factory and a two-storey administrative block fronting onto Nestles Avenue. The building was built in the late 1930s and has an Art Deco influenced formal facade with horizontal steel windows and concrete dressings.

Stanford House is set back from Nestles Avenue by 15 metres with a hard landscaped forecourt and green hedging and trees to the boundary. The site is one of a number of light industrial units along Nestles Avenue which also accommodate education and self storage uses and a former car museum and car rental & repair shops. Surrounding buildings are of a similar functional industrial style ranging from one to three-storeys in height.

The buildings have large windows and are built from metal cladding or brick many with Art Deco influences. The site is located within the wider Nestles Avenue industrial cluster - designated within the Hillingdon Saved UDP Policies (November 2012) as Strategic Industrial Location (SIL). However, more recently, the site is included as part of Site B within Policy SA 5 (Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes) of the emerging Local Plan: Part 2 Site Allocations and Designations (Proposed Modifications 2019).

To the south west, on the opposite side of Nestles Avenue, lies a predominantly residential area, largely characterised by two-storey semi-detached properties.

The Nestles Avenue industrial cluster comprises approximately 34 hectares of land south of the railway, and extends eastwards from Station Road, across Squirrels Trading Estate and North Hyde Gardens, encompassing the electricity substation and land beneath the Hayes Bypass.

It is immediately bounded to the east by Botwell/Nestles Conservation Area. The wider site's heritage significance relates to the site's industrial design and its manufacturing history. There are locally listed structures within the wider site, which include the Main Factory, the Canteen Building, the Lodge and the gates/railings at the front of the site.

The site currently falls within 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 (2016).

The Hayes Town Centre Housing Zone, is a 238 ha area which was selected in March

2016 by the Mayor of London as one of 31 new Housing Zones in London. The Council's emerging Local Plan: Part 2 identifies this as one of three sites (this forming a part of site B) along Nestles Avenue, due to be released from 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 (28-06-18) was granted for the comprehensive mixed use redevelopment of the former Nestle Factory site (Site A), to provide 1,386 dwellings; office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2); commercial floorspace (Use Classes B1c/B2/B8); a Data Centre (sui generis); amenity and playspace; allotments; car parking; and associated development. Planning applications have also been submitted for the comprehensive mixed use redevelopment of nos.3 & 233-236 Nestle Avenue (Site C) under planning ref: 73238/APP/2018/1145 which was approved at planning committee on 14-04-19 and 3 Viveash Close (part of site B) under planning ref: 36678/APP/2017/1774 (18-10-18) which was refused and is currently at appeal.

3.2 Proposed Scheme

The application proposal seeks full planning permission for the demolition of the existing warehouse and redevelopment of the site to provide 84 residential self contained units providing the following mix:

- 44 x 1 bedroom;
- 28 x 2 bedroom; and
- 12 x 3 bedroom.

The scheme is proposed to deliver residential accommodation solely in the form of Build to Rent accommodation. The development would be arranged in one single block with staggering heights with the tallest element of the proposal situated to the northern part of the site.

Pedestrian and vehicular access provided to the eastern part of the site and the site has been set back from Nestles Avenue by approximately 17m to allow for the future implementation of the Multi Modal Transport Scheme (MMTS) along Nestles Avenue. The application provides 51 car parking spaces including 9 disabled spaces for residents of the building. The remaining 42 spaces will be provided in the form of triple height car stackers.

Storage for bicycles is provided at the two cores, with 142 spaces for the residents, and 4 short-stay / visitor cycle parking spaces.

The proposal has been subject to a Financial Viability Appraisal which has critically assessed the applicants affordable housing offer.

The landscaping strategy proposes to provide private and communal space through private balconies and communal terraces.

3.3 Relevant Planning History

51175/APP/2018/4260 Stanford House, 9 Nestles Avenue Hayes

Demolition of existing building and redevelopment to provide a building up to 10 storeys, with 86 sq.m of commercial or community space (Use Class B1 or D1) at ground floor level and 81 (44 x 1-bed, 28 x 2-bed and 9 x 3-bed) residential units to the upper floors, with associated landscaping, access, car parking and cycle parking.

Decision:

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.

Under planning ref: 51175/APP/2018/4260 a planning application sought the demolition of existing building and redevelopment to provide a building up to 10 storeys, with 868 sq.m of commercial or community space (Use Class B1 or D1) at ground floor level and 81 (44 x 1-bed, 28 x 2-bed and 9 x 3-bed) residential units to the upper floors, with associated landscaping, access, car parking and cycle parking.

The applicants lodged an appeal against non determination on this planning application (before officers were able to determine the case). Following the lodging of the appeal to the Planning Inspectorate, the planning was taken to Major Applications Planning Committee on 19 June 2019 with a resolution to refuse planning permission. This was ratified by Members and the appeal is still ongoing.

The key difference between this application and the proposal under ref: 51175/APP/2018/4260 is that this application does not seek to provide a commercial unit at ground floor level and proposes onsite car parking.

SURROUNDING AREA

3 Viveash Close

Under planning ref: 36678/APP/2017/1774 an application for the demolition of the existing building (Use Class B8) and the redevelopment of the site to include the erection of a part 8, part 10 storey building linked by podium level comprising 68 residential units (21 x 1 bedroom, 24 x 2 bedroom and 23 x 3 bedroom) (Use Class C3) and 1620 m2 commercial floorspace at ground, mezzanine and first floor levels (Use Class B1) with associated parking and landscaping was refused and is currently under appeal.

FORMER NESTLE FACTORY (SITE A - Policy SA 5)

Under planning ref: 1331/APP/2017/1883 permission was granted for part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3), office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), 22,663sq.m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works.

LAND AT 3, 233-236 NESTLES AVENUE HAYES (SITE C - Policy SA 5)

Under planning ref: 73238/APP/2018/1145 there was a resolution to grant planning consent subject to a Section 106 legal agreement for the 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.

1 NESTLES AVENUE

Under planning ref: 1699/APP/2017/2201 the application was withdrawn for the demolition of existing building and redevelopment of the site to provide three basement levels for Class B8 (self-storage) and car parking, ground floor podium and five buildings above arranged over six, seven and ten floors for 7081sq.m of Class B8 (self-storage), 1349sq.m of Class B1 (office), 115sq.m of Class A3 (cafe) and 164 Class C3 residential units; creation of a pedestrian walkway adjacent to the railway station; creation of a vehicular access and route from Nestles Avenue; provision of associated plant and landscaping.

4. Planning Policies and Standards

The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18th May 2018. This comprises of 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 9th August 2018. The Inspector submitted a Post Hearing Advice Note outlining the need to undertake a final consultation on the updated SOPM (2019) only. The Council undertook this consultation between 27th March 2019 and 8th May 2019. All consultation responses have been 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 public hearings have concluded and 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 EiP process and the degree of consistency to the relevant policies in the NPPF (2019).

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E3	(2012) Strategy for Heathrow Opportunity Area
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
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.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations
PT1.T2	(2012) Public Transport Interchanges

Part 2 Policies:

LPP 1.1	(2016) Delivering the strategic vision and objectives for London
BE14	Development of sites in isolation
BE25	Modernisation and improvement of industrial and business areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces

	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3	Proposals for new roads or widening of existing roads
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
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
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.
BE28	Shop fronts - design and materials
BE29	Advertisement displays on business premises
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
DAS-SF	Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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
OE2	Assessment of environmental impact of proposed development

OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
R1	Development proposals in or near areas deficient in recreational open space
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
R3	Indoor sports, leisure and entertainment facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG	Residential layouts and house design.
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 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 3.19	(2016) Sports Facilities
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 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 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 4.9	(2016) Small Shops
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 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF8	NPPF - Promoting healthy communities
NPPF9	NPPF - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th February 2019**

5.2 Site Notice Expiry Date:- **15th February 2019**

6. Consultations

External Consultees

A site notice was displayed and a press notice advertised in a local paper on 25-01-2019, with a closing date of 15-02-2019.

26 responses were received including 8 objections were received which are summarised below:

The number of units being proposed is excessive. The area is already significantly congested, and traffic on the adjoining roads is extremely heavy and Council have already added and continue to add (Nestles) hundreds of units within a 1,000 metre radius. There is no park. The amenity space proposed on the top of the roofs is not adequate.

- The proposal features a poor layout
- The proposal would result in overlooking and the loss of privacy for future occupants of the neighbouring site
- The proposal would be in breach of HDAS 21m separation distances
- The proposal would result in the loss of light
- The proposal would be detrimental to the delivery of the neighbourhood
- The proposal would provide insufficient distance to boundary and the proposal provides a cramped form of development
- The proposal does not adequately consider the comprehensive integration with the surrounding sites
- The proposal fails to provide sufficient car parking
- The proposal relies on car stackers for car parking, this is unsustainable
- Too much housing being built in Hayes with not much demand because of Brexit

10 letters of support were received noting:

- the proposal would deliver more homes within the area
- more home would sustain local businesses
- the proposal would be good for the community

1 Comment was received noting there are too many chicken shops in the area and beauty salons and not enough car parking.

STATUTORY CONSULTEES

TRANSPORT FOR LONDON (TfL)

A total of 51 car parking spaces are proposed, above draft London Plan minimum standards and is therefore unacceptable. Draft London Plan policy T6.1 states that developments in Outer London in areas of PTAL 4 should have a maximum of 0.5 spaces per unit. It is noted that under the previous application, the development was proposed as car-free and the site is very close to areas of PTAL 5 and 6, which should be car-free. Furthermore, the TA notes that research has identified that typically BTR schemes have lower parking demand than owner-occupied households.

Free car club membership has been agreed for new residents to make use of existing car club bays within the Nestles Factory site which further decreases the need for permanent resident car parking.

Car parking should be reduced to a maximum provision of 42 parking spaces, however it is strongly recommended that the applicant reduce car parking further, given the above context.

Of the spaces proposed, 9 are proposed as disabled bays, which equates to 10% of dwellings from the outset, therefore conforming to draft London Plan policy T6.1 from the outset and future scenarios. The applicant has committed to ensuring that a 'permit-free' arrangement will be secured via S106 agreement in the surrounding CPZ, which is welcomed.

HEATHROW AERODROME SAFEGUARDING

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:

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 included 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.

MINISTRY OF DEFENCE

This development falls within the Statutory Safeguarding Birdstrike Zone surrounding RAF Northolt and is located 5.7km south from the centre of the aerodrome. There are no Aerodrome Height Safeguarding Concerns.

Birdstrike

Within this zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large and or flocking birds close to an aerodrome. The proposed building will have stepped green landscaped roofs and there will be other landscaping with no significant above ground water attenuation. The roof spaces will have a combination of landscaped areas, children's play areas, planters and photovoltaic panels. Where areas are frequently used it is unlikely that hazardous birds such as gulls will nest but when less used such as the area on the top floor where the photovoltaic panels are located, large gulls could use the site to breed.

In this respect, we require a Bird Hazard Management plan to be implemented to ensure roof spaces are not used by hazardous large gulls for nesting or roosting and monitored during the breeding season and take action as appropriate or at the request of the airport.

In summary, I can confirm that the MOD does not object to these proposals. Subject to the above being implemented as part of any planning permission granted, the MOD maintains a No Safeguarding Objection.

I would be grateful if you could confirm receipt of this letter and confirm that a relevant condition covering the MOD's requirement is included in any consent granted.

It is important that the conditions requested in this response are included in any planning permission granted. As per Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites & 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 a decision being made.

THAMES WATER

Waste Comments

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

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

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.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

Water Comments

With regard to water supply, this comes within the area supplied by the Essex and Suffolk Water Company. For your information the address to write to is -Essex and Suffolk Water Company, Sandon Valley House, Canon Barns Road, East Hanningfield, Essex CM3 8BD Tel - (03457) 820996

NATS

No objection to this application.

METROPOLITAN POLICE

Lack of residential use on ground floor. From the proposals that I have seen for the major redevelopment of the Nestles site and neighbouring sites this is to be a residential led redevelopment of the area. Owing to this it is vital that there is natural surveillance and activity on ground floor and a residential street scene that can only be created by positioning residential units on ground floor.

The proposal contained here show little residential usage on ground floor. A small amount of commercial use can assist but depends on what the commercial type (e.g a cafe orientated to look outwards would assist, a shop with advertising hoardings preventing visual connectivity with the outside would not.

Access and the pathway between this development and proposal neighbouring to the east. There is little natural surveillance on this area owing to this aspect of the building. I am concerned that owing to little oversight of this area it could become an undesirable area as it is relatively long and narrow and could feel like an alleyway that residents of Core A would have to walk down to get to their entrance. In this design I would encourage that everything is done to visually open up this area and the sight lines from the north to the south of this building are completely clear and devoid of visual

obstruction and any legitimate activity and informal surveillance that can be brought to this area is.

The car park must be protected with a security rated gate/barrier with access control to allow only access to those who require it.

All other points that are required for SBD accreditation are contained in the letter attached. I request that if planning permission is granted to this proposal then a condition is adhered to it that Secure By Design accredited must be achieved.

This condition is to ensure that the appropriate minimum levels of security are installed in this proposal that are suitable for the crime trends that it will experience in this area. If further justification for this condition is required please contact me again.

GREATER LONDON AUTHORITY

Principle of development: The proposed under-provision of employment floorspace at this site leads to conflict with London Plan Policy 2.17. Moreover, there is strategic concern that allowing this site to come forward in isolation could undermine the delivery of wider policy and design objectives.

Housing: The absence of an affordable housing offer is unacceptable. The proposals are currently being scrutinised by GLA officers to determine the maximum reasonable amount the scheme could sustain. The necessary clawback, covenants and reviews would need to be secured on any future permission.

Urban design: GLA officers seek a more comprehensive approach to redevelopment at Squirrels Trading Estate in order to ensure the best design outcome for this part of the Hayes Housing Zone.

Sustainable development: The applicant must provide further details on the proposed energy strategy and sustainable drainage proposals to demonstrate London Plan compliance.

Transport: The applicant is required to make submissions in respect to; a travel plan, a healthy streets check, a construction logistics plan and a delivery and servicing plan. The applicant must also address transport issues with respect to; vehicle parking and cycle parking.

Principle of development (GLA Response)

Heathrow Opportunity Area

The site is located within the Heathrow Opportunity Area. London Plan Policy 2.13 states that development in Opportunity Areas is expected to optimise residential and non-residential outputs and contain a mix of uses. London Plan paragraph 2.58 states that Opportunity Areas are the capital's major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility, which is echoed in the supporting text to draft London Plan Policy SD1. Paragraph 2.61 of the London Plan confirms that Opportunity Areas are expected to make particularly significant contributions towards meeting London's housing needs.

London Plan Policy 2.13 identifies the Heathrow Opportunity Area as having capacity to accommodate a minimum of 9,000 homes and 12,000 jobs. Through draft London Plan Policy SD1 this is revised to 13,000 homes and 11,000 jobs. The London Plan also specifically recognises the Hayes-West Drayton corridor as offering a range of redevelopment opportunities - including small business parks, logistics and mixed uses. The draft London Plan acknowledges the area contains a range of opportunities to support London's economic development and deliver new housing and environmental improvements. Draft London Plan Policy SD1 identifies Opportunity Areas as the

capital's most significant locations for development capacity and seeks to ensure that this capacity is delivered in a sustainable and integrated way to ensure the successful delivery of the growth targets outlined above. The proposed residential use is complimentary to the strategic policy context of the site and would enhance the residential offer in Hayes. High density residential-led redevelopment of this previously developed site is in conformity with the aspirations of the London Plan and draft London Plan, both for the Opportunity Area and generally, subject to the appropriate re-provision of employment capacity at the site.

Strategic Industrial Land

It is noted that as part of the emerging local plan the site is proposed to be de-designated from its SIL allocation. However, the site is still characterised by industrial uses. London Plan Policy 2.17 seeks to promote, manage and, where appropriate, protect SILs. Further to this, the latest evidence of strategic demand (London industrial land demand study 2017) suggests that boroughs need to intensify industrial land and retain overall levels of floorspace in order to safeguard future capacity to service the London economy and its growing population. This new evidence underscores the importance of a carefully managed plan-led approach to employment land management in line with London Plan Policy 2.17.

Having regard to the new evidence there remain opportunities to sustainably consolidate certain areas of SIL in accordance with Policy 2.17 and draft London Plan E7 in order to: deliver operational efficiencies for SIL occupiers; intensify employment densities; and, contribute towards wider London Plan objectives. However, approaches that would effectively reduce the reservoir of SIL land in order to introduce a mix of non-compliant SIL uses must be strategically coordinated as part of a robust evidence-based planning process, i.e. via an Opportunity Area Planning Framework or Development Plan Document.

In this particular case, Hillingdon Council has been engaged with the GLA since 2014 on a plan-led process of rebalancing a local surplus of employment land. The approach evidenced within the Council's draft Hillingdon Local Plan part 2 (awaiting Inspectors report post examination) advocates the release of 16 hectares of SIL from the Nestles Avenue Industrial Cluster (including this site). However, this release is predicated on a requirement (through emerging Local Plan Policy SA5) to re-provide a specific proportion of employment space as part of any mixed use redevelopment. The key drivers for the proposed release of SIL land at the Nestles Avenue Industrial Cluster (rather than elsewhere in the borough) are: the proximity of this land to the Hayes and Harlington Crossrail 1 station (which is due to benefit from Elizabeth Line services once operational); and, the potential for comprehensive redevelopment of this land to support sustainable suburban intensification of homes and jobs and the regeneration of Hayes town centre, in line with London Plan Policy 2.15.

The Local Plan will require the masterplan area to deliver 50% industrial re-provision. In order to ensure that the strategic target of 50% re-provision of the pre-existing employment floorspace is made across the wider site allocation, individual plots may need to commit to providing more than 50% in order enable this target will be met given the areas of land dedicated to public space and new routes around/through the site.

Whilst London Plan Policy 2.17 resists development on SIL land for non-industrial type uses, noting the evidence for release and emerging mixed use allocation for the wider SA5 site allocation area within the draft Hillingdon Local Plan part 2, GLA officers support the principle of comprehensive mixed use redevelopment of this site, subject to the appropriate provision of new employment space in line with emerging Local Plan Policy SA5 which requires a minimum of 50% re-provision across the wider site. It must therefore be demonstrated that this scheme in itself proportionally contributes to this strategic target, and would not compromise the ability of neighbouring sites to achieve mixed use development in accordance with the emerging Local Plan.

Employment

As part of the coordinated approach to SIL consolidation discussed above, the draft Hillingdon Local Plan part 2 seeks to ensure that a minimum of 50% of each land parcel within Site B contains employment generating uses (including B1 office and suitable B2 light industrial). This policy has been intentionally drafted flexibly, and may be applied in terms of land area or floorspace. In practice, however, given the ambition to deliver high density genuinely mixed use development adjacent to the Crossrail station, the Local Plan target is being implemented on a '50% reprovided floorspace' basis.

The site currently comprises 1,718 sq.m of commercial floorspace across a single storey warehouse and a two-storey office. The proposals do not include the re-provision of any commercial floorspace. This equates to a net loss of 1,718 sq.m of commercial floorspace and makes no contribution to the 50% strategic target of re-provision for the wider site. Furthermore, given the scheme is being proposed in isolation, GLA officers have no certainty that the necessary employment re-provision will be delivered across the wider site allocation as a whole. The applicant has sought to demonstrate that these proposals do not prejudice the realisation of this strategic target by modelling where else in the plots employment capacity could be accommodated. However the land is outside the applicants control and GLA officers have no certainty that these projections will be realised. This raises a significant concern on the basis that the required 50% provision of new employment space is fundamental to the justification for the release of SIL in this location in line with London Plan Policy 2.17. Moreover, the absence of any employment floorspace at this site would effectively load an additional employment space requirement on other land parcels within Site B. Whilst, in principle, a flexible approach to how the emerging Local Plan re-provision target is met across the Site B area as a whole may be considered, the absence of a sufficiently comprehensive proposal at this stage makes delivery of this policy objective significantly uncertain. Accordingly, the proposed under-provision of employment space at this site raises strategic concern, and does not comply with the plan-led approach to consolidating the Nestles Avenue SIL-leading to conflict with London Plan Policy 2.17 and draft London Plan E7.

Comprehensive development

20 Site allocation SA5 within the emerging Hillingdon Local Plan Part 2 makes clear that the Council seeks to incorporate this site as part of a wider, comprehensive, redevelopment of land south of the railway. GLA officers strongly support the thrust of this approach and note that, in general, comprehensive redevelopment is essential to ensure that the challenges and incentives of brownfield land development are shared evenly in order to achieve coherent growth and regeneration - whilst integrating delivery of the infrastructure necessary to support sustainable communities.

As part of pre-application engagement across a range of sites in the Hayes Housing Zone, the GLA has been working with Hillingdon Council and various other local stakeholders to develop a strategic masterplan for the area. Whilst non-statutory in status, it is intended to express highlevel design principles for the SA5 site allocation in order to positively influence development proposals in this area and ensure that design aspirations are aligned (refer to Figure 2 in the urban design section below). Key objectives of the masterplan include a new linear open space to provide an east-west route from Station Road into the heart of site SA5, and a building height strategy which locates the tallest buildings adjacent to the railway and reduces building heights towards the suburban interface at Nestles Avenue.

The application site is adjacent to Nestles Avenue with its northern edge fronting onto the envisaged east/west connection which would run across the masterplan area. GLA officers' concern, however, is that allowing this site to come forward in isolation could undermine the viability and delivery of other policy and strategic design objectives across the wider strategic masterplan area. GLA officers have specific concerns regarding: the balanced re-provision of employment space; delivery of the east-west linear open space; and, other potential forms of necessary infrastructure or mitigation that may effectively require cross-subsidy as part of a large (and more viable) scheme.

Whilst it is noted that the applicant has made several attempts to engage with neighbouring land owners to encourage them to work collaboratively on a more comprehensive scheme and provided evidence of this to GLA officers, this has so far not been successful. Accordingly, the applicant is encouraged to redouble its efforts to engage with neighbouring landowners, and as part of this, to jointly explore the feasibility and viability of a relocation solution for its immediate neighbour to the south. The importance of this is underlined by Hillingdon Council's decision to refuse planning permission for the redevelopment of the site just north beyond the proposed linear route through the site with the principal reason for refusal being the piecemeal nature of the proposals.

Principle of development - conclusion (GLA Response)

The absence of any employment re-provision as part of the proposals means that these proposals make no attempt to contribute to the realisation of the 50% commercial re-provision required for the wider strategic site. The proposed under-provision of employment floorspace at this site leads to conflict with London Plan Policy 2.17. Moreover, there is strategic concern that allowing this site to come forward in isolation could undermine the delivery of wider policy and design objectives that may require cross-subsidy as part of a larger (and more viable) scheme. Accordingly, the applicant is strongly encouraged to redouble its efforts to engage with neighbouring landowners in order to bring forward a more comprehensive proposal.

Housing

This site forms part of the wider Hayes town centre Housing Zone, which has been prioritised for accelerated housing delivery with GLA funding support. The proposed provision of 84 residential units is supported in principle in accordance with London Plan Policy 3.3. Table 1 below sets out the proposed residential schedule.

London Plan Policy 3.3 and draft London Plan Policy H1 seek to increase London's supply of housing and, in order to do so, sets each borough a housing target. The 2016 London Plan respectively sets Hillingdon's at 559 additional homes per year between 2015 and 2025. The draft London Plan updates these figures for the 2019 - 2029 plan period, increasing Hillingdon's annual target to 1,533.

London Plan Policy 3.3 and draft London Plan Policy H1 seek to optimise housing potential. Policy 3.3 directs that boroughs identify and seek to enable additional development capacity to be brought forward. Policy H1 states boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions.

The proposed development would provide 84 homes. This would equate to 15% of the annual target for the Borough as set out in the London Plan. The residential intensification of this accessible, under-utilised site that will provide 84 units in a mixture of one, two and three bed units, including affordable family sized accommodation, is strongly supported and in accordance with policies 3.3 of the London Plan and H1 and H12 of the draft London Plan and would also assist Hillingdon Council in meeting its London Plan target of 559 units a year.

Affordable housing

London Plan Policy 3.11 states that the Mayor will, and boroughs and other relevant agencies and partners should, seek to maximise affordable housing provision and ensure an average of at least 17,000 more affordable homes per year in London up to 2031. Draft London Plan Policy H5 goes further by setting a clear strategic target of 50% of all new homes delivered across London to be affordable.

London Plan Policy 3.12 requires that the maximum reasonable amount of affordable housing

should be sought when negotiating on individual private residential and mixed-use schemes. Negotiations on sites should take account of their individual circumstances including development viability, resources available from registered providers (including public subsidy), the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements.

In August 2017 the Mayor published his Affordable Housing and Viability Supplementary Planning Guidance (SPG), which sets out his preferred approach to the delivery of affordable housing, introducing a Fast Track Route for applications that deliver at least 50% affordable housing (by habitable room) on industrial land. The document also sets out detailed guidance to the form, content and transparency of viability assessments and the requirements for review mechanisms. The threshold approach to affordable housing is also set out in draft London Plan policies H6 and H7. In November 2016, the Mayor also launched a new Affordable Homes Funding Programme for the period of 2016-21, which introduced new affordable products, rent benchmarks and grant rates.

The Mayor's Affordable Housing and Viability SPG and draft London Plan Policy H13 provide specific guidance on Build to Rent (BTR) schemes. To qualify as BTR, a scheme must meet the criteria within draft London Plan Policy H13, including the following: be comprised of over 50 units; held in a covenant for at least 15 years; be subject to a clawback mechanism, in the event of the covenant being broken; under a unified management; and tenancies of three or more years must be made available. Draft London Plan Policy H13 and the Mayor's Affordable Housing and Viability SPG states that BTR schemes can provide an entirely intermediate rent affordable offer, where the rents proposed are at a genuinely affordable level. The Mayor does not consider that 80% market rent is genuinely affordable in London, as set out in paragraph 4.7.4 of the draft London Plan. The preferred rent level for intermediate rent homes is London Living Rent, which is set at two thirds of median local market rent, i.e. approximately 66%. With regard to rent levels the scheme must respond to the requirements of the paragraph 4.13.6 of the draft London Plan.

The financial viability assessment submitted alongside this application is being rigorously interrogated by GLA officers with the intention of verifying the maximum reasonable amount of affordable housing the scheme can achieve. Early and late stage viability reviews would also need to be secured.

Housing mix

London Plan Policy 3.8 and draft London Plan Policy H12 encourage a full range of housing choice. Draft London Plan Policy H12 recognises that central or urban sites may be most appropriate for schemes with a significant number of one and two beds, whilst new London Plan Policy H12 recognises that the number of family sized affordable homes provided should be driven by local and strategic need and should recognise that some families live in units smaller than three bedrooms. With specific regard to the BTR sector, the Mayor's Affordable Housing and Viability SPG notes that demand for one and two bed properties is higher in this sector than in the owner occupied/social rented sector; as such, the SPG states that borough policies on housing size mix can be applied flexibly.

Of the total development, 86% of units are one or two bedrooms. Given the site specific circumstances and the close proximity to sustainable transport modes (as noted above) a build to rent offer of predominately one and two-bedroom dwellings, is acceptable in this instance.

Children's playspace

London Plan Policy 3.6 and draft London Plan Policy S4 require development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and draft London Plan Policy S4 expect a minimum

of 10 sq.m per child to be provided in new developments.

The scheme proposes 110 sq.m of playspace located on the 5th floor terrace with other public spaces and rooftop amenity spaces also available. The detailed composition of affordable and market units has not been confirmed but once this is finalised the appropriateness of the above provision can be confirmed. Once the child yield has been confirmed the applicant must ensure compliance with London Plan Policy 3.6, draft London Plan Policy S4 and the Mayor's SPG. The playspace provided must be genuinely playable and details of this must be secured as part of any future planning permission.

Urban Design

As discussed above GLA officers have been working with Hillingdon Council and various other local stakeholders to develop a non-statutory strategic masterplan for this area to ensure that design aspirations are aligned (refer to figure 2 below). The masterplan advocates a comprehensive approach to redevelopment, seeking to establish a new east-west route via the Estate into the heart of site SA5 (connecting the historic Nestle factory core with the station and high street). In terms of scale, the masterplan locates taller buildings long the railway, and transitions to low-rise blocks at Nestles Avenue. At pre-application stage the importance of realising this comprehensive vision was highlighted to the applicant, it is acknowledged that the applicant has sought to engage with neighbouring landowners but that these attempts, to date, have been unsuccessful.

Proposed design principles

In general, the high density approach of this proposal (which seeks to optimise development potential next to the future Crossrail station) is supported in response to London Plan policies 2.7, 2.13 and 3.3. The built form of the proposal would not preclude the masterplan objective for a new east-west route, however, as discussed in the principle of development section above, there is concern that allowing this site to come forward in isolation could undermine the viability of delivering this route in future. Hence officers are seeking a more comprehensive scheme to ensure that the strategic objectives for this area would be appropriately secured and delivered.

Height and massing

The scheme would position its tallest element (at 10-storeys) at the northern edge of the site. The profile of the building then steps down at three intervals to 4 storeys at the southern edge of the plot bordering Nestles Avenue. This provides for significantly reduced massing at the southern edge of the plot responding well to its immediate context. The tallest element of the scheme is concentrated to the northern edge of the site and would sit comfortably within the indicative massing proposed for the northern portion of the site as laid out in the indicative masterplan for the area. The stepped elevations of the scheme provide generous amenity space and sufficiently reduce the massing whilst maintaining the privacy of adjacent properties.

Residential quality

The proposed scheme ensures all residential units meet minimum space standards, efficient core ratios of no more than 8 units per core and private amenity space in the form of terraces and balconies. The scheme aims to deliver the majority of units as dual aspect but where this is not possible it is confirmed that none of the single aspect units will be north facing.

Architecture

The applicant is advancing a robust architectural treatment of variegated brickwork with dark grey metal window frames and balcony metal work. The scheme benefits from a regular pattern of

fenestration which ensures internal spaces would be well lit. The proposed architecture is broadly supported and does not present any strategic design concerns.

Density

London Plan Policy 3.4 and draft London Plan Policy D6 seek to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. Draft London Plan Policy D6 expands upon the current policy, taking a more design-led approach and seeking management plans for schemes that exceed specified density thresholds. The proposed density is equivalent to 420 residential units per hectare. Whilst this exceeds the typical range within the density matrix, this is not intended to be applied mechanistically. Further, given the characteristics of the site and emerging context (in close proximity to a future Crossrail station), the proposed density is acceptable in this instance given the high standard of design.

Notwithstanding the above and in accordance with draft London Plan Policy D6, a management plan should be secured, detailing the management strategy for the development, the day-to-day servicing and the longer-term maintenance plan.

Fire safety

In accordance with Policy D11 of the draft London Plan, the Council should secure the submission of a fire statement, produced by a third party suitable qualified assessor.

Urban design conclusion

Whilst the proposed development could successfully function as a standalone scheme, the absence of a more comprehensive proposal leads to a number of policy and placemaking concerns. In particular, there is concern that allowing this site to come forward in isolation could undermine the viability of delivering the SA5 east-west route in future. GLA officers expect a more comprehensive approach to redevelopment at the wider/whole of Site B in order to ensure the best design outcome for this part of the Hayes Housing Zone. The applicant is therefore strongly encouraged to redouble its efforts to engage with neighbouring land owners, in order to bring forward a more comprehensive proposal.

Inclusive access

London Plan Policy 7.2 and draft London Plan Policy D3 require that all new development achieves the highest standard of accessible and inclusive design. These policies seek to ensure that all new development can be used easily and with dignity by all.

London Plan Policy 3.8 and draft London Plan Policy D5 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. The application documents confirm that the scheme would provide 10% of the new housing delivered as accessible as wheelchair accessible/adaptable dwellings from the total residential offer of 84 units. The proposed provision of wheelchair accessible units in this instance is acceptable.

Sustainable development

In accordance with the principles of London Plan Policy 5.2 and Policy SI2 of the draft London Plan, the applicant has submitted an energy statement, setting out how the development proposes to reduce carbon dioxide emissions. In summary the proposed strategy comprises: energy efficiency measures (including a range of passive design features and demand reduction measures). The

applicant has identified that the adjacent Nestle factory site is being developed with a site wide heat network and is liaising with the developer to understand the potential to connect. Renewable technologies comprising photovoltaic panels and Heat Pumps have been proposed. The approach proposed would achieve a 63% carbon dioxide reduction for the scheme. Whilst the principles of the energy strategy are supported, the applicant must explore the potential for additional measures to deliver further carbon dioxide reductions. Once all opportunities for securing further feasible on-site savings have been exhausted, a carbon offset contribution should be secured to mitigate any residual shortfall.

Flood risk

The approach to flood risk management for the proposed development complies with London Plan policy 5.12 and draft London Plan Policy SI.12. The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 and draft Policy SI.13, as it does not give appropriate regard to the greenfield runoff rate. Revised attenuation storage volume calculations, consistent between the plans and the text of the FRA, attenuation tank dimensions, and exceedance assessment information should also be provided.

The proposed development does not meet the requirements of London Plan policy 5.15 and draft London Plan Policy SI.5.

Transport

Vehicle parking

London Plan Policy 6.13 and draft London Plan Policy T6 require developments to provide the appropriate level of car parking provision. The applicant is proposing 51 car parking spaces at a parking ratio of 0.6 spaces per unit. A total of 9 disabled bays are proposed this accords with the requirements of the draft London Plan. The quantum of car parking provision should be reduced in accordance with the requirements of the draft London Plan which seeks a maximum car parking ratio of 0.5 spaces per unit for sites with a PTAL of 4 in outer London. The applicant has committed to ensuring that a 'permit-free' arrangement will be secured via S.106 agreement in the surrounding CPZ, which is welcomed.

Cycle parking

Cycle parking should be provided in line with the draft London Plan standards. Cycle parking design should be in accordance with London Cycle Design Standards (LCDS). Short Stay cycle parking should also be provided in line with draft London Plan standards and should be located close to the access points into the development, within the public realm. A minimum of 146 cycle parking spaces would be required to conform with draft London Plan Policy T5. The location of the cycle parking is acceptable, however, 5% of spaces should be designed to accommodate larger cycles.

Delivery, servicing, construction and travel planning

Delivery and servicing is proposed to be undertaken from a new half on/half off street loading bay on Nestles Avenue, which is not supported in strategic terms. Nestles Avenue will be a gateway to the development and wider area, and should provide exemplar streetscape. A finalised Delivery and Servicing Plan (DSP) should be secured by condition.

A full Construction Logistics Plan (CLP) should be submitted to the London Borough of Hillingdon prior to works commencing on site and this requirement should be secured by condition on any consent.

A travel plan has been submitted which includes modal shift targets towards sustainable modes, in line with the Mayor's Transport Strategy (MTS). This document and funding required for implementation should be secured by condition/s106 agreement as appropriate on any consent.

Development impact

The local road network is very congested and will be sensitive to any increase in car use resulting from the development. A Development Infrastructure Funding Study (DIFS) was commissioned jointly by the London Borough of Hillingdon (LBH) and the GLA, with input from TfL. It is expected that all development coming forward will contribute towards interventions to enhance the functioning of the surrounding road network.

Transport conclusion

The applicant is required to make submissions in respect to; a travel plan, a healthy streets check, a construction logistics plan and a delivery and servicing plan. The applicant must address transport issues with respect to; vehicle parking and cycle parking.

THREE RIVERS DISTRICT COUNCIL

No objections.

HOUNSLOW COUNCIL

No feedback received to date.

SOUTH BUCKS DISTRICT COUNCIL

No feedback received to date.

SPELTHORNE BOROUGH COUNCIL

No objections.

Internal Consultees

WASTE STRATEGY OFFICER

The proposed capacity for waste and recycling is suitable for the number of units proposed. 50% of the bins provided should be allocated for dry mixed recycling.

It is unclear where it is intended for waste and recycling collections to be carried out. The 'Framework delivery and servicing plan' makes reference to the refuse lorry lay by on Nestles Avenue, but also states that 'refuse collection vehicles will undertake collections from within the site.' It is not suitable for the refuse lorry to enter the site as there is not a suitable area for the vehicle to turn around and leave in a forwards motion. If the intention is for collections to take place from the lay by on Nestles Avenue, then a management company would be responsible for presenting all waste and recycling bins within 10 metres of the lay by, but off of the public highway on the allocated collection day(s). The bins must be placed on a smooth surface and a suitable dropped kerb should be installed to allow for the safe transfer of bins to the collection vehicle.

CONTAMINATED LAND OFFICER

I have reviewed the document issued from Geotechnical and Environmental Associates Limited (GEA), titled Desk Study and Ground Investigation Report (Ref J18167, dated November 2018).

As a combined report the document provides details of Phase 1 and Phase 2 processes and risk assessments, adopted to assess the risks of contamination at the site. The report identifies the following:

1. Principal Aquifer: Controlled Waters, normally present within the Lynch Hill Gravels that underlie the site.
2. PAH's: These were analysed within samples taken during the ground investigation. The PAH's were detected at relatively relatively shallow depths (between 0.2mbgl and 0.5mbgl).
3. Fuel Storage Tank. Situated above ground in the Northwest of the site
4. Ground gases: Items 2 and 3 represent potential contaminants which may enter controlled waters identified within the Lynch Hill strata. However, the report does not indicate that water sampling was conducted at any of the monitoring boreholes: It is considered that sampling and analyses of groundwaters would serve to provide clear and precise indications of the condition of groundwater at the site and for appropriate risk assessment to be conducted in accordance with laboratory results.

Item 4, the report indicates monitoring of the ground gas regime is not conclusive due to the inaccessibility of all monitoring locations during the return monitoring visits.

The report indicates where further works are considered necessary to obtain more data required to finalise previous investigative works and conduct further risk assessments as necessary. The LPA also requires clarification concerning derivation/selection of the figures used as Assessment Criteria, as indicated in the table titled "Generic Risk-Based Soil Screening Values" which is inserted towards the end of the report (page 66).

It is also recommended that a condition be applied as follows

- (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 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 of the Hillingdon Unitary Development Plan Saved Policies.

FLOOD WATER MANAGEMENT OFFICER

The Flood Risk Assessment produce by Heyne Tillet Steel dated Dec 2018 was reviewed. This proposes to control surface water to 3.8ls from the site for the 1 in 100 year plus climate change allowance and through suitable sustainable methods considered appropriate by Thames Water and the Council. This storage is proposed to be provided through the provision of A blue roof of 260m2 by ABG. Plus 468m2 of Green Roof It is a shame that there is increased dependence on watering of planter proposal of raised planters. As well as a shallow attenuation tank of 300mm providing 106m3 volume to accommodate Thames Water invert Levels. Permeable Paving across the site of 0.195m across 257m2. The frontage of the development must be drained sustainably through as indicated rain garden type arrangement. However the landscaping arrangement of section 2.4 is not acceptable as design of this whole area of frontage needs to take into account best practice and other environmental factors which require a green buffer zone alongside the road way prior to any footway and cycleway and so proposals for this area will need to be revised significantly and the footway cycleway integrated within the development which also links with the wider developments either side and may mean amendments to the landscaping proposals in this area. As there are still details to be finalised particularly to the frontage area and if permitted an appropriate sustainable drainage condition should be implemented and a separate landscaping condition requested specifically integrating highways and landscaping and drainage for the frontage area.

ACCESS OFFICER

Whilst this proposal demonstrates some commitment to the principles of accessibility and inclusion, more detail is required, to ensure the proposal would satisfy accessible housing standards , namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d). Detail should also be submitted 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 drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided 2. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit. 3. 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. 4. 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. 5. 10% of 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. 6. 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. 7. No details appear to have been submitted on the wheelchair access arrangements to the green roof amenity areas, or 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: further details should be requested.

(Officer Comment: It is noted that disable bays 46 and 47 as proposed do not accord with accessible design standards as the bays would share a single transfer zone.)

TREES AND LANDSCAPING OFFICER

This site is occupied by a two-storey commercial building set back to the north of Nestles Avenue. The former Nestle site (Conservation Area) is located to the east. The site backs onto Squirrels Trading Estate, which is accessed from Viveash Close to the west. Nestles Avenue is characterised by two-storey houses on the south side. There are no TPO's or Conservation Area designations affecting the site with the exception of the off-site trees on the boundary with the former Nestle site. COMMENT A tree report by Ecology Consultancy has identified and assessed 9 trees, 5 hedges and three groups of trees. Most of the trees are 'C' grade (with 2 'U' grade) which do not constitute a

constraint on development. Three trees / groups are 'B' garden, whose condition and value make them worthy of retention; T6 Norway maple, T8 Common lime and G3 (group of Norway maple). All of these trees are off-site / outside the control of the developer, albeit the developer will need to safeguard the off-site trees - including T6, a highway tree. All other trees within the site will be removed to enable the development, to which there is no objection subject to appropriate replacement planting - as part of a comprehensive landscape plan. The D&AS confirms that the front elevation of the proposed flats will be set back from Nestles Avenue to allow for a landscaped frontage and the provision of a reserved strip of land to accommodate a potential new cycle and bus route. To the north of the development the siting of the building will permit a proposed walking route connecting the adjacent developments with Station Road. The cascading building design will provide ground level soft landscaped areas to the south and west. Roof / podium level gardens will be developed on six different levels descending from north to south where each space will be exposed to natural light from the south, east and west. The landscape strategy is described in section 3.9. External amenity space will be provided in the form of private balconies, the communal roof gardens and the parkland walk along the site frontage parallel to Nestles Avenue. More detailed landscape proposals are described in the Landscape Design Report by Outer Space. Defensible space, using planting, will be created around groundfloor windows. The shared cycle / pedestrian corridor along the site frontage will incorporate SUDS. The amenity roof terraces will feature raised planters with integrated seating. Planting will include trees and compositions designed to moderate the microclimate. Aside from providing wind shelter, the terraces should be designed to provide relief from direct sunlight. This report provides a palette of hard and soft landscape elements for use on the site. The hard materials palette includes Grasscrete, which should be re-considered. - If re-inforced grass is considered to be necessary, there are better products available. Artificial grass is proposed for the roof terraces. This may be acceptable if the footfall pressure would render natural grass unsustainable. A lighting strategy is described at 3.8. Lighting should use current LED technology and use warm temperature lights which are directional / designed to minimise light pollution. Management / maintenance requirements of the site have been considered (4.1), as has the promotion of ecology and sustainability (4.2) Subject to detail, the proposal seeks to satisfy policies BE23 and BE38. RECOMMENDATION No objection subject to conditions RES9 (Parts 1,2,3,4,5 and 6) and RES10. Robert Reeves Principal Landscape Architect

AIR QUALITY OFFICER

a) no air quality assessment of the impact of the proposed development was undertaken. Given that we are within a FA we need an AQ to include estimation of exposure levels new residents will be subject to and impacts on existing sensitive receptors (as per GLA map, looking at impacts at residential areas already above annual mean limit value)

b) In addition, no neutral assessment was undertaken. This is a requirement.

c) No consideration of cumulative impacts of the proposal with other already granted planning application was considered.

d) As the development is within a FA, the extant use is not to be considered, with impacts to be assessed for the new permission sought against the current baseline for the site, disregarding the extant permission as this will reflect the real world increase experienced by receptors and also enable the cumulative impacts to be ascertained and the right level of mitigation measures to be defined.

The Applicant will need to

a) include an impact assessment of the proposed development in the air quality assessment via an addendum to include cumulative impacts with other granted permissions in the vicinity of the application site and new exposure. The addendum shall also include an air quality neutral

assessment. This is required for reporting to GLA in April 2019.

b) Once the two above are produced and submitted to the LA, then a suitable list of mitigation measures to be agreed with the LBoH department of transport to actively reduce emissions within the area.

(OFFICER COMMENT: Given the lack of information submitted to consider the proposals against planning policy, the proposals are recommended for refusal on air quality grounds.)

SUSTAINABILITY OFFICER

Energy

The applicant has submitted an energy assessment which broadly meets the London Plan requirements.

However, the proposals are not zero carbon as required by London Plan policy 5.2. The development has a shortfall of 27tCO₂ and therefore a contribution of £48,600 is required as part of a S106.

The following condition is also necessary:

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:

Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included

Details of the air source heat pumps (including locations, noise emissions, and specifications) shall also be included.

The details must clearly show the low and zero carbon technology will meet the targets set out in the approved energy assessment.

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.

ECOLOGY OFFICER

Condition

Prior to the above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate the protection of quality habitats on site, or the replacement and enhancement where protection is suitably justified as not being viable. The scheme shall plans and specifications that demonstrate the incorporation of measures and features within the landscaping and the fabric of the building that support a range of habitats and species, as a minimum it is expected living walls/screens, green roofs, bat and bird boxes and artificial refugia will be included.

The development must proceed in accordance with the approved plans.

Reason

To ensure the development contributes to the protection and enhancement of the natural environment in accordance with Policy EM7 of the Local Plan Part 1.

HIGHWAYS OFFICER

The application site is located along Nestles Avenue which is an unclassified no through road. There is a priority junction at its western point where Nestles Avenue intersects with Station Road with a banned right hand turn out. At its eastern point Nestles Avenue intersects with North Hyde Gardens. Whilst this is closed to vehicular traffic, cyclists and pedestrians are still able to pass. Within the vicinity of the site, the Nestles Avenue is subject to a 30mph speed limit and benefits from pedestrian footways and street lighting. There is on-street parking along much of Nestles Avenue controlled by a parking management scheme introduced in 2018; this is complemented with parking restrictions in the form of single yellow lines Monday to Saturday 08:00 to 18:30. Many of the surrounding roads are also subject to Parking Management Schemes and are already at capacity, similarly there is not enough spare capacity within the Nestles Avenue Parking Management Scheme to cater for forecast future demand. The site currently accommodates a single industrial type building (Use Class B1c/B2 use) which contains a ground floor area of approximately 1,718sqm. Off-street parking is located along the site forecourt with access taken directly of Nestles Avenue. This building is now vacant.

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 4, which on a scale of 1-6b is considered good. It is noted that the site is within walking distance to the Hayes and Harlington railway station and Hayes town centre which offers a range of local bus services, shopping, services and facilities. Hayes town centre also offers access directly onto the under construction Grand Union Canal Cycle Quietway.

Before considering the traffic impact of the proposed development, the number of trips that could be generated by the existing land use needs to be understood. This is to help understand if the redevelopment of the site for 84 residential units would result in more or fewer person trips. If the number of trips is shown to increase, then the ability of the local transport network to cater for these trips needs to be assessed to determine whether any interventions are needed to increase capacity.

The developer's agents highlights that the building benefits from an extant B1c/B2 use class meaning that it could be reoccupied and used within that class without planning permission. To determine the amount of trips that 9 Nestles Avenue could generate "as is", the agent has referred to the TRICS data base. The developer's agent reports that interrogation of the TRICS data base found two comparable sites upon which the trip generation of the existing site could be based. Both of these are located within LB Hillingdon which is advantageous but the data available was for vehicle trips only - trips by mode was not available. The derived trip rates were applied to the extant floor area of 1,718 sqm, this showed that the now vacant site could potentially generate 13 two-way trips in the AM peak (08:00 - 09:00) and 11 two-way trips in the PM peak (17:00 - 18:00) if put back into productive use.

The developer's agent then calculated trip generation for the proposed development again using the TRICS database. The results showed that the site "with" the new development would generate 8 two-way vehicular trips in the AM peak and 13 two-way vehicular trips in the PM peak. This database also provide person trip counts, using 2011 population census data, it has been possible to derive how these trips would be distributed amongst all other modes. The majority of trips not made by private car would be taken by bus, rail ranked second and walking third. The developer does not include servicing and delivery vehicles such as internet shopping vehicles in the trip generation calculations citing that these vehicles are already present on the road network. The

developer's agent reports that the redevelopment of the site to housing from its extant business use would result in a reduction of 5 two-way vehicle trips in the AM Peak and an additional 2 two-way vehicle trips in the PM peak. The development would generate 15 and 12 additional bus trips in the AM and PM peaks respectively; similarly an additional 7 and 5 trips would be added to train passenger numbers.

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 Council's adopted Parking Standards. The application proposes on-site car parking, this includes 51 undercroft car parking spaces, 42 of these would be provided by way of 3 tier stackers; the remaining 9 would all be ground level disabled car parking spaces. Access to the car parking would be achieved via a 67 metre internal access road on the eastern side of the building. This access road would be 5.3 metres wide where it intersects with Nestles Avenue reducing to 3.8 metres some 10.5 metres further along. This access road would be shared by residents walking to one of two entrances to the development as well as serving a refuse and recycling point at the very far northern end.

The development would have 146 cycle parking spaces, 142 of these would be available in one of two cycle stores. This cycle parking would utilise 2 tier bicycle racks. The remaining 4 cycle parking spaces would be for visitors. Visitors would secure their bicycle to one of two Sheffield cycle stands located on the access road approximately 20 metres back from Nestles Avenue. Each Sheffield stand would be able to accommodate 2 bicycles.

The development would provide 51 car parking spaces to serve 84 dwellings; the proposed ratio represents a ratio of 0.6 spaces per unit. The Council's current parking standards contained in Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) would allow for a maximum of 126 car parking spaces. This car parking ratio does not accord with the Council's planning policy requirements and as such highways mitigation measures are required in order to ensure adequate provision of other modes of travel are delivered as part of the planning application, if approved. These contributions would be akin to those secured on adjoining sites and include delivery of Nestle Avenue Multi Modal Spine. There are however concerns regarding the type of car parking provided, 42 would be provided in three tier stackers. This type of parking is considered unsuitable not least because of the "hastle factor" linked to their use. With conventional parking spaces, the driver can park quickly and conveniently. This is not the case with stacker parking. If a vacant platform is not available at ground level, the user must leave their car and then raise or lower a platform. This procedure takes much longer than using a conventional parking space and is a big disincentive to using them, particularly if a resident just needs to "pop into" their home to pick up belongings. This may incentivise them to park elsewhere giving rise to parking stress as well as risks to road safety.

In addition, no specification has been provided of the three tier stackers and it is therefore not possible to assess if the three tier stackers can be accommodated within the space of the undercroft. There is also no mention regarding how these stackers would be maintained and serviced. Their deliverability and reliability is therefore questionable. The transport note accompanying the planning application also highlights that the vehicles able to use these stackers are limited to vehicles up to a maximum height of 1.46m. There appears to be no provision for larger modern day cars to park in the stacker bays proposed which is further reason to deem the stacker arrangement to be unacceptable.

The Highway Authority require provision for electrical vehicle charging points in accordance with the London Plan standards, 20% of all car parking spaces should have active electric vehicle charging points and with a further 20% having passive electric vehicle charging point provision. This requirement should be secured through an appropriate planning condition.

All accesses and associated parking areas should conform to highway guidance contained within the current 'Manual for Streets' (1 & 2) document. This should be assisted with swept path analysis drawings demonstrating tracking of associated vehicles accessing, manoeuvring and egressing the

site. It is noted that the internal access road at its narrowest point is just 3.8 metres wide. This gives insufficient space for on-coming vehicles to pass thereby requiring one driver having to give way and reverse. This raises road safety concerns not least because this internal access road is shared by residents walking to/from the building entrances. Furthermore this conflict between on-coming vehicles is likely to be a regular occurrence further increasing the road safety risk that this narrow access road presents.

There are concerns regarding the collection of this refuse. Refuse would be left on- street waiting for a collection by a refuse vehicle. This left refuse may be an obstruction to people using the footway again raising road safety concerns for pedestrians and cyclists. Furthermore, this arrangement would necessitate refuse vehicle stopping on-street impeding the flow of traffic behind.

The Highway Authority also requires that a Construction and Logistics Plan, Service and Delivery Plan, Parking Management Strategy and Travel Plan are submitted for approval; these documents should be produced based on the guidance produced by TfL tailored to the development and local circumstances. These should be secured by way of suitable planning condition and/or S106 contributions.

Construction and Logistic Plans:-

<http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>

Service and Delivery Plans:-

<http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf>

Travel Plan:-

<https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/travel-plans>

Wherever a Travel Plan is required as part of a planning permission, LB Hillingdon require the developer to provide a £20,000 bond as surety that the Travel Plan will be put into practice. If the Travel Plan is not delivered, then the Council will use this bond itself to implement the Travel Plan itself. This bond should be secured by way of a S106 agreement.

As the new development would create a new access onto the Nestles Avenue a S106 is required to secure a S278 agreement thereby allowing the developer to carryout works on the Council's highway. This S106 agreement should also include agreement that occupiers of the new development will not be allowed to join the Nestles Avenue Parking Management Scheme mentioned above. There are proposals to widen Nestles Avenue to allow two-way bus operation and provide shared use footways whilst retaining on-street parking. The developer would be required to contribute to these works and this undertaking should be secured by way of a S106 agreement.

The Highway Authority welcomes the revisions made to the earlier planning application (ref: 51175/APP/2018/4260) as it now includes 51 car parking spaces as a car free development would not be acceptable. However, 42 of these spaces would be provided by 3 tier stackers. For this reasons mentioned above this type of parking is not considered suitable as they are not convenient to use, they are not considered a genuine parking option. As a result drivers will park on-street adding further to existing parking pressures posing a risk to road safety and hindering the free flow of traffic. The quantity of parking to be provided is considered sufficient but as it is very inconvenient to use there are highway, traffic and transportation objections to this development.

To accord with both the currently adopted UDP standard and the emerging DMT6 Policy, it is required that 10% of parking provision be allocated to blue badge holders. The submissions mentions that 9 spaces would be allocated to disabled drivers which could be considered over provision. Whilst this is welcomed concerns are raised regarding the layout of these spaces, the

developer is requested to review the layout of these parking spaces, reducing the total if necessary if this improves how they work.

Provision for motorcycle/scooter parking should accord with the emerging Local Plan: Part 2 DMT 6 policy which requires 5% of the total car parking provision. In this instance, it is required that 7 spaces be accommodated for. This has been confirmed within the Transport Assessment.

Conclusion

Mindful of the above, it is recommended that this application is refused due to insufficient parking and inappropriate servicing and delivery provision. Should the application be considered, the following would be required:

- Car parking permit restriction for existing and future parking management zone (for residents)
- Framework Travel Plan (plus £20,000 bond)
- Transfer of land to enable provision of the the multi modal transport spine along Nestles Avenue
- £5,000 towards an extension of the parking management zone
- £10,770.11 towards the Nestles Avenue road widening works
- £28,787.64 for additional bus capacity
- A S38 agreement to provide cycle way, footpath and landscaping as part of MTS road
- £17,211.60 Contribution towards Cranford Park improvements

AFFORDABLE HOUSING/S106 OFFICER

1) The application scheme (reference: 51175/APP/2019/187) proposes the demolition of the two storey industrial building to provide 84 residential units (Build to Rent). The applicant agent submitted its original FVA in December 2018 has been supplemented with an additional letter (5th April 2019).

2)The applicant agent included modelling the Build To Rent units through a Discounted Cash Flow (DCF) and inputting the Gross Development Value into a development appraisal, together with the employment uses to derive the residual land value for the scheme. The Applicant's affordable housing offer of 8 units or 9% has not changed, although the figures have been adjusted to reflect adjustments made by the Council appointed independent FVA assessor in its review.

3)The scheme produces a surplus with 8 DMR (Discounted Market Rent) units, which indicates that the additional affordable housing units can be provided. The surplus has been modelled by the Council appointed independent FVA assessor and this provides for another 5 DMR units taking the total to 13 DMR units, which equates to 15% by unit and 23% by habitable room provision of affordable housing.

4)The Applicant's affordable housing offer and The Council appointed independent FVA assessor' review shows that the scheme is unable to comply with Hillingdon's affordable housing policy.

5)The conclusions from the independent FVA consultant's review indicates that the scheme can deliver 13 Discount Market Rent units out of the total of 84 Build To Rent units, which equates to 15% by unit and 23% by habitable room provision of affordable housing.

6)Therefore it is recommended the Council seeks to negotiate the s.106 agreement on this basis ensuring that the DMR units are linked to the London Living Rents for the Botwell ward and the clawback mechanism as advocated by the Mayoral Supplementary Planning Guidance is included.

PLANNING POLICY OFFICER

The draft London Plan (2017) identifies Hayes as an Opportunity Area (OA) with an indicative

capacity for 4,000 new homes and 1,000 new jobs. Whilst this is only a draft policy, the allocation of the Hayes OA is not being objected to by the Council and is deemed to be consistent with the vision for Hayes outlined within the adopted Local Plan: Part 1 and emerging Local Plan: Part 2.

The application site forms part of Site B which is located within a wider 34 hectare expanse of employment land south of the railway at Hayes and Harlington known as the 'Nestles Avenue Industrial Cluster'. All 34 hectares of this cluster is currently subject to designation as a Strategic Industrial Location (SIL). However, through the process of preparing the Draft Local Plan Part 2, this part of the Hayes Industrial Area is proposed for release from SIL and has been allocated for mixed use re-development as part of the wider Hayes Housing Zone and Opportunity Area. Given the advanced stage of the preparation of the Local Plan Part 2 and because the proposed SIL release is not subject to any main modifications requested by the Inspector, the removal of the SIL designation of this site as part of coordinated programme of release through the development plan process can be afforded significant weight.

The proposed scheme is located within Site Allocation SA 5 (Land to the South of the Railway, Nestle Avenue Hayes) of the Draft Local Plan Part 2. The application site makes up only a small portion (0.23 ha) of Site B within Policy SA 5. Policy SA 5 outlines that the three parts (A, B and C) should form a comprehensive development scheme. The release of such a large quantity of Strategic Industrial Land (SIL) has been justified on the basis of a strategically co-ordinated process of SIL consolidation through the emerging Local Plan: Part 2, in line with Policy 2.17 (B) of the London Plan (2016), in order to ensure the necessary infrastructure to make residential use appropriate can be designed into scheme. Releasing small portions of SIL individually would compromise the integrity and effectiveness of the remaining surrounding area to accommodate industrial type activities, contrary to Policy 2.17 (C) and potentially Paragraph 182 of the NPPF (2019).

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. Emerging Policy DMHB 11 continues the requirement to ensure that the design of new development safeguards the satisfactory re-development of any adjoining sites which have development potential. Emerging Policy SA 5 clearly identifies the adjoining sites as having development potential and has done so since the initial publication of the first Proposed Submission Version in September 2014 (Policy SA 10 within this version).

It is acknowledged that the principle of the three sites coming forward separately has been accepted, subject to the scheme not being in conflict with Policy BE14 and other Development Plan policies, with Site A being approved independently (1331/APP/2017/1883) and Site C (73238/APP/2018/1145).

The boundary of this application however only forms a small portion (0.23 ha) of the release of Site B and as such, support for piecemeal development could only be afforded where it does not prejudice the redevelopment of the remainder of Site B and does not compromise the deliverability of the objectives within emerging Policy SA 5. It is not considered that this has been achieved due to reasons outlined within this report.

The applicant's justification for the development of this site in isolation appears to be based on the scheme being in supposed conformity with a draft masterplan produced by the GLA. This draft masterplan was produced by the GLA in June 2016 without input from Officers at the London Borough of Hillingdon. The draft masterplan is not supported by any emerging or adopted evidence base and has never been publicly consulted on. The document simply outlines a position in time in regards to discussions on sites which are now significantly out of date and do not reflect the current position. The process of drafting any OAPF was ceased by the GLA towards the end of 2017. The

document is not endorsed by the London Borough of Hillingdon and it is not considered that significant material consideration should be afforded to this document.

Officers consider that the context for determining this application should be based on extant planning applications and emerging Policy SA 5, as well as the Development Plan. Even if significant weight is afforded to the draft masterplan, it is clear that the development of this scheme in isolation would constrain the redevelopment of adjoining sites for reasons explored further in this statement. Furthermore, the draft masterplan identifies a substantial green pedestrian link from east to west through all three sites, which means a large portion of Site B could not be developed. It is therefore self-evident that a large element of cross-subsidy on Site B would be required to ensure that the remaining landowners could bring this objective forward. The approval of schemes in isolation on Site B, without any element of cross-subsidy, would make the green pedestrian link from east to west unviable and result in Squirrels Trading Estate remaining as such indefinitely. This would be contrary to the wider intention of Policy SA 5 to release and redevelop the site, as well the specific requirement for sites to provide pedestrian links to Hayes Town Centre and key transport nodes.

It is important to note that these are issues that have also been raised within the GLA's Stage 1 Response (10-06-19), who have raised a significant objection to the assertion that this site can both be brought forward in isolation and be in conformity with the GLA's draft masterplan.

It is important to note that the green pedestrian link from east to west has already been well designed into the approved application for Site A (1331/APP/2017/1883) and the live application that has a resolution to grant planning consent subject to the completion of the Section 106 legal agreement on Site C (73238/APP/2018/1145). Later this raises concerns that the proposal fails to provide amenity space of a quantity and quality commensurate to the size and layout of the proposals, resulting in an over-development of the site detrimental to the residential amenity of the future occupiers. Both the aforementioned applications have overcome this policy requirement, largely through the inclusion of substantial public amenity space as part of this east to west green pedestrian link.

The proposed scheme would fundamentally fail to safeguard the satisfactory redevelopment of the remaining land parcels within Site B directly to the north and west of the application. As identified later in this report the density of the proposed development of this small site is exceptionally high, particularly when compared to Table 3.2 of the London Plan (2016).

The proposed development footprint is excessive and remains hard up against the western boundary, leaving little spacing reserved for the future development of No. 7 Nestles Avenue.

The site is currently occupied by a warehouse and provides a total of 1,718 sq.m. of Class B2-B8 employment space. As part of the coordinated approach to SIL consolidation discussed above, the Emerging Local Plan: Part 2 (2019) sought to ensure that a minimum of 50% of each site at Site B contains employment generating uses (including B1 office and suitable B2 light industrial). Within the Council's Statement of Proposed Modifications (2019) this requirement has been amended so that all proposals will be expected 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 applicant is not proposing to provide any non-residential uses as part of this scheme and is therefore contrary to emerging Policy SA 5 to provide mixed use redevelopment on Site B. Furthermore, the site does not include a proportion of employment generating uses on site and does not include any appropriate community infrastructure to support the overall quantum of development. The scheme therefore does not meet the criteria included within Policy SA 5.

The applicant has sought to outline that the requirements of Policy SA 5 can be met elsewhere

within Site B. However the land lies outside the control of the applicant and therefore, in the absence of a comprehensive scheme or formal agreements with all of the Landowners within Site B, there is no guarantee that any of the requirements can or will be delivered elsewhere. The applicant has failed to understand that, as part of the consolidation of large industrial areas for new mixed use redevelopment, there is a requirement to ensure applicants are providing a sufficient mix of uses and infrastructure on site for these neighbourhoods to be successful and that this requirement is spread between landowners.

BUILD TO RENT

Purpose-built build to rent is a distinct asset class within the private rented sector that is becoming increasingly common across London and is now specifically identified in Annex 2 of the NPPF (2019). Policy 3.8 of the London Plan (2016) specifically references that when determining applications, the planning system should provide positive and practical support to sustain the contribution of the Private Rented Sector (PRS) in addressing housing needs and increasing housing delivery. The Mayor's Affordable Housing and Viability SPG (2017) also provides support for and specific guidance on build to rent developments, recognising that they differ to the traditional build for sale model. Certain requirements, including those surrounding covenants, clawbacks, management and tenancy length, would need to be integrated into any potential S106 agreement.

At a local level, the latest evidence of housing need comes from the Strategic Housing Market Assessment (2016) which notes an increasing proportion of the Borough relying on private rent as their current tenure. It is important to note however that, whilst they differ to the traditional build for sale model, new purpose-built build to rent is still required to meet adopted local plan policies and needs to be held to the same design standards as schemes of traditional models.

CONSERVATION AND URBAN DESIGN OFFICER

The Greater London Authority started to draw up a 'draft OAPF' for the area covered by Policy SA 5 (Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes) of the emerging Local Plan: Part 2 Site Allocations and Designations (Proposed Modifications 2019), but this was not consulted upon, endorsed or adopted by the London Borough of Hillingdon and holds no weight for planning purposes albeit the applicants submission draws from the document.

The desire to create a green pedestrian link via a linear park 'Sandow Avenue' across the three sites to connect through to Station Road has been respected in the consented Nestle Factory (Site A) development and the recently approved redevelopment of the Buccleuch site on a substantial part of Site C. This accords with the aspirations of Policy SA5 of the emerging Local Plan: Part Two (2019).

The consented developments at Sites A and C of Policy SA 5 have provided well considered schemes for the sites in which they cover and have not prejudiced the development of adjoining sites. As previously mentioned the two schemes ensure that 'Sandow Avenue' can be delivered and in delivering their schemes the design teams have integrated their proposals with both the new and existing context and mitigate the impact on the adjacent residential neighbourhoods.

The tallest element (at 10 storeys) would be at the northern edge of the site. The profile of the building then steps down at three intervals to 4 storeys at the southern edge of the plot bordering Nestles Avenue. This provides for significantly reduced massing at the southern edge of the plot responding to its immediate context and the lower two storey suburban houses to the south of Nestles Avenue. The tallest element of the scheme is concentrated to the northern edge of the site. The design has similarities with the adjacent approved Block D of the former Nestle Factory site but does not stretch back as far as the linear park 'Sandow Avenue'.

The development seeks to provide a set-back from Nestles Avenue and the adjoining former Nestle Factory site to the south east, however, the proposed development footprint is very large for a relatively small site (0.23ha). The proposed building sits very close to its boundaries, particularly to the north and west, and leaves no 'breathing space' around the perimeter of the development. The proposed 2m gap between the northern elevation of the neighbouring site would result in awkward gap or dead space that would become susceptible to anti-social behaviour. This would constrain future development opportunities for the 'Site B' land parcels to the north and west of Stanford House.

I have concerns with regards to the proposed ten- storey blank elevation against the north eastern boundary. It will be highly visible from the adjoining streets and views across the estate particularly given the low-scale nature of the adjoining buildings within 'Site B'. The proposal would create an austere building that would detract from the townscape. The applicant has attempted to mitigate the harm by introducing brick detailing to help to visually break up the elevation but it is not an adequate solution or positive contribution to the townscape setting. The north eastern street level elevation would present a dead inactive frontage that would be exacerbated by the large gates to the end of the access road which prevents permeability through the site. The development would in effect turn its back on the proposed Linear Park and as a result will detract from the area and aspirations for the redevelopment of the Nestles Avenue industrial cluster. Future adjoining development (to the west) will have to step back considerably in order not to compromise the outlook and/or sunlight/daylight to occupants of this or future adjoining developments, considerably constraining the future development opportunity for the neighbouring/ adjoining land within 'Site B.'

Use of brickwork, broken up by fenestration, balconies and feature panels is acceptable in principle adding visual interest and articulation that will help to break up its mass. Nevertheless, its overall size, scale, height and mass is still considered to represent a disproportionately large, dominating and incongruous form of development which would be unacceptable in this location. Whilst it is acknowledged that large scale buildings have been approved as part of the former Nestle Factory site, they formed part of a comprehensive development scheme and were carefully considered as part of a much larger site rather than in isolation, which is the case here.

There is little room provided at the ground level for public realm and amenity space. The 15 metre set back from Nestles Avenue provides some welcome relief, however, this is likely to be reduced with road widening works and the provision of a cycle and pedestrian footpath in the near future. The narrow access lane on the eastern side would appear oppressive particularly with the oversailing residential storeys and balconies. It is also unclear what the boundary treatment would consist of between the neighbouring development, Block D, of the former Nestle Factory site.

There is very little in the way of supporting visual material that shows the proposed development in its wider context. Verified views of the building from longer distances would be useful as would more illustrative views of its more immediate context with the existing buildings and consented schemes. The application was not submitted with a townscape and visual impact assessment and it appears that the impact of the scale of the proposed development has not been properly assessed by the applicant's submission.

There is a 60m walk from the entrance of the site to the entrance of Core B. The residents of Core B would be required to walk down a 5m wide corridor like passage between the proposed building and the site boundary, past plant rooms, car parking, refuse stores and cycle stores to reach the entrance. The proposed ground floor treatment is unwelcoming, especially for the residents of Core B.

The proposal fails to provide a comprehensive development referred to in Policy SA 5 of the Emerging Local Plan (2019). An isolated development which potentially prejudices a comprehensive regeneration of this part of Hayes is not supported. Any proposals for this site need to be

comprehensively planned and coordinated. If they are not, like the current approach, they risk constraining the development viability of neighbouring 'Site B' land parcels or risk the lost opportunity for the provision of such vital infrastructures to support all new developments for Nestles Avenue as set out in Policy SA 5. Therefore the application is contrary to Policy BE14 (saved UDP) and Policy SA5 of the Emerging Local Plan (2019).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

COMPREHENSIVE DEVELOPMENT

The draft London Plan (2017) identifies Hayes as an Opportunity Area (OA) with an indicative capacity for 4,000 new homes and 1,000 new jobs. Whilst this is only a draft policy, the allocation of the Hayes OA is not being objected to by the Council and is deemed to be consistent with the vision for Hayes outlined within the adopted Local Plan: Part 1 and emerging Local Plan: Part 2.

It is acknowledged that the principle of the three sites coming forward separately has been accepted, subject to the scheme not being in conflict with Policy BE14 and other Development Plan policies, with Site A being approved independently (1331/APP/2017/1883) and Site C (73238/APP/2018/1145) being recommended favourably at committee.

The boundary of this application however only forms a small portion (0.23 ha) of the release of Site B. As such, support for piecemeal development could only be afforded where it does not prejudice the redevelopment of the remainder of Site B and does not compromise the deliverability of the objectives within emerging Policy SA 5. It is not considered that this has been achieved due to reasons outlined within this report.

Officers consider that the context for determining this application should be based on extant planning applications and emerging Policy SA 5, as well as the Development Plan. The development of this scheme in isolation would constrain the redevelopment of adjoining sites.

It is important to note that lack of comprehensive development have also been raised within the GLA's Stage 1 Response (10-06-19), who have raised a significant objection to the assertion that this site can be brought forward in isolation.

It is important to note that the green pedestrian link from east to west has already been designed into the approved application for Site A (1331/APP/2017/1883) and the live application that has a resolution to grant planning consent subject to the completion of the Section 106 legal agreement on Site C (73238/APP/2018/1145). Later this raises concerns that the proposal fails to provide amenity space of a quantity and quality commensurate to the size and layout of the proposals, resulting in an over-development of the site detrimental to the residential amenity of the future occupiers. Both the aforementioned applications have overcome this policy requirement, largely through the inclusion of substantial public amenity space as part of this east to west green pedestrian link.

The proposed scheme would fundamentally fail to safeguard the satisfactory redevelopment of the remaining land parcels within Site B directly to the north of the application. As identified later in this report the density of the proposed development of this small site is exceptionally high, particularly when compared to Table 3.2 of the London Plan (2016).

The proposed development footprint is excessive and remains hard up against the western boundary, which compromises No. 7 Nestles Avenue from redeveloping the site next door leaving little spacing reserved for future development.

LOSS OF EMPLOYMENT FLOORSPACE

As part of the coordinated approach to SIL discussed above, the Emerging Local Plan: Part 2 (2019) seeks to ensure that a minimum of 50% of each site at Site B contains employment generating uses (including B1 office and suitable B2 light industrial). Within the Council's Statement of Proposed Modifications (2019) this requirement has been amended so that all proposals will be expected 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 site is currently occupied by a warehouse and provides a total of 1,718 sq.m. of Class B2-B8 employment space. The proposal does not include the re-provision of any employment floorspace and makes no contribution to the re-provision of employment generating uses, as required under emerging Policy SA 5.

The applicant has sought to address the requirements under Policy 2.17 of the London Plan (2016) and Policy SA 5 of the emerging Site Allocations (2019) through modelling where employment generating uses could be accommodated elsewhere on Site B. However the land lies outside the control of the applicant and therefore there is no guarantee that this will in fact come forward. In the absence of employment floorspace at this site, the proposal would result in a situation where other sites would need to increase the provision of employment uses on other parts of Site B.

Whilst in principle, a flexible approach can be taken in terms of the delivery of land uses across the site, in the absence of a comprehensive development, the proposal makes the delivery of the the policy objectives within Policy SA 5 less certain. Accordingly the lack of employment floorspace on this site is a significant issue for both to the GLA and the Local Planning Authority.

Whilst the principle of redevelopment of the site is supported, in the absence of a comprehensive scheme there are major strategic issues with allowing this site to come forward in isolation that would undermine the delivery of wider policy and design objectives that may well require cross-subsidy as part of a larger and more viable scheme. The proposal fails to provide a mix of uses including the provision of employment generating floorspace and appropriate community infrastructure on site required as part of a comprehensive scheme. The proposal is therefore considered to be contrary to Policy 2.17 of the London Plan (2016), Policy the Local Plan: Part 2 - Saved UDP Policies (2012), Policy DMHB 11 and Policy SA 5 of the Emerging Local Plan: Part Two with Modifications (2019).

BUILD TO RENT

Purpose-built build to rent is a distinct asset class within the private rented sector that is becoming increasingly common across London and is now specifically identified in Annex 2 of the NPPF (2019). Policy 3.8 of the London Plan (2016) specifically references that when determining applications, the planning system should provide positive and practical support to sustain the contribution of the Private Rented Sector (PRS) in addressing housing needs and increasing housing delivery. The Mayor's Affordable Housing and

Viability SPG (2017) also provides support for and specific guidance on build to rent developments, recognising that they differ to the traditional build for sale model. Certain requirements, including those surrounding covenants, clawbacks, management and tenancy length, would need to be integrated into any potential S106 agreement.

At a local level, the latest evidence of housing need comes from the Strategic Housing Market Assessment (2016) which notes an increasing proportion of the Borough relying on private rent as their current tenure. It is important to note however that, whilst they differ to the traditional build for sale model, new purpose-built build to rent is still required to meet adopted local plan policies and needs to be held to the same design standards as schemes of traditional models.

UNIT MIX

Policy DMH 2 of the emerging Local Plan: Part Two (2019) requires developments to provide a mix of housing of different sizes within residential schemes to reflect the Council's latest information on housing need.

The proposal provides the following:

- 44 x 1 bed (53%)
- 28 x 2 bed (33%)
- 12 x 3 bed (14%)

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 Site A, the Former Nestle Factory Scheme (10%) to the East of the site. It is similar to the unit mix proposed on Site C to the west (11%).

Given the site's closer proximity to Hayes Town Centre than the Former Nestle Factory Scheme, the proportion of family units proposed within this scheme should be considered as the minimum required on this site and is therefore 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. The recommended density for this urban setting within the London Plan (2016) is 70-260 u/ha and 200-700hr/ha.

The application site comprises an area of 0.23 ha and the proposal would have a density of 365 u/ha and 956 hr/ha which is far in excess of recommended density for an urban area.

It should be noted that whilst higher densities could potentially be accommodated within areas with good public transport connectivity, this quantum of development proposed at this site is far in excess of the consented developments within the vicinity of the development and therefore the proposal is considered to be incompatible within this context.

On Site C under planning ref: 73238/APP/2018/1145 a density of 293 units and 728 habitable rooms per hectare was accepted and on Site A (Former Nestle Factory) a density of 430 habitable rooms per hectare / 170 units per hectare was consented.

As a high density scheme, the development would be expected to provide an exemplary quality of accommodation, and there are no inherent site constraints which could justify failure to comply in full with the Residential Design Standards. As such it is recommended that permission be refused on the grounds that the scheme exceeds the density threshold for the area. The design quality namely the large number of single aspect units (72%), the lack of amenity space and the overall design quality does not properly address the issues relating to high density living contrary to Policy 3.4 of the London Plan (2016).

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

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the conservation area's special architectural or visual qualities.

The site is not listed nor does it lie within a conservation area, however it is situated on the western boundary of the Botwell/Nestle Conservation Area which comprises two locally listed buildings.

Policy HE1 of the Local Plan Part One (November 2012) notes that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes the Grand Union Canal and its features, listed buildings, conservation areas, historic village cores, locally recognised historic features.

Policy DMHB 1 of the emerging Local Plan: Part Two (March 2019) expects development proposals to avoid harm to the historic environment.

The conservation officer has commented on the application noting the proposal positions its tallest element (at 10 storeys) at the northern edge of the site, the profile of the building then steps down at three intervals to 3 storeys at the southern edge of the plot bordering Nestles Avenue. Whilst the existing building on site almost abuts the boundary of the site and itself, does not make a positive contribution to the setting of the conservation area, future developments are required to preserve and enhance the setting of the neighbouring conservation area. This application fails to preserve or enhance the setting of the conservation area. Further details are set out within 07.07 of this report.

7.04 Airport safeguarding

The proposal does not give rise to any concerns regarding airport or aerodrome 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

Policy 7.1 of the London Plan (2016) sets out a series of overarching design principles for development in London and Policy 7.6 (2016) seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7 of the London Plan (2016) policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

Policy SA5 of Site B (Land to South of the Railway, including Nestle Site, Nestle Avenue, Hayes) of the emerging Local Plan: Part 2 Site Allocations and Designations (2019) states that: Site B should provide up to 300 residential units and the provision of appropriate community infrastructure to support the overall quantum of development, including education as necessary. Sites A, B, and C should form a comprehensive development

scheme across the whole site. For clarity, the application site makes up to 18% of Site B.

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, where people enjoy living and working and that serve the long-term needs of all residents.

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.

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.

Policy BE19 states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE21 states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE38 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 applications 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.

Policy HE1 states that the council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes: Historic village cores, Metro-land suburbs, planned residential estates and 19th and 20th century industrial areas, including the Grand Union Canal and its features including designated heritage assets such as statutorily Listed Buildings and Conservation Areas.

Policy DMHB 11 of the emerging Local Plan: Part Two (2019) requires new developments to be designed to the highest standards and, incorporate principles of good design by harmonising with the local context by taking into account scale, height, mass and bulk, building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm.

It also requires development to ensure that the design safeguards the satisfactory redevelopment of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs and holds no weight.

The Greater London Authority started to draw up a 'draft OAPF' for the area covered by Policy SA 5 (Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes) of the emerging Local Plan: Part 2 Site Allocations and Designations (Proposed Modifications 2019), but this was not consulted upon, endorsed or adopted by the London Borough of Hillingdon and holds no weight for planning purposes albeit the applicants

submission draws from the document.

The desire to create a green pedestrian link via a linear park 'Sandow Avenue' across the three sites to connect through to Station Road has been respected in the consented Nestle Factory (Site A) development and the recently approved redevelopment of the Buccleuch site on a substantial part of Site C. This accords with the aspirations of Policy SA5 of the emerging Local Plan: Part Two (2019).

The consented developments at Sites A and C of Policy SA 5 have provided well considered schemes for the sites in which they cover and have not prejudiced the development of adjoining sites. As previously mentioned the two schemes ensure that 'Sandow Avenue' can be delivered and in delivering their schemes the design teams have integrated their proposals with both the new and existing context and mitigate the impact on the adjacent residential neighbourhoods.

The tallest element of the proposed scheme (at 10 storeys) would be at the northern edge of the site. The profile of the building then steps down at three intervals to 4 storeys at the southern edge of the plot bordering Nestles Avenue. This provides for reduced massing at the southern edge of the plot responding to its immediate context and the lower two storey suburban houses to the south of Nestles Avenue. The tallest element of the scheme is concentrated to the northern edge of the site. The design has similarities with the adjacent approved Block D of the former Nestle Factory site but does not stretch back as far as the linear park 'Sandow Avenue'.

The development seeks to provide a set-back from Nestles Avenue and the adjoining former Nestle Factory site to the south east, however, the proposed development footprint is very large for a relatively small site (0.23ha). The proposed building sits very close to its boundaries, particularly to the north and west, and leaves no 'breathing space' around the perimeter of the development. The proposed 2m gap between the northern elevation of the neighbouring site would result in awkward gap or dead space that would become susceptible to anti-social behaviour. This would constrain future development opportunities for the 'Site B' land parcels to the north and west of Stanford House.

The conservation and design officer has also expressed concern with regards to the proposed ten- storey blank elevation against the north eastern boundary. It will be highly visible from the adjoining streets and views across the estate particularly given the low-scale nature of the adjoining buildings within 'Site B'. The proposal would create an austere building that would detract from the townscape. The applicant has attempted to mitigate the harm by introducing brick detailing to help to visually break up the elevation but it is not an adequate solution or positive contribution to the townscape setting. The north eastern street level elevation would present a dead inactive frontage that would be exacerbated by the large gates to the end of the access road which prevents permeability through the site. The development would in effect turn its back on the proposed Linear Park and as a result will detract from the area and aspirations for the redevelopment of the Nestles Avenue industrial cluster. Future adjoining development (to the west) will have to step back considerably in order not to compromise the outlook and/or sunlight/daylight to occupants of this or future adjoining developments, considerably constraining the future development opportunity for the neighbouring/ adjoining land within 'Site B.'

Use of brickwork, broken up by fenestration, balconies and feature panels is acceptable in principle adding visual interest and articulation that will help to break up its mass. Nevertheless, its overall size, scale, height and mass is still considered to represent a

disproportionately large, dominating and incongruous form of development which would be unacceptable in this location. Whilst it is acknowledged that large scale buildings have been approved as part of the former Nestle Factory site, they formed part of a comprehensive development scheme and were carefully considered as part of a much larger site rather than in isolation, which is the case here.

The proposed development, by reason of its overall size, scale, bulk and detailed design would result in a disproportionately large, dominating and incongruous form of development, which represents an over-development of the site, in particular the ten and eight storey blank elevations against the southern boundary which would be highly visible from Nestles Avenue which would fail to respect the pattern and scale of development in the immediate area. The proposal would be detrimental to the visual amenities of the street scene and the character and appearance of the wider area and the Botwell/Nestles Conservation Area, contrary to Policies 3.4 and 7.6 of the London Plan (2016), Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012); Policies DMHB 1, DMHB 2, DMHB 11, DMHB 12 and DMHB 14 of the emerging Local Plan: Part 2 (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

There is little room provided at the ground level for public realm and amenity space. The 15 metre set back from Nestles Avenue provides some welcome relief, however, this is likely to be reduced with road widening works and the provision of a cycle and pedestrian footpath in the near future. The narrow access lane on the eastern side would appear oppressive particularly with the oversailing residential storeys and balconies. It is also unclear what the boundary treatment would consist of between the neighbouring development, Block D, of the former Nestle Factory site.

There is very little in the way of supporting visual material that shows the proposed development in its wider context. Verified views of the building from longer distances would be useful as would more illustrative views of its more immediate context with the existing buildings and consented schemes. The application was not submitted with a townscape and visual impact assessment and it appears that the impact of the scale of the proposed development has not been properly assessed by the applicant's submission.

There is significant concern over the treatment of the eastern elevation which provides primary residential entrances to the upper floor flats, it is hidden and comprises blank and austere elevations at ground floor level. It fails to provide a welcoming entrance for the residents of the upper floors. There is a 60m walk from the entrance of the site to the entrance of Core B. The residents of Core B would be required to walk down a 5m wide corridor like passage between the proposed building and the site boundary, past plant rooms, car parking, refuse stores and cycle stores to reach the entrance. The proposed ground floor treatment is unwelcoming, especially for the residents using Core B.

The proposed development, due to its footprint and site coverage would create a narrow corridor along the eastern boundary of the site and fails to provide sufficient landscaping along the eastern boundary. Moreover, the eastern boundary provides entrances to residential units on a secondary elevation which is hidden along this access road. The principal elevation, along the eastern boundary, fails to provide a sense of arrival for future occupants and results in a poor streetscape. The narrow eastern corridor fails to provide a safe, suitable and convenient access for future residents. The proposal would fail to provide a sense of arrival and would be detrimental to the visual amenities of the street

scene and character and appearance of the wider area, contrary to the National Planning Policy Framework, Policies BE13, BE14, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012); Policies DMHB 1, DMHB 2, DMHB 11, DMHB 12 and DMHB 14 of the emerging Local Plan: Part 2 (March 2019) and the adopted Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts SPD (2006); Policies 3.5 and 7.5 of the London Plan (2016) and Chapters 2, 11 and 12 of the NPPF (2019).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan: Part Two (2019) notes development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy BE21 of the Local Plan: Part Two (November 2012) requires new residential developments to be designed to protect the outlook of adjoining residents. 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, 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 'adequate distance should be maintained to any area from which overlooking may occur and regard should be given to the character of the area and the distances between buildings. As a guide, the distance should not be less than 21m, between facing habitable room windows.'

Properties on the southern side of Nestles Avenue are situated some 33m to the south of the site and would not be impacted by the proposal.

Full planning permission was granted under planning 1331/APP/2017/1883 for part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3). This consent is currently being implemented and proposed Block D of this development lies to the east of the application site. Officers have reviewed the plans for planning permission ref: 1331/APP/2017/1883 and note that there is a 22.2m separation distance between habitable windows of Block D and the nearest habitable windows in the projecting side element sited at the rear of the development. As regards the balconies, on the main elevation, these would maintain a distance of some 20.2m on the main side elevation, which reduces to within 16.9m on the balconies on the projecting side element and those facing the application site on Block D. Balconies are generally considered to be areas which should be private and although the separation distance between the closest of the balconies does not satisfy the minimum 21m distance, it is considered that as the balconies on Block D would essentially overlook a parking court serving this block and there is an access road which runs along the eastern side of the proposal, the privacy of the balconies would already be compromised and would be akin to an across the street relationship so that the shortfall of the 21m separation distance would not be unduly significant. For this reason officers do not consider that a reason for refusal on the loss of privacy between balconies could not be sustained.

On the western boundaries, the proposed habitable rooms lie within 7m from the site boundary. These distances would require adjoining sites to be built approximately 14m away from the habitable windows on the application site. The development fails to provide at least 10.5m separation on the western boundary and therefore the development would prejudice the neighbouring site to the west from delivering a comprehensive scheme and therefore this application fails to accord with Policy BE14 and BE21 of the Local Plan: Part Two (November 2012).

Officers have reviewed the submitted daylight and sunlight assessment and note the

proposal would not impact the sunlight and daylight for neighbouring occupants to the south and future occupants to the east.

7.09 Living conditions for future occupiers

In terms of the layout of the units, the majority of units are single aspect, either east or west facing, however each unit would enjoy good outlook. The daylight and sunlight report submitted confirms habitable rooms would receive adequate levels of daylight and sunlight. However, as noted elsewhere in this report, the proposal fails to provide adequate setback from the western boundary of 10.5m thereby prejudicing the site to the west from delivering a comprehensive scheme in the future contrary to Policy BE14 of the Local Plan: Part Two (November 2012).

Unit Sizes

The London Plan (2016) sets out minimum sizes for various sized residential units. The applicant submitted plans which demonstrate the proposed sizes meet minimum floor space standards. The scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable.

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

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

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. Significant thought has been given to the design of the units to ensure that their future occupiers receive adequate light and a comfortable living environment.

External Amenity Space

Policy BE23 of the Local Plan: Part Two (November 2012) requires the provision of external amenity space, which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

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

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule, the required amenity space provision would be 1,940 sq.m. The current development proposal provides approximately 1,170 sq.m of amenity space through balconies and rooftop communal terraces. Whilst the applicant has included the linear park at ground floor level, given that this would be a public route it has been excluded in line with Paragraph 4.16 (2) of the HDAS (2006) which notes

areas that are closely overlooked from roads, footpaths or windows to habitable rooms of adjoining properties will not be included in calculations of private useable garden space.

The proposal falls well short of the required amount of on-site private and communal amenity space. Furthermore, where communal amenity space is being provided, it is placed so close to habitable windows particularly at fourth, fifth and sixth floor levels that its use would create a further concern of the loss of privacy to the habitable rooms overlooking the amenity spaces which could not be alleviated with the provision of screening as it would be detrimental to the outlook of these properties. This further demonstrates that the quantum of development is excessive for this site and the proposal is contrary to Policy BE23 of the Local Plan: Part Two (November 2012) and HDAS (2006).

Children's Playspace

Policy 3.6 of the London Plan (2016) requires development proposals make provision for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG expect a minimum of 10 sq.m per child to be provided in new developments.

The scheme proposes 110 sq.m of children's amenity space at fifth floor level. Based upon the proposed housing tenure mix, the proposed child yield of this development comprises 18.5 children which requires the delivery of 185sqm of child play space on site. The proposed development fails to provide on-site child play space in accordance with Play and Informal REcreation SPG by the GLA (2012).

In the absence of a policy compliant level of amenity space, a contribution of £17,211.60 is required to mitigate the intensified use of Cranford Park which is the nearest area of public open space to the site. In the absence of a Section 106 legal agreement securing a contribution towards children's playspace the proposal fails to accord with Policy 3.6 of the London Plan (2016).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Paragraph 109 of the NPPF (2019) notes developments should only be refused on highways grounds if there would be an unacceptable impact on highways safety, or residual cumulative impacts on the road network would be severe.

Policy 6.10 of the London Plan (2016) notes that development should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space and Policy 6.11 seeks to maintain an efficient road network for movement and access.

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

Emerging Policy DMT1 (March 2019) requires new development to maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users. Emerging Policy DMT6 (March 2019) requires new developments to comply with car parking standards within the local plan to facilitate sustainable development and address issues relating to congestion and amenity.

TRIP GENERATION

Before considering the traffic impact of the proposed development, the number of trips that could be generated by the existing land use needs to be understood. This is to help understand if the redevelopment of the site for 84 residential units would result in more or fewer person trips. If the number of trips is shown to increase, then the ability of the local transport network to cater for these trips needs to be assessed to determine whether any interventions are needed to increase capacity.

The developer's agents highlights that the building benefits from an extant B1c/B2 use class meaning that it could be reoccupied and used within that class without planning permission. To determine the amount of trips that 9 Nestles Avenue could generate "as is", the agent has referred to the TRICS data base. The developer's agent reports that interrogation of the TRICS data base found two comparable sites upon which the trip generation of the existing site could be based. Both of these are located within LB Hillingdon which is advantageous but the data available was for vehicle trips only - trips by mode was not available. The derived trip rates were applied to the extant floor area of 1,718 sqm, this showed that the now vacant site could potentially generate 13 two-way trips in the AM peak (08:00 - 09:00) and 11 two-way trips in the PM peak (17:00 - 18:00) if put back into productive use.

The developer's agent then calculated trip generation for the proposed development again using the TRICS database. The results showed that the site "with" the new development would generate 8 two-way vehicular trips in the AM peak and 13 two-way vehicular trips in the PM peak. This database also provide person trip counts, using 2011 population census data, it has been possible to derive how these trips would be distributed amongst all other modes. The majority of trips not made by private car would be taken by bus, rail ranked second and walking third. The developer does not include servicing and delivery vehicles such as internet shopping vehicles in the trip generation calculations citing that these vehicles are already present on the road network. The developer's agent reports that the redevelopment of the site to housing from its extant business use would result in a reduction of 5 two-way vehicles trips in the AM Peak and an additional 2 two-way vehicle trips in the PM peak. The development would generate 15 and 12 additional bus trips in the AM and PM peaks respectively; similarly an additional 7 and 5 trips would be added to train passenger numbers.

CAR PARKING

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 Council's adopted Parking Standards. The application proposes on-site car parking, this includes 51 undercroft car parking spaces, 42 of these would be provided by way of 3 tier stackers; the remaining 9 would all be ground level disabled car parking spaces. Access to the car parking would be achieved via a 67 metre internal access road on the eastern side of the building. This access road would be 5.3 metres wide where it intersects with Nestles Avenue reducing to 3.8 metres some 10.5 metres further along. This access road would be shared by residents walking to one of two entrances to the development as well as serving a refuse and recycling point at the very far northern end.

The development would have 146 cycle parking spaces, 142 of these would be available in one of two cycle stores. This cycle parking would utilise 2 tier bicycle racks. The remaining 4 cycle parking spaces would be for visitors. Visitors would secure their bicycle

to one of two Sheffield cycle stands located on the access road approximately 20 meters back from Nestles Avenue. Each Sheffield stand would be able to accommodate 2 bicycles.

The development would provide 51 car parking spaces to serve 84 dwellings; the proposed ratio represents a ratio of 0.6 spaces per unit. The Council's current parking standards contained in Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) would allow for a maximum of 126 car parking spaces. This car parking ratio does not accord with the Council's planning policy requirements and as such highways mitigation measures are required in order to ensure adequate provision of other modes of travel are delivered as part of the planning application, if approved. These contributions would be akin to those secured on adjoining sites and include delivery of Nestle Avenue Multi Modal Spine. There are however concerns regarding the proportion of total parking (42 spaces) that is proposed to be provided in three tier stackers. With conventional parking spaces, the driver can park quickly and conveniently. This is not the case with stacker parking. If a vacant platform is not available at ground level, the user must leave their car and then raise or lower a platform. This procedure takes much longer than using a conventional parking space and is a big disincentive to using them, particularly if a resident just needs to "pop into" their home to pick up belongings. This may incentivise them to park elsewhere giving rise to parking stress as well as risks to road safety. In addition, no specification has been provided of the three tier stackers and it is therefore not possible to assess if the three tier stackers can be accommodated within the space of the undercroft. There is also no mention regards to how these stackers would be maintained and serviced. Their deliverability and reliability is therefore questionable. The transport note accompanying the planning application also highlights that the vehicles able to use these stackers are limited to vehicles up to a maximum height of 1.46m. There appears to be no provision for larger modern day cars to park in the stacker bays proposed which is further reason to deem the stacker arrangement to be unacceptable. Whereas stacker parking may have a role in some developments, the proportion and type of stacker parking proposed here is not considered to be acceptable.

CYCLE PARKING

The development would have 146 cycle parking spaces, 142 of these would be available in one of two cycle stores. This cycle parking would be utilise 2 tiers racks. The remaining 4 cycle parking spaces would be for visitors. Visitors would secure their bicycle to one of two Sheffield cycle stands located on the access road approximately 20 meters back from Nestles Avenue. Each Sheffield stand would be able to accommodate 2 bicycles. Should the application have been considered

VEHICULAR ACCESS

All accesses and associated parking areas should conform to highway guidance contained within the current 'Manual for Streets' (1 & 2) document. This should be assisted with swept path analysis drawings demonstrating tracking of associated vehicles accessing, manoeuvring and egressing the site. It is noted that the internal access road at its narrowest point is just 3.8 metres wide. This gives insufficient space for on-coming vehicles to pass thereby requiring one driver having to give way and reverse. This raises road safety concerns not least because this internal access road is shared by residents walking to/from the building entrances. Furthermore this conflict between on-coming vehicles is likely to be a regular occurrence further increasing the road safety risk that this narrow access road presents.

SERVICING AND DELIVERY

There are concerns regarding the collection of this refuse. Refuse would be left on- street waiting for a collection by a refuse vehicle. This left refuse may be an obstruction to people using the footway again raising road safety concerns for pedestrians and cyclists. Furthermore, this arrangement would necessitate refuse vehicle stopping on-street impeding the flow of traffic behind.

It could also result in a situation where delivery vehicles or cars could drive onto the access route on the eastern boundary of the site and casually park in this location creating conflict between road users. The application is not very clear on how such a situation could be deterred thereby compromising the ease of cyclist or pedestrian movement contrary to Policy AM7 (of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMT1 of the emerging Local Plan: Part 2 (March 2019).

CONSTRUCTION LOGISTICS PLAN

The Highway Authority also requires that a Construction and Logistics Plan, Service and Delivery Plan, Parking Management Strategy and Travel Plan are submitted for approval; these documents should be produced based on the guidance produced by TfL tailored to the development and local circumstances. These should be secured by way of suitable planning condition.

HIGHWAYS OBLIGATIONS

Mindful of the above, it is recommended that this application is refused due to insufficient parking and inappropriate servicing and delivery provision. Should the application be considered acceptable, the following would have been required:

- Car parking permit restriction for existing and future parking management zone (for residents)
- Framework Travel Plan (plus £20,000 bond)
- Transfer of land to enable provision of the multi modal transport spine along Nestles Avenue
- £5,000 towards an extension of the parking management zone
- £10,770.11 towards the Nestles Avenue road widening works
- £28,787.64 for additional bus capacity
- A S38 agreement to provide cycle way, footpath and landscaping as part of MTS road
- £17,211.60 Contribution towards Cranford Park improvements

7.11 Urban design, access and security

URBAN DESIGN

Policy DMHB 12 of the emerging Local Plan: Part Two (2019) requires new developments to be well integrated with the surrounding area and should be easily accessible include landscaping treatment that is suitable for the location, serves a purpose and, contributes to local green infrastructure, the appearance of the area and ease of movement through the space.

Policy SA5 (connecting the historic Nestle factory core with the station and high street) seeks to provide a comprehensive approach to redevelopment, seeking to establish a new east-west route at the heart of the development. In terms of scale, taller buildings are

generally placed along the railway, and transitions to low-rise blocks along Nestles Avenue. It is noted that the applicant has sought to engage with neighbouring landowners but that these attempts, to date, have been unsuccessful. However, by maximising the site's footprint, the proposal fails to make appropriate setbacks to allow neighbouring sites to re-develop comprehensively which is contrary to Policy SA5 of the Site Allocations and Designations (March 2019) and Policy BE14 of the Local Plan: Part Two (November 2012).

SECURITY and ACCESS

Policy 7.3 of the London Plan (2016) requires developments to reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

The Secured by Design Officer has objected to the application citing the lack of residential use on ground floor. A small amount of commercial use can assist but will depend on what the commercial is delivered and the associated levels of activity and usage.

There are concerns with regards to the access and the pathway between this development and the proposed neighbouring building to the east. There is little natural surveillance of this area and it could become an undesirable area as it is relatively long and narrow and could feel like an alleyway that residents of Core A would have to walk down to get to their entrance.

The proposed development, due to its footprint and site coverage would create a narrow corridor along the eastern boundary of the site and fails to provide sufficient landscaping along the eastern boundary. Moreover, the eastern boundary provides entrances to residential units on a secondary elevation which is hidden along this access road. The principal elevation, along the eastern boundary, fails to provide a sense of arrival for future occupants and results in a poor streetscape. The narrow eastern corridor fails to provide a safe, suitable and convenient access for future residents. The proposal would fail to provide a sense of arrival and would be detrimental to the visual amenities of the street scene and character and appearance of the wider area, contrary to the National Planning Policy Framework, Policies BE13, BE14, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012); Policies DMHB 1, DMHB 2, DMHB 11, DMHB 12 and DMHB 14 of the emerging Local Plan: Part 2 (March 2019) and the adopted Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts SPD (2006); Policies 3.5 and 7.5 of the London Plan (2016) and Chapters 2, 11 and 12 of the NPPF (2019).

Along the sites eastern boundary, the proposed development is dominated by inactive frontages. It is unclear what the boundary treatment with the neighbouring site would be, however if a 2m boundary fence is erected, this area could become an oppressive space and fails to provide a sense of arrival for residents, particularly those occupying the second core. It is unclear what provision would be made to prevent car parking and delivery vehicles accessing this space, there is the potential for this space to become heavily parked and quite oppressive for future occupants.

Furthermore, there is a narrow strip of land to the northern part of the site that is not overlooked due to the lack of windows in the proposed building's rear elevation. Should the site to the north come forward, this part of the site would become an awkward strip of land that fails to provide a meaningful gap between the application site and future development to the north compromising its delivery creating a potential crime corridor contrary to Policy

3.5 and 7.3 of the London Plan (2016).

7.12 Disabled access

There are significant concerns relating to the proposed access route (serving the disabled bays and main pedestrian access points into the building) which measures 5.0m width and narrows down to 4.0m. The access route would be used by drivers, pedestrians and cyclists.

7.13 Provision of affordable & special needs housing

Policy H2 of the Local Plan: Part One (November 2012) require a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing.

The London Plan (2016) Policies 3.11 and 3.12 require, boroughs to, amongst other matters, identify targets for the level of affordable housing provision to meet the capitals needs and to negotiate the maximum reasonable amount in any scheme.

The Mayor's Affordable Housing and Viability SPG (2017) states the preferred tenure split is for schemes to deliver:

- At least 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers 'genuinely affordable';
- At least 30% as intermediate products; and
- The remaining 40% to be determined by the relevant LPA. The London Borough of Hillingdon has determined that this 40% should be delivered as low cost rent (social rent or affordable rent). This approach is consistent with Policy H2 of the Local Plan: Part One (November 2012) and emerging Policy DMH 7 of the Local Plan: Part Two (March 2019).

There is a requirement to achieve the maximum amount of affordable housing on development sites and that regard will be had to viability. The applicant has submitted a viability report in support of the application which was reviewed independently. The applicant's submitted viability suggests that a 8 affordable housing units (Discount Market Rent), is the maximum reasonable amount that could be provided.

This has been reviewed by an independent financial viability consultant on behalf of the Council who notes the scheme produces a surplus of £359,150 which indicates that additional affordable housing units can be provided. The surplus has been modelled by Carter Jonas and this provides for another 5 DMR units taking the total to 13 units (23% by habitable room), which is greater than the offer put forward by the applicants.

The proposed development fails to provide maximum reasonable amount of affordable housing on site. The proposal is therefore contrary to Saved Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012); Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012); the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations and policies Policies 3.10 -3.13 of the London Plan (2016); and National Planning Policy Framework, Para. 62 -64 (2019) or the Mayor's Affordable Housing and Viability SPD 2017.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Policy DMHB 14 of the emerging Local Plan:Part Two (2019) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be

required to provide an accurate tree survey showing the location, height, spread and species of trees.

The trees and landscaping Officer has reviewed the submitted tree report. The report has identified and assessed the condition and value of 9 trees, 5 hedges and three groups of trees. Most of the trees are 'C' grade (with 2 'U' grade) which do not constitute a constraint on development. Three trees / groups are 'B' garden, whose condition and value make them worthy of retention; T6 Norway maple, T8 Common lime and G3 (group of Norway maple). All of these trees are off-site / outside the control of the developer, albeit the developer will need to safeguard the off-site trees - including T6, a highway tree. All other trees within the site will be removed to enable the development, to which there is no objection subject to appropriate replacement pollution absorbing trees as part of a comprehensive landscape plan.

The Design and Access Statement confirms that the front elevation of the proposed flats will be set back from Nestles Avenue to allow for a landscaped frontage and the provision of a reserved strip of land to accommodate a potential new cycle and bus route. Roof / podium level gardens will be developed on six different levels descending from north to south where each space will be exposed to natural light from the south, east and west. The landscape strategy is described in section 3.9. External amenity space will be provided in the form of private balconies, the communal roof gardens and the parkland walk along the site frontage parallel to Nestles Avenue. More detailed landscape proposals are described in the Landscape Design Report by Outer Space. Defensible space, using planting, will be created around ground floor windows. The shared cycle / pedestrian corridor along the site frontage will incorporate SUDS. The amenity roof terraces will feature raised planters with integrated seating.

Planting will include trees and compositions designed to moderate the micro climate. Aside from providing wind shelter, the terraces should be designed to provide relief from direct sunlight. This report provides a palette of hard and soft landscape elements for use on the site. The hard materials palette includes Grasscrete, which is not considered appropriate. Artificial grass is proposed for the roof terraces. This may be acceptable if the footfall pressure would render natural grass unsustainable. A lighting strategy is described at 3.8. Lighting should use current LED technology and use warm temperature lights which are directional / designed to minimise light pollution. Management / maintenance requirements of the site have been considered (4.1), as has the promotion of ecology and sustainability (4.2) Subject to detail, the proposal is considered to satisfy policies BE23 and BE38 and emerging Policy DMHB 14 of the Local Plan: Part Two (2019). Should the application have been considered acceptable, a condition would have required final details of hard and soft landscaping.

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part One (November 2012) requires proposed development to address waste management at all stages of development. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals.

The waste officer has commented on the application noting that a management company is required which should be responsible for presenting all waste and recycling bins within 10 metres of the lay by, but off of the public highway on the allocated collection day(s).

Whilst this could be subject to a condition, officers are concerned that overall, the proposal

fails to make suitable long term provision for servicing and deliveries. A management condition could be secured whilst the block is under single management, however this may change in the future and there is no way of guaranteeing the management company would remain in place for the duration of the development.

Furthermore, dragging the waste out to the kerb on collection day would still compromise pedestrian or cycle safety if it is left on the Multi Modal Transport Spine. Due to the size of the footprint, the applicant has not been able to secure a suitable area where servicing and deliveries could take place safely. The proposal is therefore contrary to Policy EM11 of the Local Plan: Part One (November 2012).

7.16 Renewable energy / Sustainability

The development as submitted does not comply with planning policy 5.2 of the London Plan (2016) as the scheme is not zero carbon. The sustainability officer has commented on the application noting 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. Given the site is not zero carbon, a S106 offsite contribution is required in accordance with Policy 5.2E of the London Plan (2016).

The applicant has submitted an energy assessment which broadly meets the London Plan requirements.

However, the proposals are not zero carbon as required by London Plan policy 5.2. The development has a shortfall of 27tCO2 and therefore a contribution of £48,600 is required as part of a S106. Should the application have been considered acceptable details of PV panels would have been required.

7.17 Flooding or Drainage Issues

Policy DME1 10 of the emerging Local Plan: Part Two (March 2019) requires all major developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

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 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 has been submitted with the application. The scheme 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 (2019).

The Greater London Authority has commented on the application noting the approach to flood risk management for the proposed development complies with London Plan policy 5.12. The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 as it does not give appropriate regard to the greenfield runoff rate.

Revised attenuation storage volume calculations, consistent between the plans and the text of the FRA, attenuation tank dimensions, and exceedance assessment information is

required. In the absence of this information the proposal is contrary to Policy 5.13 of the London Plan (2016) and Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.18 Noise or Air Quality Issues

NOISE

Paragraph 180 of the NPPF (2019) 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.

The submitted report demonstrates the future occupants would be provided with sufficient levels of insulation. However, the report fails to consider the site to the west and north which are existing industrial sites. Should the current scheme be approved, the adjoining existing units to the north and west which have noise generating uses within them, would cause detriment to the habitable rooms, terraces and balconies on the proposed scheme due to ongoing noise and disturbance.

The development provides a high proportion of single aspect dwellings and dwellings with their sole aspect facing towards Strategic Industrial Land. The development fails to provide sufficient separation from the western boundary of the site to mitigate against a potential noise generating use on the neighbouring site and as such, the proposal fails to take responsibility for mitigating impacts from existing noise-generating activities or uses on the proposed new noise-sensitive residential development and thereby fails to provide a suitably high quality of residential amenity for future occupiers contrary to Policy BE1 of the Local Plan: Part One (November 2012); Policy OE1 of the Local Plan: Part Two (November 2012) and Policy 7.15 of the London Plan (2016) and Paragraph 182 of the NPPF (2019).

AIR QUALITY

Policy 7.14 of the London Plan (2016) requires developments to at least be Air Quality Neutral and not lead to further deterioration of existing poor air quality, particularly in Air Quality Management Areas.

Policy DME1 14 of the emerging Local Plan: Part Two (2019) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

Development proposals should, as a minimum:

- i) be at least "air quality neutral";
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to

sensitive receptors, both existing and new; and
iii) actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The air quality officer has reviewed the application and notes the submitted Air Quality Assessment fails to:

- a) assess the impact of the proposed development. Given that we are within a Focus Area, the applicant is required to include estimation of exposure levels new residents will be subject to and impacts on existing sensitive receptors (as per GLA map, looking at impacts at residential areas already above annual mean limit value).
- b) In addition, no neutral assessment was undertaken. This is a requirement.
- c) No consideration of cumulative impacts of the proposal with other already granted planning application was considered.
- d) As the development is within a Focus Area, the extant use is not not be considered, with impacts to be assessed for the new permission sought against the current baseline for the site, disregarding the extant permission as this will reflect the real world increase experienced by receptors and also enable the cumulative impacts to be ascertained and the right level of mitigation measures to be defined.

Whilst further details would usually have been sought as part of the application process, it was clear to officers from the outset that this application could not be supported for the reasons stated elsewhere in the report and therefore further details were not sought on this matter as officers consider any proposal at this site requires a comprehensive redesign. However, should the application be considered acceptable, the applicant would be required to:

- a) include an impact assessment of the proposed development in the air quality assessment via an addendum to include cumulative impacts with other granted permissions in the vicinity of the application site and new exposure. The addendum shall also include an air quality neutral assessment. This is required for reporting to GLA in April 2019.
- b) Once the two above are produced and submitted to the LA, then a suitable list of mitigation measures to be agreed with the highways department to actively reduce emissions within the area.

In the absence of a comprehensive Air Quality Assessment that considers the development's the cumulative impacts alongside other consented developments within the area and in the absence of an Air Quality Neutral Assessment, the proposal fails to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. The proposal could therefore lead to further deterioration of existing poor air quality contrary to emerging Policy DMEI 14 of the Local Plan: Part Two (2019) and Policy 7.14 of the London Plan (2016).

CONTAMINATED LAND

The contaminated land officer has reviewed the document issued from Geotechnical and Environmental Associates Limited (GEA), titled Desk Study and Ground Investigation Report (Ref J18167, dated November 2018).

As a combined report the document provides details of Phase 1 and Phase 2 processes

and risk assessments, adopted to assess the risks of contamination at the site.

The report includes recommendations relating to aspects of the site where supplementary works are deemed necessary to obtain further data, finalise previous investigative works and conduct further risk assessments as necessary. Should the application have been considered acceptable, a condition would have been secured.

7.19 Comments on Public Consultations

Addressed within the main body of this report.

7.20 Planning obligations

Policy R17 of the Hillingdon UDP is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. The saved UDP policy is supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development. As the application is being recommended for refusal, no negotiations have been entered into with the developer in respect of these contributions. However, if the application were to be considered for approval, the following heads of terms would have been pursued:

1. Highways: in line with the SPD and depending upon the views of the highways engineer any and all highways works will be required to be met by the applicant, including s278 works.
2. Affordable Housing: In line with the SPD and current planning policy 35% of the scheme is required to be delivered as affordable housing with the tenure and mix to be agreed by the Council.
3. Built to Rent restrictive covenants in line with Greater London Authority SPG on Affordable Housing (2017)
4. Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.
5. Carbon Off-set of £48,600
6. Contribution towards Cranford Park improvements £17,211.60
7. Travel Plan plus £20,000 Bond
8. Car parking permit restriction for existing and future parking management zone (for residents)
9. Transfer of land to enable provision of the the multi modal transport spine along Nestles Avenue; to provide cycle way, footpath and landscaping as part of MMTS road
10. Contribution of up to £10,770.11 towards the Nestles Avenue multi modal spine
11. TfL additional bus capacity £28,787.64

12. £extension of the parking management zone £5,000

13. Agreement to secure a suitable boundary treatment on the eastern site boundary in discussion with the neighbouring land owner.

14. 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.

No legal agreement to address these issue has been offered. As such, the proposal fails to comply with Policy R17 of the UDP and it is recommended the application should be refused.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The application seeks permission for the demolition of existing building and redevelopment of the site. The application fails to satisfactorily deliver a comprehensive development that responds to its context and that of the wider site Site B with the Emerging Site Allocations (2019). The proposal fails to provide a maximum reasonable amount of affordable housing.

The proposed development is considered inappropriate by virtue of its footprint and site coverage. The proposal provides dead frontages at ground floor level along the eastern boundary of the site which also provides primary residential entrances. The large expanse of blank elevations results in poor relationships with the surrounding environment.

The development fails to provide sufficient private and communal amenity space and fails to provide sufficient car parking in an area where such parking is at a premium thereby leading to conditions which would be detrimental to the free flow of traffic and to highway and pedestrian safety. The servicing and delivery arrangements are considered unacceptable as it is likely to result in the conflict of movement between cyclist and pedestrians.

Overall, the proposal would fail to provide a development that will improve the economic, social and environmental conditions of the area contrary to the Development Plan and it is recommended that this application is refused.

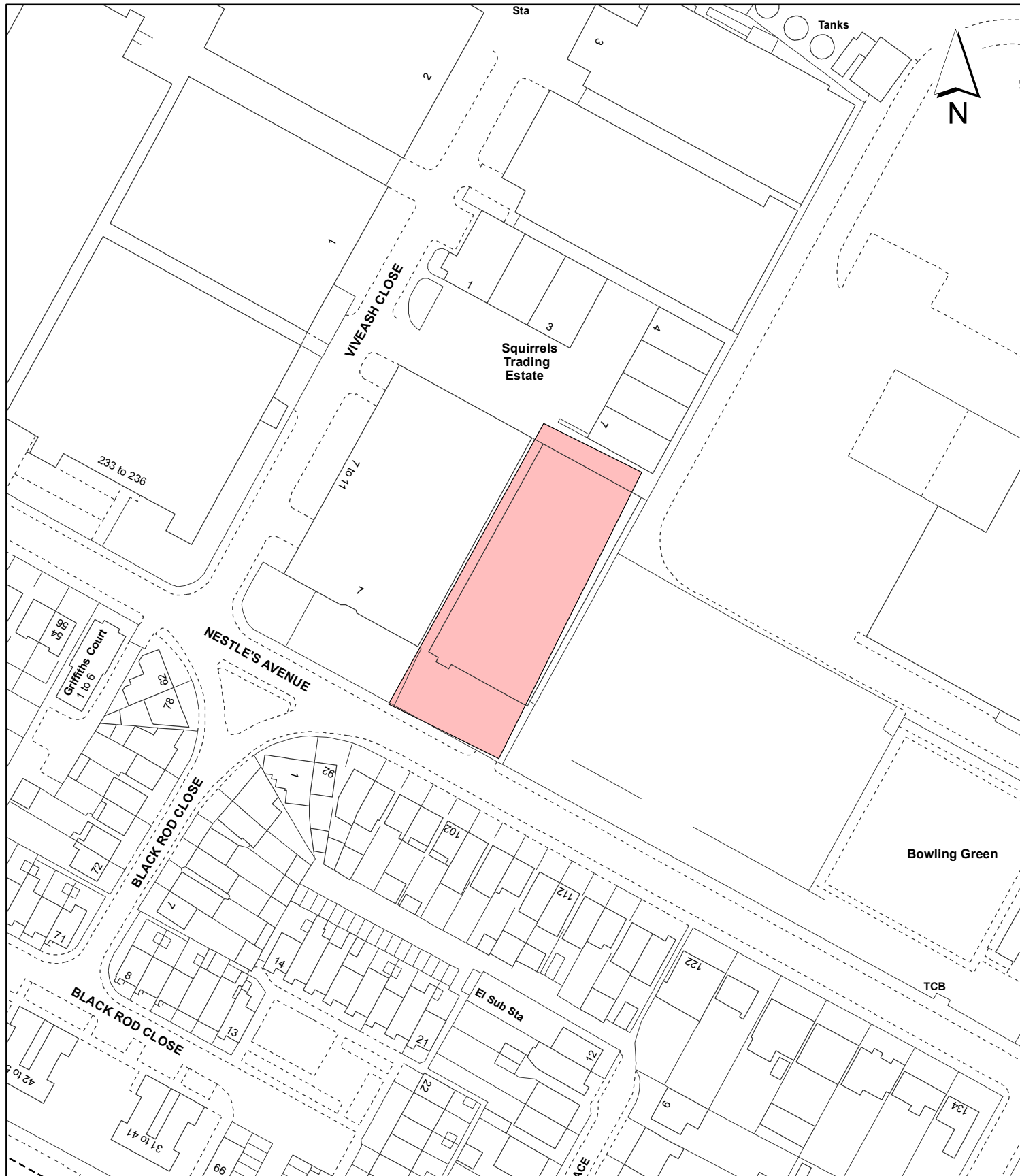
11. Reference Documents

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) 2019
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)
Air Safeguarding Circular 01/03
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
The Town and Country Planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002 (2016)
General Aviation Strategy March 2015

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

Stanford House

Planning Application Ref:

51175/APP/2019/187

Planning Committee:

Major Page 167

Scale:

1:1,250

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address	FROGSDITCH FARM SHEPISTON LANE HAYES		
Development:	Outline planning application for the demolition of 5 existing buildings and construction of replacement building/s with a combined floor space of 1,402.9 sqm and associated hard standing, fencing and landscaping for use class B8.		
LBH Ref Nos:	10181/APP/2018/4485		
Drawing Nos:	MMD-372345-C-DR-00-XX-2002 Rev PO1 (illustrative landscape plan MMD-372345-C-DR-00-XX-2001 Rev PO1 (illustrative masterplan) Indigo covering letter dated 13/12/18 Archaeological desk-based assessment March 2018 Planning statement December 2018 Flood risk assessment 4 June 2019 Rev B Green belt assesment December 2018 Technical not air quality Preliminary ecological appraisal June 2017 Arboricultural February 2017 Bat Survey September 2017 Phase 1 Desk Study 10 December 2018 Energy statement (June 2019) Design and Access Statement December 2018 MMD-372345-C-DR-00-XX-2004 Rev P (development plan Transport statement May 2018 Rev C Reptile Survey September 2017 MMD-372345-C-DR-00-XX-2003 Rev PO1 (site location plan) MMD-372345-C-IM-00-XX-001 MMD-372345-C-IM-00-XX-002 MMD-372345-C-IM-00-XX-003 MMD-372345-C-IM-00-XX-004		
Date Plans Received:	24/12/2018	Date(s) of Amendment(s):	04/07/2019
Date Application Valid:	24/12/2018		28/12/2018 04/06/2019 22/01/2019

1. SUMMARY

The application is for outline planning consent with all matters reserved. Details of internal & external access, layout, scale, appearance and landscaping would be reserved matters for subsequent approval. The Outline application is for the erection of a building/s to provide 1,409 sqm of floor space for B8 use (existing use retained).

The application site is located within the green belt therefore development is not usually permitted unless very special circumstances can be evidenced. The proposed development would be constructed on a previously developed site within the green belt which benefits from a CLU for B8 open storage use. The supporting documentation states there to be no intensification of the use of the site given the fact the the proposed floor space is no greater than the existing arrangement.

The applicant has agreed to make changes to the access of the site to resolve the

concerns raised by TFL and the Councils Highway Officer. Details relating to internal access, layout, scale, appearance and landscaping are to be determined at reserved matters stage, however the application includes indicative details of how such a proposal could be delivered.

The application provides an opportunity to improve the existing built form on site which is in a very poor state of disrepair and subsequently the view of the site within its green belt setting could also be improved. It is therefore recommended that the application be approved subject to the attachment of conditions and an appropriate S106 Legal Agreement.

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 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:-

(i) A highways contribution of 30% towards the total costing of a new pedestrian crossing within close proximity to the application site.

(ii) Foot-way extension of Shepiston Lane for improved pedestrian and cycle links to the site

(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) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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) If the Legal Agreements have not been finalised by 24 October 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 highway infrastructure in response to the demands created by the proposed development. The proposal therefore conflicts with Policies AM2 and AM7 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies DMT1, DMT2 and DMT5 of the emerging Hillingdon Local Plan: Part Two -

Development Management Policies (March 2019) and London Plan (2016) Policies 6.1 , 6.3 and 6.9.

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 OUT1 Time Limit- outline planning application

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

REASON

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

2 OUT2 Reserved matters - submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Access
- (e) Landscaping

REASON

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

3 COM4 Accordance with Approved Plans

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

MMD-372345-C-DR-00-XX-2004 Rev P (development parameters plan)

MMD-372345-C-DR-00-XX-2003 Rev P (site location plan)

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

REASON

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

4 NONSC Non Standard Condition

Notwithstanding the approved parameters plan (MMD-372345-C-DR-00-XX-2004 Rev P (development parameters plan) the detailed design submitted at reserve matters stage should not exceed the 1,409 sqm of floor space as stated in the approved description of development and the proposed building heights should not exceed 6.5 metres as demonstrated in the design and access statement.

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).

5 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:

Technical Note - Air Quality
Preliminary Ecological Appraisal, June 2017
Arboricultural February 2017
Bat Survey September 2017
Phase 1 Desk Study 10 December 2018
Energy Statement (June 2019)
Flood Risk Assessment 4 June 2019 Rev B
Transport Statement May 2018 Rev C

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 (March 2016).

6 RES7 Materials (Submission)

Prior to above ground level works 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 COM9 Landscaping (car parking & refuse/cycle storage)

Prior to above ground level works a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage showing 3 spaces
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts showing 29 car parking spaces (including demonstration that 5% of all parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

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

REASON

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

8 COM10 Tree to be retained

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

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

REASON

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

9 NONSC Non Standard Condition

Prior to above ground level works 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' attached * See paragraph below *

*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 or and Rural Affairs Department (SGERAD) before the removal of nests and eggs.

The Bird Hazard Management Plan shall be implemented as approved on completion of the development 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 development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

10 H6 Car parking provision - submission of details

Notwithstanding the approved transport assessment, prior to above ground level works a revised details of the parking arrangements shall be submitted to and approved in writing by the Local Planning Authority; the proposed details should include a reduction in the proposed volume of parking spaces to 29 spaces.

REASON

To ensure that adequate facilities are provided in accordance with Policies AM14 and AM15 emerging policy DMT6 and the parking standards as set out in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 RES24 Secured by Design

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

REASON

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

environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

12 OM19 Construction Management Plan

Prior to above ground level works, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

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

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

REASON

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

13 DIS2 Access to Buildings for People with Disabilities

Prior to above ground level works details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2012) and Policies 3.1, 3.8 and 7.2 of the London Plan (2016) .

14 RES15 Sustainable Water Management (changed from SUDS)

Prior to above ground level works a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

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

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

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

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

15 COM30 Contaminated Land

(i) Prior to above ground level works until a scheme to deal with contamination shall be 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).

16 NONSC Non Standard Condition

Prior to the above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate the protection of quality habitats on site, or the replacement and enhancement where protection is suitably justified as not being viable. The scheme shall provide plans and specifications that demonstrate the incorporation of measures and features within the landscaping and the fabric of the building that support a range of habitats and species, as a minimum it is expected that bat and bird boxes will be included.

REASON

To ensure the development contributes to the protection and enhancement of the natural environment in accordance with Policy EM7 of the Local Plan Part 1 (2012).

17 NONSC Non Standard Condition

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

REASON

The London's Low Emission Zone for non-road mobile machinery shall be complied with as per requirements as of 1st September 2015. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

18 NONSC Non Standard Condition

No development shall commence until an Operators Travel Plan (OTP) shall be submitted to and approved in writing by the Local Planning Authority. The OTP shall be required of the occupiers of the new proposed use and include the following components in detail and with a plan of implementation associated with each of them. It shall include:

- 1) Any captive fleets and services (which are manageable via contractual procedures) associated with the operation of the proposed B8 use to be Euro 6/VI or cleaner or have implemented retrofitting devices that will enable compliance with such Euro standards;
- 2) Mechanisms for discouraging high emission vehicle use and encouraging the uptake of low emission fuels and technologies. This will include making provision of heavy-duty electric vehicle fast charging bays which will supply at least 20% of total HGV usage
- 3) HGVs and LGVs traffic routing shall avoid residential areas;
- 4) A clear and effective strategy to encourage staff to a) use public transport; b) enter car share schemes; c) purchase and drive to work zero emission vehicles; This is to include:

- a Welcome Pack available to all new staff online and as a booklet, containing information and incentives to encourage the use of sustainable transport modes;
- Eco-driver training and provision of eco-driver aid to all staff
- Car club provision within development or support given to local car club/eV car clubs
- Designation of parking spaces for low emission vehicles
- Adequate provision of secure cycle storage; offer season ticket loans to staff; and offer tax-free loans to allow for the purchase of cycle for travel to work, or sign up to the government's cycle to work scheme
- Differential parking charges depending on vehicle emissions for staff
- Public transport subsidy for employees

The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

To ensure the development contributes to a reductions in this Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2), and London Borough of Hillingdon Air Quality Action Plan 2024.

19 NONSC Non Standard Condition

Prior to commencement of development, an energy assessment showing the development will achieve a 35% reduction in CO2 emissions from a building regulations compliant baseline development shall be submitted to and approved by the Local Planning Authority. The assessment shall follow the London Plan energy assessment guidelines and meet the requirements of Policy 5.2 of the London Plan. The assessment shall incorporate full specifications of any low and zero carbon technology to be used including their location within the development (elevations, roof plans etc. as necessary). The development must proceed in accordance with the approved plans.

REASON

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

20 NONSC Non Standard Condition

Prior to occupation of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority

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 (November 2012).

21 NONSC Non Standard Condition

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM7, AM14 and OL4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Non Standard Condition

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy [specify] Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

23 COM20 Air extraction system noise and odour

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

REASON

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

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.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.3	(2016) Community infrastructure levy
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment

3 I60 Crane Informative

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

4

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>

5

Japanese Knotweed has been reported on or near this site. It is a highly invasive weed that is capable of structural damage. Disturbance will cause it to spread and its movement is controlled by legislation. Under the Wildlife and Countryside Act 1981 it is illegal to cause it to spread in the wild. You are strongly advised to survey the site for the presence of Japanese Knotweed at an early stage and before any site clearance work and, if found, to formulate plans to control or eradicate it. Please note that Japanese Knotweed can be far more extensive than the visible parts on the surface and that the underground parts of the plants may extend up to 7 meters beyond this. Knotweed in adjoining land may affect the site and should be noted and considered

Before any works are undertaken, the site must be surveyed by an appropriate consultant, for the presence of Japanese Knotweed and a copy of this survey sent to the Local Planning Authority. Please note that Japanese Knotweed can be far more extensive than the visible parts on the surface and that the underground parts of the plant may extend up to 7 metres beyond this. Therefore, this survey must also note any knotweed adjoining the site. If Japanese Knotweed is confirmed, full details of a scheme for its eradication and/or control shall be submitted to and approved by the Local Planning Authority prior to the commencement of work on site, and the approved scheme shall be implemented prior to the commencement of the use of the building(s).

6

Government guidance contained within the National Planning Practice Guidance (Water supply, wastewater and water quality - considerations for planning applications, paragraph 020) sets out a hierarchy of drainage options that must be considered and discounted in the following order:

1. Connection to the public sewer
2. Package sewage treatment plant (adopted in due course by the sewerage company or owned and operated under a new appointment or variation)
3. Septic Tank Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2010 any discharge of sewage

or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued by the Environment Agency, in addition to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a plot of land to the north of Shepiston Lane, directly adjacent to the eastern boundary of Cherry Lane Cemetery. The site has an approximate area of 1.18 hectares with vehicular access via an entrance/exit point off Shepiston Lane in the south west corner of the site. The section of the site to be redeveloped forms the southern section of a wider site which extends further to the north.

The site is occupied by Hayes Gate Plant Hire for the storage of plant, scaffolding, trenching equipment and the parking of associated vehicles. The operation of the plant hire company on site includes the repair and maintenance of plant equipment plus lorries and skips.

Currently there are eight separate buildings within the site which are in varying states of disrepair. There are also piles of aggregate and a small number of temporary structures such as a mobile home and a domestic scale garden shed.

The site is predominantly flat, however there are significant banks of raised ground along the northern boundary and a section of the western boundary, plus smaller banks within the site itself. There are a number of trees and parcels of vegetation within the site and along the majority of the sites boundaries. There is mature planting along the western boundary of the site within the grounds of Cherry Lane Cemetery.

There is a public surface water sewer that runs through the site. The site has a PTAL score of 1 and is located within the Greenbelt, as designated by the policies contained within the Hillingdon Local Plan (November 2012). It also forms part of the Hillingdon Air Quality Management Area.

3.2 Proposed Scheme

The application seeks outline planning consent for the demolition of the 5 existing buildings and the construction of replacement building/s with a total floor space of 1,402.9 sqm and associated hard-standing, fencing and landscaping. All details are to be reserved matters.

3.3 Relevant Planning History

10181/APP/2005/2220 Frogsditch Farm Field Shepiston Lane Hayes
CHANGE OF USE OF LAND FROM AGRICULTURE TO SCHOOL PLAYING FIELDS

Decision: 08-11-2005 Approved

10181/APP/2010/1570 Frogsditch Farm Shepiston Lane Hayes
Use of the site for the storage of plant hire, scaffolding, trenching equipment including the parkir

of associated vehicles and the operation of an associated groundwork contracting business involving the use of the existing buildings on the site by the operator for the ancillary servicing and maintenance of the plant hire and groundwork contracting equipment by the business (Application for a Certificate of Lawful Development as an Existing Use).

Decision: 12-09-2012 Approved

10181/APP/2016/1150 Frogsditch Farm Shepiston Lane Hayes

Existing use as open storage (Use Class B8) (Application for a Certificate of Lawful Development for an Existing Use).

Decision: 31-08-2016 Approved

10181/PRC/2016/150 Frogsditch Farm Shepiston Lane Hayes

Royal Mail operating centre on southern area of the site (Sui Generis)

Decision: 01-11-2016 OBJ

Comment on Relevant Planning History

10181/APP/2016/1150 - A Certificate of Lawful Development was granted on 12/09/12 for the 'Use of the site for the storage of plant hire, scaffolding, trenching equipment including the parking of associated vehicles and the operation of an associated groundwork contracting business involving the use of the existing buildings on the site by the operator for the ancillary servicing and maintenance of the plant hire and groundwork contracting equipment by the business'.

Officer Note:

This consent covered the southern section and a small section north of the approved site area granted consent in 2010 for the same use.

10181/APP/2010/1570 - A Certificate of Lawful Development was granted for use of the southern section of the site for the storage of plant hire, scaffolding, trenching equipment including the parking of associated vehicles and the operation of an associated groundwork contracting business involving the use of the existing buildings on the site by the operator for the ancillary servicing and maintenance of the plant hire and groundwork contracting equipment by the business.

Officer Note:

This consent covered the southern section of the site only and did not include the parcel of land to the north.

In addition, there have been 3 more recent applications seeking the redevelopment of the site(listed below) all of which were withdrawn by the applicants prior to determination:

10181/APP/2017/3348- Change of use of land to Sui Generis and/or Class B8 (Storage and Distribution) use including the parking of lorries, plant and other vehicles and open storage.- withdrawn

10181/APP/2017/2230- Hybrid application for (1) Full application for the southern part of the site for Sui Generis and/or Class B8 (Storage and Distribution) use including the parking of lorries, plant and other vehicles and open storage with the siting of 4 portacabins to provide an office, welfare and toilets, installation of a fuel pump and tank and jet wash with ancillary drainage, erection of new 2.4m palisade fencing and gates, retention of perimeter fencing, widening access junction and formation of access road and associated works; and (2) outline application for the erection of industrial/warehouse buildings (up to 1,622sq.m) (Class B1c, B2 and B8) with parking for lorries, plant and other vehicles, open storage, access, hardstanding, fencing, bund and landscaping for the northern part of the site.- withdrawn

10181/APP/2013/3831- Demolition of existing buildings, erection of a storage warehouse building of 2128sqm (use class B8) for the storage of industrial machinery and equipment, plant hire, scaffolding and trenching equipment with associated car parking.- Withdrawn

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.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.3	(2016) Community infrastructure levy
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 16th May 2019

5.2 Site Notice Expiry Date:- 21st May 2019

6. Consultations

External Consultees

The application has been subject to 2 rounds of both internal and external consultation. The reason for the second consultation was due to a minor change in the description of development as well as the submission of a parameters plan which illustrates the area for which the proposed floor space will be located.

The application was advertised publicly by way of notices posted adjacent to the site. In addition, letters were sent to the owners / occupants of neighbouring properties to inform them of the proposed development and invite comments as well as an advertisement placed within the local press.

Two letters of objection were received raising concerns regarding:

- noise
- light and air pollution
- traffic congestion.

GLA

Conclusion

London Plan and draft London Plan policies on Green Belt, noise and air quality, urban and inclusive design, and transport are relevant to this application. The application does not comply with these policies of the London Plan and draft London Plan; the following changes might lead to the application becoming compliant:

- Green Belt: Continued industrial use on previously developed land within Green Belt, could be acceptable, provided the applicant demonstrates the proposal does not have a greater impact on the openness of the Green Belt, including by submitting CGI visuals. Otherwise, the proposal would be inappropriate development and very special circumstances would need to be demonstrated to justify the development.
- Noise and air quality: The applicant must submit noise and air quality assessment reports that accord with London Plan Policy 7.14, draft London Plan Policy SI1, and the NPPF.
- Urban and inclusive design: The applicant must review its design and access statement to incorporate indicative block map and CGI visuals and demonstrate inclusiveness.
- Transport: The applicant must address concerns raised regarding healthy streets approach, car and cycling parking. Workplace travel plan, CLP and DSP must be submitted and should be secured by conditions of any planning consent.

CASE OFFICER COMMENT:

Following the Stage 1 comments from the GLA the agent submitted wireline plans and responded to the issues raised above in a detailed letter.

GLA : Further Comments Received-01-07-19

I have looked through the comparative visuals. Provided that the Council is comfortable with the key viewpoints selected (only two - i.e. Shepiston Lane & the Cemetery), I can confirm now that from

these key points the visuals demonstrate that the proposed development does not have greater impact on the openness of the Green Belt.

ENVIRONMENT AGENCY

We have no objections to the proposal however there are some considerations included below regarding the foul drainage scheme.

TRANSPORT FOR LONDON (TfL)

Site Location and Context

The proposed development is currently a storage and distribution centre, located on Shepiston Lane in Hayes, which runs parallel to the M4, and is approximately 800m east of junction 4. The closest London Underground station is Heathrow Airport, located over 3km south of the site and is served by Piccadilly Line services. The site is served by one bus stop, adjacent to the entrance of the site, served by the 698 bus route. The site is located within Metropolitan Open Land (MOL) and is in an Air Quality Area. The site has a Public Transport Access Level (PTAL) of 0, on a scale of 0 to 6b, where 6b is highest.

Site Access

The development will not make any changes to the current access from Shepiston Lane, which will be used by pedestrians, cyclists as well as staff and operational vehicles.

It is recommended that this arrangement is reviewed, in order to widen the existing access, as many large vehicles over-run the footway kerb on Shepiston Lane when accessing and egressing the site, which compromises the safety of pedestrians in this area. Furthermore, TfL recommends that a separate pedestrian and cyclist access is provided that is not shared with HGV's, in light of Mayoral Vision Zero aspirations, which aims to eliminate deaths and serious injuries on London's streets by 2041. Shepiston Lane has a speed limit of 40mph and experiences high volumes of traffic on a daily basis, however many vehicles speed along this road. Visibility splays from the site entrance should be provided, in order to ensure there is sufficient visibility from this access.

Walking, Cycling and Healthy Streets

From the site access, there is a natural desire line to cross the road, in order to access fast food chains located at the petrol filling station to the west of the site. Furthermore, the Cherry Lane Cemetery bus stop is the closest to the 'Goals' five-a-side football centre located approximately 480m to the east of the site, therefore it is likely that there will be a number of pedestrians, including vulnerable road users in the vicinity of the site. As mentioned above, TfL and the Mayor have outlined Vision Zero, which aims to eliminate deaths and serious injuries on London's streets by 2041. In order to deliver this aspiration, and to deliver draft London Plan policy T2 which aims to reduce road danger, it is recommended that the applicant contributes towards funding road safety improvements in this area. TfL has also launched the Healthy Streets Approach, which aims to improve air quality, reduce congestion and make attractive places to live, work and do business. There are ten Healthy Streets indicators which put people and their health at the heart of decision making, and aim to result in a more inclusive city where people choose to walk, cycle and use public transport. The applicant should demonstrate how they will deliver improvements that support the ten Healthy Streets indicators, in line with draft London Plan policy T2. It is not clear what the development currently does to deliver improvements in line with the Healthy Streets approach, and the above recommendation could help to deliver improvements against the 'easy to cross' and 'people feel relaxed' indicators.

Car Parking

A total of 34 parking spaces for staff and visitors are proposed on site, which is considered to be an overprovision and therefore, this level should be reviewed in line with draft London Plan policy. The

site is currently subject to a Certificates of Lawful Use and Development (CLEUD) for a range of uses including open storage, plant hire, vehicle parking and ground contracting. TfL consider that the proposal represents a B8 use and therefore, car parking should be restricted towards the maximum standards for this use. The draft London Plan states that applications for B2 and B8 employment uses should have regard to B1 office standards, outlined in Policy T6.2, and take into account the significantly lower employment density in such developments. Policy T6.2 outlines that the maximum provision should be up to 1 space per 100m², equating to a maximum provision of 13 spaces. No justification has been provided as to why the proposed level of car parking is required, and this should be demonstrated to ensure there is no excessive provision.

Cycle Parking

No details on the level of cycle parking has been provided and sufficient provision, in line with draft London Plan policy T5, should be provided. At least 3 long-stay and 2 short-stay cycle parking spaces should be provided in a secure location, close to building entrances. Given the proposed number of employees on site, it is considered that cycle parking should be provided above these levels in order to promote active travel to the site. Furthermore, end of journey facilities such as showers, lockers and changing facilities should be provided to further promote active travel.

Trip Generation

The trip generation has been calculated using existing site surveys, for which a sensitivity test has been carried out using the TRICS database. This is considered to be an acceptable approach. This assessment therefore estimates that over a 24 hour period, the site generates a total of 202 two-way movements. As a result of the development proposals, the site trip generation is not expected to increase.

Deliveries and Servicing

No delivery and servicing details have been provided as part of the application, however given that the trip generation assessment has been calculated using manual surveys, it is likely that this incorporates delivery and servicing movements on site. Nonetheless, a Delivery and Servicing Plan (DSP) should be produced in accordance with TfL best practice guidance, and this requirement should be secured by condition on any consent. DSPs consist of a range of tools, actions and interventions aimed at reducing and re-timing deliveries, redefining building operations and ensuring procurement activities account for vehicle movement and emissions.

Travel Planning

It is noted that the site will operate 24/7 and therefore a workplace travel plan should be produced and secured by condition on any consent. This should include measures such as car sharing or incentives to encourage less car use and more sustainable travel. This would reduce vehicular trips to and from the site in line with London Plan aspirations for sustainable travel and air quality improvement.

Demolition and Construction

A Construction Logistics Plan should be submitted to the London Borough of Hillingdon and 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.

Mayoral Community Infrastructure Levy (MCIL)

The Mayor of London has introduced his Community Infrastructure Levy (MCIL) on 1st April 2012 to help implement the London Plan. The Mayor has arranged boroughs into three charging bands. The proposed development is located in the London Borough of Hillingdon, where the charging rate is £35 per square metre of floorspace. In June 2017, the Mayor published proposals for an MCIL2. This would be levied from April 2019 and would replace both MCIL and Crossrail S106 contributions scheme.

Summary

To conclude, the applicant should address the following issues, in order for the development to become acceptable in strategic highway terms:

- Current access arrangements should be reviewed in order to ensure pedestrian safety at the site access;
- Visibility splays from the site access should be provided;
- Funding towards road safety improvements to ensure safety at the site access should be secured;
- It should be demonstrated how the development delivers improvements in line with the Healthy Streets Approach;
- Car parking should be reduced towards draft London Plan standards;
- Cycle parking should be provided to at least the minimum standards outlined in draft London Plan policy T5;
- DSP, CLP and Travel Plan to be secured by condition.

TFL - Further comments dated 29.05.19

We are satisfied that the condition is sufficient at this point, and would expect that at detailed design stage the access is designed to industry standards. We would like to see a footway extending from Shepiston Lane into the site to provide safe access to the buildings by foot or cycle. A plan should be provided at reserved matters stage showing the footway access arrangements and swept paths showing that sufficient carriageway width is maintained to allow access by vehicles accessing the site.

(OFFICER COMMENT: The details requested are contained within the Heads of Terms and suitable worded planning conditions)

METROPOLITAN POLICE

This is only a outline planning application, I do not object but do request a condition is attached that Secure By Design (SBD) accreditation is achieved. This will ensure appropriate security measures are installed, such as the doors, windows and perimeter provide the minimum level of resilience to crime. This is easily achievable by this site.

(OFFICER COMMENT: A suitably worded condition is proposed to be added)

THAMES WATER

Waste Comments

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimise the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

Water Comments

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

HIGHWAYS ENGLAND 29-01-19

Highways England will be concerned with proposals that have the potential to impact on the safe and

efficient operation of the SRN. In this case, principally the M4, in particular Junction 4.

We have read through the documents provided and we have some concerns. We have listed the additional information we require below.

The Transport Assessment does not assess the net impact of the development on the network at its peak hours e.g. 8-9am and 5-6pm. Please could a net impact traffic assessment be made for these hours.

There is no mention of the impact of the development on the SRN. This area of the network is highly congested and there is a high level of new development coming forward. It needs to be made clear what the potential impact of this development could be on the SRN.

Currently, the Transport Assessment does not provide enough evidence for us to make a full assessment on whether the development has a severe impact on the SRN and therefore further information should be provided that will enable us to make an assessment as to whether the proposals materially affect the safety, reliability and/or operation of the SRN. Without a full understanding of the potential traffic impacts of the development, there is insufficient information for us to be satisfied that the proposals will not materially affect the safety, reliability and/or operation of the SRN (the tests set out in DfT C2/13 para 10 and DCLG NPPF para 32).

I trust that the above is of assistance and would be grateful if you could pass the above comments to the applicant and their consultants for further consideration and reply. This email does not constitute a formal recommendation from Highways England.

Accordingly, we formally request that your authority refrains from determining this application, (other than refusal) until such time as we have received and considered all the requested information. Once we are able to adequately assess the above and its potential impact on the SRN, and this has been agreed with the developer, we will provide you with our final formal response.

If, in the meantime, your authority wishes to determine the application, please let us know and we will provide you with a formal response based on the information available at that time.

We look forward to receiving the additional information in due course.

HIGHWAYS ENGLAND -Further Comments 08-05-2019

Referring to the notification of a planning application dated 9 January 2019 referenced above, in the vicinity of the M4 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we have no objection.

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.

HEATHROW SAFEGUARDING

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 condition/s detailed below:

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' attached * See paragraph below *

*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 or and Rural Affairs Department (SGERAD) before the removal of nests and eggs.

The Bird Hazard Management Plan shall be implemented as approved on completion of the development 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 development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Submission of Landscaping Scheme

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.aoa.org.uk/policy-campaigns/operations-safety). These details shall include:

- the species, number and spacing of trees and shrubs
- details of any water features

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

We will need to object to these proposals unless the above mentioned conditions 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-campaigns/operations-safety/>

Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>

(OFFICER COMMENTS: The conditions requested would be added)

GLAAS

Recommend No Archaeological Requirement

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 application does not lie within an archaeological priority area and as indicated by the applicant's archaeological desk-based assessment is unlikely to cause harm given the land use history and modest scale of the proposals.

No further assessment or conditions are therefore necessary.

Internal Consultees

FLOOD WATER MANAGEMENT OFFICER

Initial Comments:

The proposals to replace two existing buildings with two of the same footprint it is argued by the applicant's consultant Mott MacDonald that no drainage is required on this site.

The Frogs Ditch which actually runs through this site is identified in the proposals as the southern Thames Water sewer connection. This should be opened up along the southern boundary connecting into the watercourse to the east, reducing the exclusion zone needed on the site, and increasing the space for water. This is a critical area for the Council, the catchment flowing to this area contributes to flooding problems downstream.

Therefore any proposals on this site must provide appropriate sustainable drainage within the site controlling run off to green field rates in accordance with government guidance and standards as well as the Local Plan.

There is no mention of invasive species within this application acknowledging the Japanese Knotweed previously found close to the western border, which should be shown clearly to be managed through an appropriate plan, and to provide satisfaction that the proposals do not make the situation worse.

(OFFICER COMMENT: Following discussions with the agent the Drainage Strategy has now been amended and states a commitment to implement a SuDs based system on site. Furthermore the document lists the types of systems which are to be considered at reserve matters stage and therefore a condition is imposed to secure these details. As such the Drainage Strategy has now been amended to include further commitment to the use of permeable draining methods.)

ACCESS OFFICER

Any approval at this outline stage should convey to the applicant/agent the requirement to ensure the buildings would be fully accessible to disabled people, including wheelchair access to all floors above ground. Inclusive design should be considered from the outset to ensure that the eventual service provider and/or employer can meet their obligations imposed by the Equality Act 2010. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people. Any subsequent full planning application should be supported by a detailed Design & Access Statement, demonstrating how the principles of access and inclusion have been integrated, and to which standards the proposal has been designed. Conclusion: acceptable

TREES AND LANDSCAPES OFFICER

This site has a history of commercial uses and is currently occupied by lorries, plant and other vehicles associated with storage and distribution. A brownfield site, it currently benefits from a Certificate of Lawfulness. The site is generally flat with gravel hard-standing and five buildings / sheds in various states of disrepair. At the northern end a crude weed-infested bund of 3-4 metres in height separates site 2 (the north section) from an area of open grassland which acts as a spatial buffer between the site and the residential area of Pinkwell Lane, to the north. The east boundary is defined by fencing with agricultural (arable) land to the east. The southern boundary has a remnant hedge and access point onto Shepiston Lane. To the west lies Cherry Lane Cemetery. This boundary is defined by a sparse hedgerow with trees. In the past couple of years an intensification of activity and the removal lengths of residual hedgerow has been noted along the east boundary. The land lies within the Green Belt - a designation which seeks to restrict inappropriate development and prevent urban sprawl - except where special circumstances can be supported. There are no TPO's or Conservation Area designations affecting the site.

COMMENT

The site has been the subject of pre-application meetings and previous applications, including ref. 2017/2230, which was withdrawn. An Arboricultural Report, by Mott Macdonald, dated February 2017 (revised December 2018), has been submitted. The survey identified and assessed 5 individual trees and 8 groups, most of which are situated along the south and west boundaries - including off-site trees on the east boundary which influence, or may be influenced by, the site. The executive summary confirms that there are no 'A' grade trees on the site, however, there are 2 individual trees (T1 and T3) and 2 groups (G2 and G7) which are considered 'B' category - whose condition and value constitute a constraint on development. These trees can, and will, be retained. Three individual trees and one tree group (C grade) will be removed to enable the development and seven tree groups will require some pruning / management. The report includes a tree protection plan and temporary protective barrier detail. The planning statement (5.30) and D&AS (3.9 - 3.13) confirm that additional planting will re-inforce the south and west boundaries. This is confirmed on Mott's dwg. No. MMD-372345-C-DR-00-XX-2004. There is no reference to Hillingdon' policy BE38 and no proposal to enhance the north or east boundaries. No reference is made to Japanese Knotweed - a non-native invasive species which was previously identified on the site and requires a programme of chemical eradication? The demolition of one of the buildings on the west (cemetery) boundary will leave a vulnerable gap in the existing fencing. This should be 'plugged' with a 2.4metre high security fence. In addition to the proposed shrub planting on the west boundary there are gaps in the tree cover at a higher level which could be filled with additional tree planting.

RECOMMENDATION

This submission only partly addresses the landscape and visual impact of this development. Additional detail is required to ensure that the south and west boundaries are secure and the hedgerow / trees effectively re-inforced. - These details could be secured through post-

commencement conditions COM9 (parts 1,2,4 and 5) and COM10. The proposals continue to provide no landscape enhancement of the north and east boundaries - contrary to policy BE38. If Japanese Knotweed is still present on the site, the landowner has a duty to eradicate it and prevent its spread to neighbouring land.

WASTE: 21-01-19

It is not clear what the current waste and recycling arrangements for the site are. However, as the application proposes minimal changes and the site is designed for access to large vehicles and plant machinery, I have no concerns regarding access for future waste and recycling collections.

11-02-19

Suitable for waste and recycling requirements

HIGHWAYS ENGINEER

The development site is located along Shepiston Lane, Hayes which is part of the Council's Classified Road Network and bounds the M4 to the south. Towards the west Shepiston Lane intersects to the A408 which in turn connects to junction 4 of the M4 and Hayes to the east via the A437. Within the vicinity of the site the road is subject to a 40mph speed limit and benefits from pedestrian footways, street lighting and centreline road markings.

You will be aware that this application seeks outline planning consent for the redevelopment at Frogs Fitch Farm which comprises the demolition of 5 existing buildings measuring 1,403sqm in order to accommodate two warehouses measuring 1,339sqm as outlined within the submitted Transport Assessment, thus providing a net reduction of 64sqm. The site is currently categorised as Use Class B8 (Storage and Distribution) and this will remain as such post implementation.

This section of Shepiston Lane has experienced recent pedestrian fatalities which has led to a heightened focus on the safety of pedestrians using this busy connector route linking the M4 motorway and Hayes Town Centre. There is a range of frontages along this part of the road including a fuel filling station and convenience store on the opposite side of Shepiston Lane to the applicant's site. As all the other frontages become more highly activated, there is a concern that pedestrian activity and associated risk to those crossing Shepiston Lane in this area will increase.

Because of the nature of the road and traffic speeds, it is considered likely that the only viable means of enhancing road safety for pedestrians crossing between the Frogditch Farm side of Shepiston Lane and the other will be a signal controlled pedestrian crossing. Further study will be required including the necessary detailed design and estimation of costs.

It is considered reasonable to ask the developer to make a real and substantive cost towards the provision of such a facility, but at the same time recognised that not all of these costs should fairly be drawn from the developer of this site alone. For this reason, the recommendation is made that a highways contribution of 30% towards the costs of a new pedestrian crossing be sought in anticipation that the Council, as Highways Authority, will seek additional funding, such as S106 funding or the Mayor of London's 'Vision Zero' programme.

In order to ensure that such funds as are made available for this crossing from the Frogditch Farm development are utilised for such a measure, it is suggested that a reasonable time limit of five years be used, after such time, should the crossing not have been created, the funds would be returned to the applicant.

Having reviewed the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site includes a PTAL rating of 0 which on a scale of 0 - 6b (6b being the best) is indicated as 'worst'. The only bus route operating along Shepiston Lane is the

698 school service.

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.

When considering the quantum of development and in accordance with the London Borough of Hillingdon's currently adopted UDP standards, it is required that 15 parking spaces be provided to accommodate the proposals. The emerging DMT6 Policy however would require a more substantial provision at 29 parking spaces.

The submissions depict 34 spaces within the confines of the site thus providing an overprovision. I would therefore request that onsite parking provision to be reviewed and in accordance with the emerging policy DMT6.

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. It is therefore required that 3 spaces be allocated for this purpose. The submissions show that 9 spaces will be assigned to blue badge holders and this is welcomed.

Electrical Vehicle Charging Points

Provision for electrical vehicle charging points should be provided in accordance with the London Plan standards which require 20% active spaces and a further 20% as passive spaces. 6 spaces should be provided as active provision and a further 6 should be assigned as passive. I trust you as the Local Planning Authority will secure this by way of condition.

Cycle Parking

With regard to cycle parking, this should be in accordance with Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) minimum standards which require 3 secure and covered spaces. Whilst this has not been demonstrated within the submissions, this can also 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.

In order to determine the level of trips associated with the site, Manual Classified Turning Count surveys were undertaken at the Shepiston Lane priority junction and access. The results show that the site currently generates 122 movements per day with 62 arrivals and 60 departures. The peak operational hours of the site were highlighted between 06:00-07:00 hours with 12 'all vehicle types' leaving the site and 12:00-13:00 hours with 11 'all vehicle types' entering the site.

The Transport Assessment notes however that the network AM peak hour along Shepiston Lane takes place between 08:00-09:00 hours with the PM peak between 17:00-18:00 hours.

A further exercise has been undertaken in order to establish trip rates through an interrogation of the TRICS (Trip Rate Information Computer System) database with reference to three comparable

sites. The assessment highlights that the site will generate in the region of 79 two-way movements during a 12 hour period (07:00-19:00 hours) with 10 movements in the AM peak (08:00-09:00 hours) and 12 movements in the PM peak (17:00-18:00 hours).

It is therefore deemed that the surveys undertaken at the existing (operational) site are based on a worst case scenario and are considered robust. The Highway Authority is therefore satisfied that the proposals will not result in significant adverse impact to the surrounding highway network.

It should be noted that the site benefits from an unrestricted Certificate of Lawfulness which enables the site to be in operation during a 24 hour period. However, given that the proposals would not give rise to an increase in the level of trips compared to that currently associated with the site, an objection on this basis would be difficult to sustain at an appeal scenario.

Access Provision

The site is currently accessed off Shepiston Lane through an industrial sized access point along the western section of the site frontage. Entrance gates are set back a sufficient distance in order to enable associated vehicles to pull off the highway without causing instances for potential rear end shunts.

Given that proposals seek to replace the existing floor space and that there is no significant increase in the level of traffic movements therefore giving rise to an intensification of the existing access, no alterations are proposed.

Service and Delivery Provision

The applicant should be made aware that an updated Delivery and Servicing plan (DSP) will be required which should consist of a range of actions and interventions which aim to reduce and control the number of deliveries to and from the site. The DSP should be produced in accordance with TfL's best practice guidance. This should be secured by way of condition.

Work Place Travel Plan

A Work Place Travel Plan should also be provided which sets out the framework and strategy by which the proposed commercial/industrial units can seek to encourage and enable sustainable modes of travel. This should also be secured by way of an appropriate legal binding (S106) agreement or suitable planning condition.

Construction Management Plan

Prior to the implementation of the works, a full Construction Management Plan is required and is 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 qualified banksman, on-site loading/unloading arrangements and parking of site operative vehicles).

Conclusion

Mindful of the above, I do not have any objections to this application subject to the above mentioned conditions being included in any consent that you may grant.

CONTAMINATED LAND

Following our telephone conversation on Friday, I confirm that I have now reviewed the following report:

Frogs Ditch Farm, Phase 1 Desk Study; dated 10 December 2018; Produced by Mott MacDonald Ltd.

I have no objection to the above outline planning application, subject to conditions relating to land affected by contamination.

AIR QUALITY

The application site is within the M4 Corridor Focus Area and is predicted to generate at least a total of 202 two-way annual average daily traffic (AADT) movements / day on the adjoining highway. A Focus Area is a hot spot where several exceedances to the annual mean limit value for nitrogen dioxide are observed and where air quality improvements should be sought. The total air pollution emissions arising from the operation of the development, if not removed or offset by other contributions, would amount to an air quality damage cost of £83,165. Therefore, a targeted operators travel plan is required to minimise and reduce the vehicle emissions associated with the development. The conditions below should be sought which aim to reduce the impact of the construction phase and the operational phase.

CONDITION AIR QUALITY - NRMM - CONSTRUCTION PHASE

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

Reason: The London's Low Emission Zone for non-road mobile machinery shall be complied with as per requirements as of 1st September 2015. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

Condition Air Quality - Operator's Travel Plan (B8 use)

No development shall commence until an Operators Travel Plan (OTP) has been submitted to and approved in writing by the Local Planning Authority. The OTP shall be required of the occupiers of the new proposed use and include the following components in detail and with a plan of implementation associated with each of them. It shall include:

- 1) Any captive fleets and services (which are manageable via contractual procedures) associated with the operation of the proposed B8 use to be Euro 6/VI or cleaner or have implemented retrofitting devices that will enable compliance with such Euro standards;
- 2) Mechanisms for discouraging high emission vehicle use and encouraging the uptake of low emission fuels and technologies. This will include making provision of heavy-duty electric vehicle fast charging bays which will supply at least 20% of total HGV usage
- 3) HGVs and LGVs traffic routing shall avoid residential areas;
- 4) A clear and effective strategy to encourage staff to a) use public transport; b) enter car share schemes; c) purchase and drive to work zero emission vehicles; This is to include:
 - a Welcome Pack available to all new staff online and as a booklet, containing information and incentives to encourage the use of sustainable transport modes;
 - Eco-driver training and provision of eco-driver aid to all staff
 - Car club provision within development or support given to local car club/eV car clubs
 - Designation of parking spaces for low emission vehicles

- Adequate provision of secure cycle storage; offer season ticket loans to staff; and offer tax-free loans to allow for the purchase of cycle for travel to work, or sign up to the government's cycle to work scheme
- Differential parking charges depending on vehicle emissions for staff
- Public transport subsidy for employees

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), and London Borough of Hillingdon Air Quality Action Plan 2024.

(OFFICER COMMENT: The applicant has agreed to incorporate improvements to air quality through compliance with the above condition therefore the damage costs are no longer sought.)

SUSTAINABILITY 17-05-19

1 Energy- - No energy assessment has been provided. The development is therefore not shown to be policy compliant as it does not meet the CO2 reduction targets of the London Plan (Policy 5.2).

2 - Ecology - I have no objections to the proposed development and consider the detailed surveys are appropriate to the site and surroundings and the conclusions appear reasonable. Notwithstanding that, the development will have an impact on biodiversity in general and no net loss should be considered a minimum with opportunities to enhance to be considered at the detailed stage.

SUSTAINABILITY 04-06-19

I do not accept the justification provided in the statement on energy. The application is for 1,402 m2 of B8 use. This makes it a) easy to work out the baseline energy demand and associated emissions, and b) assess the types of features required to achieve the 35% reduction target - for example through the use of xxm2 of PV panels.

The development as proposed is not policy compliant.

However, if the intention is to approve the application, the development can be conditioned to be policy compliant through the following:

Condition

Prior to commencement of development, an energy assessment showing the development will achieve a 35% reduction in CO2 emissions from a building regulations compliant baseline development shall be submitted to and approved by the Local Planning Authority. The assessment shall follow the London Plan energy assessment guidelines and meet the requirements of Policy 5.2 of the London Plan. The assessment shall incorporate full specifications of any low and zero carbon technology to be used including their location within the development (elevations, roof plans etc... as necessary). The development must proceed in accordance with the approved plans.

Reason

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

Please note this is a pre-commencement condition as some energy solutions require below ground works. The failure to consider this in even broad strategic terms renders the need to keep all options open prior to commencement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

GREEN BELT

The application site is within the Metropolitan Green Belt.

The NPPF states that the fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence. The Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas
- b) to prevent neighbouring towns merging into one another
- c) to assist in safeguarding the countryside from encroachment
- d) to preserve the setting and special character of historic towns
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- i. buildings for agriculture and forestry
- ii. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it
- iii. the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building
- iv. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces
- v. limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan
- vi. limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special

circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance"

Local policy, Policy EM2 'Green Belt, Metropolitan Open Land and Green Chains' of Hillingdon's Local Plan: Part 1 - Strategic Policies (Nov 2012) explains that the Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains and that development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.

Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) restricts development of Green Belt land to predominantly open uses, however it specifically states that limited infilling or redevelopment of major existing development sites is considered appropriate.

Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) states that within the Green Belt, where development proposals are acceptable in principle in accordance with the above policy, comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives will be sought.

Policy OL4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) states that the Council will only permit the replacement or extension of buildings within the green belt if the development would not result in any disproportionate change in bulk and character of the original building; the development would not significantly increase the built up appearance of the site; and the development would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

Whilst the development of new buildings within the Green Belt is not normally considered acceptable, consideration should be given to whether or not the proposal meets the requirements of the 'very special circumstances' test within the NPPF. The site presently benefits from Certificates of Lawful Use and Development (CLU) for a range of uses including open storage, plant hire, vehicle parking and ground contracting. The site was entirely developed between 1975 and 1985 and a number of buildings still remain from this development and are now considered to be lawful. The current built form comprises of a number of commercial/industrial buildings, mostly of brick construction with tiled or metal roofs. The buildings are clustered around the central and western side of the site and are in a very poor state of repair.

Given the CLU which has been granted and the current dilapidated state of the existing built form, the proposal presents an opportunity to improve the character and appearance of the site and its appearance within its Green Belt setting. The quantum of new floor space proposed through the replacement buildings is identical to the existing buildings on site (1,402.9 sqm) therefore, any new building/s would not be materially larger than the existing. Furthermore the supporting documents state that the proposed building/s would be no greater in height than that of the existing buildings and the new floor-space would be sited further south towards the highway thus reducing the potential impact to the openness of the wider Green Belt.

In this instance it is considered the applicant has provided sufficient justification for why the proposal meets the criteria set out in the NPPF(2019).

The GLA have also confirmed and concluded that the proposals do not result in a greater

impact upon the openness of the Green Belt.

7.02 Density of the proposed development

Not applicable to this application.

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

The application site does not fall within a conservation area, area of special local character nor are there any listed building within the curtilage of the site.

The applicant has submitted a desk based archaeological assessment which suggests that the site falls within an archaeological priority area. However, GLAAS (Greater London Archaeological Advisory Service) has confirmed the site does not fall within such an area and given the land use history and modest scale of the proposals, it is unlikely to cause harm so that no further assessment or conditions are necessary.

7.04 Airport safeguarding

NATS and Heathrow Airport Safeguarding have been consulted on this planning application. Neither consultee has raised an objection to the scheme however Heathrow Airport Safeguarding have requested that any approval should be subject to conditions requiring details of a bird hazard management plan and details of landscaping to be submitted and approved by the local planning authority. They also make observations as regards use of cranes and wind turbines.

As this application is for outline planning consent with all matters reserved, the request for landscaping details will be secured at reserved matters stage for which both NATS and Heathrow Airport Safeguarded will be consulted. The other observations as regards use of cranes and wind turbines have been included as informatives within the officer recommendation.

7.05 Impact on the green belt

As set out in Section 7.01, this development is not considered to have a detrimental impact upon the Green Belt.

7.06 Environmental Impact

Addressed in other areas of this report.

7.07 Impact on the character & appearance of the area

The application is for outline consent with all matters reserved. Further details of the access, layout, scale, appearance and landscaping are to be secured by reserved matters for subsequent approval. Development within the greenbelt is found to be unacceptable unless evidence of very special circumstances can be provided. The existing built form on site comprises of 5 buildings which are in a very poor state of repair therefore the proposed scheme presents an opportunity to improve the character and appearance of the area. The parameters plan as proposed illustrates the area within the site for which the new floor space will be accommodated and the supplementary planning information states the proposed building would be no greater than the existing buildings therefore the scale and height of the development are considered to be acceptable in the context of the character of the area. The final scheme will be carefully reviewed at reserved matters stage to ensure the development is appropriate in this location.

It is therefore considered that the proposed development would result in acceptable visual impact and provide spatial characteristics which relate to the surrounding area and, as such, is in accordance with Policy BE13 and London Plan Policies 7.4 and 7.6.

7.08 Impact on neighbours

The nearest residential properties to the site are located approximately 160 metres to the north of the site. Given this distance and that the proposal would not result in an

intensification of the use of the site, the proposed development is not considered to give rise to any additional impacts on the amenities of the surrounding residential occupiers, in accordance with Policies BE20, BE21 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advise respectively that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads. Policy AM9 supports cycle provision, including the need for cycle storage provision within development schemes and Policy AM14 advises that development should accord with adopted car parking standards.

The Council's Highways Engineer has reviewed the Transport Statement and Technical Notes and has confirmed that they have no highway or transport concerns regarding the development as it does not involve an intensification of the use of the site thus there would be no increase in trip generation. However this section of Shepiston Lane has experienced recent pedestrian fatalities which has led to a heightened focus on the safety of pedestrians using this busy connector route linking the M4 motorway and Hayes Town Centre. There is a range of frontages along this part of the road including a fuel filling station and convenience store on the opposite side of Shepiston Lane to the applicant's site. As all the other frontages become more highly activated, there is a concern that pedestrian activity and associated risk to those crossing Shepiston Lane in this area will increase.

Because of the nature of the road and traffic speeds, it is considered likely that the only viable means of enhancing road safety for pedestrians crossing between the Frogditch Farm side of Shepiston Lane and the other will be a signal controlled pedestrian crossing. Further study will be required including the necessary detailed design and estimation of costs.

TfL requires the development to comply with its zero accidents strategy. In order to adhere to this, TfL has proposed alterations to the access into the site to create a segregated pedestrian and cycling access as well as the introduction of a pedestrian crossing to help improve the safety of those who use and pass the development.

The applicant has agreed to a contribution towards a new pedestrian crossing which will be secured via the section 106 legal agreement. A revised transport assessment has also been submitted which now includes a commitment to creating a segregated access for pedestrians and cyclists which will be secured via a condition. Subsequently this satisfies the concerns raised by TfL.

The proposed development would be served by 34 spaces within the confines of the site however the quantum of development suggests 29 parking spaces should be provided therefore the levels of parking will need to be reviewed during the reserved matters stage as well as where the parking spaces will be located. As such, a condition has been included to secure further parking details which would see the volume of parking spaces

reduced to 29.

Subject to the imposition of conditions and contributions towards a new pedestrian crossing, the proposals accord with Policies AM2, AM7, AM9 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

7.11 Urban design, access and security

Design and access issues raised by the proposals have been considered within other relevant sections of the officer's report.

The submitted Design & Access Statement states that the development will be built to achieve Secured by Design Certification. A condition has been attached to secure this.

7.12 Disabled access

The application is for outline consent with all matters reserved. Details of internal and external access, layout, scale, appearance and landscaping are to be finalised by reserved matters for subsequent approval. The Council's Accessibility Officer has reviewed the submitted details and confirmed that they have no objection to the proposed outline application subject to a condition pertaining to a scheme which demonstrates how the principles of access and inclusion have been integrated. The requested condition will be imposed as requested.

7.13 Provision of affordable & special needs housing

Not applicable to this application

7.14 Trees, landscaping and Ecology

LANDSCAPING

The application is for outline with details of internal & external access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval. The submitted landscape master plan and supporting documents written by Mott MacDonald identified a number of trees on site most of which are located along the south and west boundaries. Whilst there are no grade A trees on site there are a number of grade B trees which make a positive contribution to the site and its green belt setting therefore should be retained. The supporting information indicates 3 individual and one tree group (grade C) will be removed to enable the development with a number of tree groups requiring some form of pruning. The supporting documents demonstrate reasonable tree protection methods for which the Council's Landscape Architect has agreed are acceptable.

The submitted parameter plan illustrates the retention of the established mature landscaping belt to the south of the application site. Whilst some trees would be lost as part of the development these trees are deemed low quality 'C' grade trees that are not worthy of special protection. The Council's Landscape Architect has reviewed the submitted details and raised no objections to the proposal subject to the attachment of appropriate conditions.

ECOLOGY

The applicant has submitted a 'Preliminary Ecological Appraisal' and further survey evidence relating to reptiles and bats in support of the application. The report confirms that there is low potential for the presence of protected species on site. Notably, whilst it does recommend the carrying out of further surveys, the Council's Sustainability Officer has advised that this is a very precautionary approach and cannot be justified given limited likelihood that protected species are present. Accordingly, no objection has been raised subject to a condition requiring the provision of ecological enhancements to the site should

planning permission be granted. This condition forms part of the Officer recommendation.

7.15 Sustainable waste management

The application is for outline consent with all matters reserved. Details of internal and external access, layout, scale, appearance and landscaping are to be finalised by reserved matters for subsequent approval. The Councils Waste Strategy Officer has raised no objection to the scheme and is happy details relating to waste management to be secured via a condition. Therefore the location and size of waste/recycling areas and bin stores plus details of collection would be resolved at reserved matters stage.

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. However if this cannot be achieved, then a cash in lieu contribution will be sought.

The application is for outline planning consent with all matters reserved thus no detailed Energy and Sustainability Statement has been submitted in support of the proposal.

Given the outline nature of the application and the fact that the final design / specification of the new building(s) will not be determined until the reserved matters detailed design stage, the potential to incorporate energy efficiency measures is currently unknown. Whilst initial concerns were raised by the Councils Sustainability Officer this is a matter that will be explored as part of the detailed design of the final scheme and will, therefore, be dealt with at the reserved matters stage. A pre-commencement condition has been included which requires the applicant to submit a energy assessment which will achieve a 35% reduction in CO2 emissions from a building regulations compliant baseline development in line with the London Plan energy assessment guidelines.

7.17 Flooding or Drainage Issues

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 site does not fall within a Flood Risk area. However, the submitted Drainage Strategy states that two culverts are located beneath the site which combine together to discharge into an open watercourse along the eastern boundary. There is also an existing watercourse to the east of the site which flows into a man made ditch along the south east boundary until it meets the River Crane. Furthermore the report states that the proposed development does not present an increase in impermeable area and as the footprints of the buildings will match those of the existing, no further drainage works are required to be undertaken.

The Flood and Water Management Officer stated that the site falls within a critical area and that the catchment flowing to this area contributes to flooding problems downstream therefore the proposal should include an appropriate sustainable drainage plan which accords to both government and local policies.

Following discussions with the agent the Drainage Strategy has now been amended and states a commitment to implement a SuDs based system on site. Furthermore the document lists the types of systems which are to be considered at reserved matters stage and therefore a condition is imposed to secure these details. As such the Drainage Strategy has now been amended to include further commitment to the use of permeable

draining methods.

7.18 Noise or Air Quality Issues

NOISE

It is noted that the GLA have requested a full noise assessment. However the vehicle movements associated with the proposed development are not predicted to increase from the movements which exist at the site which negates the need for a noise assessment.

There is a potential that plant and equipment on the future development may have an increased impact on noise levels but this is a matter which can and would be controlled by a suitably worded condition.

AIR QUALITY

It is also noted that a Air Quality assessment has been requested by the GLA, however the Councils Air Quality Officer has assessed the submissions made and concluded that subject to the imposition of suitable conditions securing a targeted operators travel plan is required to minimise and reduce the vehicle emissions associated with the development, the proposals are acceptable.

7.19 Comments on Public Consultations

As above in the consultation section of this report

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).

(i) A highways contribution of 30% towards the total costing of a new pedestrian crossing within close proximity to the application site. Should the local authority be unable to secure funding for the further 70% or fail to implement the proposal for a new pedestrian crossing within 5 years. the monies contributed shall be returned to the applicant.

(ii) 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.

(iii) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The proposed development is liable to Mayoral and LBH CIL charges and, as such, a CIL Liability Notice will be issued in order to secure the relevant contributions.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

Not applicable

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 is for outline planning consent with all matters reserved. Details of internal & external access, layout, scale, appearance and landscaping would be reserved matters for subsequent approval. The Outline application is for the erection of a building/s to provide 1,409 sqm of floor space for B8 use (existing use retained).

The application site is located within the green belt therefore development is not usually permitted unless very special circumstances can be evidenced. The proposed development would be constructed on a previously developed site within the green belt which benefits from a CLU for B8 open storage use. The supporting documentation states there to be no intensification of the use of the site given the fact the the proposed floor space is no greater than the existing arrangement.

The applicant has agreed to make changes to the access of the site to resolve the concerns raised by TFL and the Councils Highway Officer. Details relating to internal access, layout, scale, appearance and landscaping are to be determined at reserved matters stage, however the application includes indicative details of how such a proposal could be delivered.

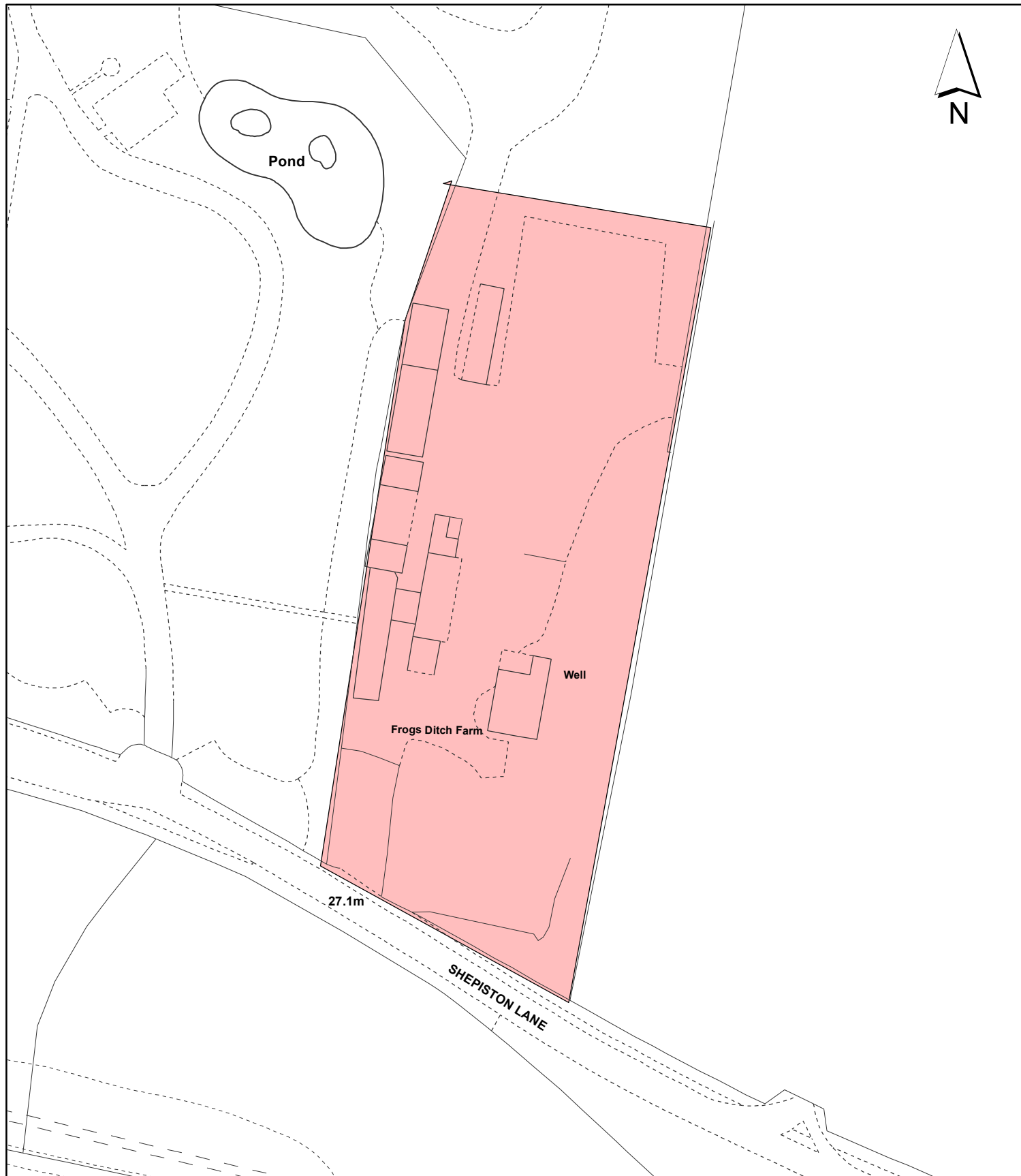
The application provides an opportunity to improve the existing built form on site which is in a very poor state of disrepair and subsequently the view of the site within its green belt setting could also be improved. It is therefore recommended that the application be approved subject to the attachment of conditions and an appropriate S106 Legal Agreement.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (March 2016)
National Planning Policy Framework (January 2019)

Contact Officer: Christopher Brady

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

Frogditch Farm

Planning Application Ref:

10181/APP/2018/4485

Scale:

1:1,250

Planning Committee:

Major Page 209

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address THE CRANE PH WATERSPLASH LANE HAYES

Development: Redevelopment of the site to include the demolition of existing buildings (Use Class A3/A4) and replacement with a part 4-storey, part 3-storey and part 2-storey building comprising 27 (10 x 1 bedroom, 13 x 2 bedroom and 4 x 3 bedroom) self-contained units (Use Class C3) access and car parking with associated works (Re-consultation on amended site location plan)

LBH Ref Nos: 11026/APP/2018/3361

Drawing Nos: 17.2315.113 Rev. P3
17.2315.112 Rev. P3
17.2315.111 Rev. P7
17.2315.104 Rev. P5
17.2315.103 Rev. P10
17.2315.101 Rev. P9
17.2315. 100 Rev. P10
17.2315. 105 Rev. P5
17.2315. 108 Rev. P10
17.2315.109 Rev. P3
17.2315.110 Rev. P1
Drainage Assessment
Design and Access Statement
Ecology Report
Preliminary Geo environmental Assessment
SRE Energy and Sustainability Statement
Condition and Remedial Report
Arboricultural Impact Assessment Ref:181005
Transport Statement
Framework Travel Plan
Noise Impact Assessment
Drainage Strategy and Flood Risk Statement
Planning Design Access Statement
Air Quality Assessment
17.2315.102 Rev. P9
17.2315.106 Rev. P1
17.2315.107 Rev. P1

Date Plans Received:	17/09/2018	Date(s) of Amendment(s):	20/09/2011
Date Application Valid:	17/09/2018		28/11/2018
			20/09/2018
			12/06/2019

1. SUMMARY

The application seeks permission for the redevelopment of the site to provide a part 2, part 3 and part 4 storey building comprising 27 self contained flats (10 x 1 bed, 13 x 2 bed and 4 x 3 bed) with associated landscaping works following demolition of existing building.

The proposed development has been sensitively designed and the building is proposed to be of an appropriate height, scale and mass that would enhance the streetscene in this

location and the make improvements to the public realm through the provision of a 2m footpath running along the eastern boundary of the site linking North Hyde Road and Cranford Park. The Council's Conservation and Urban Design Team has raised no objection to the redevelopment of the site. The proposal would not result in harm to the amenity of neighbouring residents and overall the development provides good quality units for future occupants along with 1 car parking space for each unit.

The proposal is considered to accord with the Local Plan and should be approved subject to conditions and a Section 106 Legal Agreement for the reasons outlined within this report.

2. RECOMMENDATION

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

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:

1. Highways: in line with the SPD and depending upon the views of the highways engineer any and all highways works will be required to be met by the applicant, including s278 works to include a 2m footpath along the eastern boundary of the site between North Hyde Road and Cranford Park unless otherwise agreed in writing by the highways engineers.

2. Affordable Housing to include the following:

- 3 x 2 bed London Affordable Rent
- 2 x 1 and 1 x 2 bed Rents at Local Housing Allowance rates
- 1 x 2 bed and 2 x 3 bed units as Shared Ownership.

3. Affordable housing review mechanism

4. Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.

5.£20,000 towards improvements of the Watersplash entrance to Cranford Park including signage, security and street lighting.

6. Carbon Off-set contribution in the sum of £33,732

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 £20,982

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 17-09-18 or any other date that may be agreed by the Head of Planning, Regeneration and Transportation, 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 Head of 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 referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

17.2315.113 Rev. P3
17.2315.112 Rev. P3
17.2315.111 Rev. P7
17.2315.104 Rev. P5
17.2315.103 Rev. P10
17.2315.101 Rev. P9
17.2315. 100 Rev. P10
17.2315. 105 Rev. P5
17.2315. 108 Rev. P10
17.2315.109 Rev. P3
17.2315.110 Rev. P1
17.2315.102 Rev. P9
17.2315.106 Rev. P1
17.2315.107 Rev. P1

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012), emerging Local Plan: Part Two (2019) 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:

Drainage Assessment
Ecology Report
Preliminary Geo environmental Assessment
SRE Energy and Sustainability Statement
Condition and Remedial Report
Arboricultural Impact Assessment Ref:181005
Transport Statement
Framework Travel Plan
Noise Impact Assessment
Drainage Strategy and Flood Risk Statement
Planning Design Access 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 the development complies with the provisions of the Hillingdon Local Plan (November 2012), emerging Local Plan: Part Two (2019) and the London Plan (2016).

4 COM6 Levels

Prior to commencement of 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 of the Hillingdon Local Plan (November 2012) and Emerging Policy DMHB 12 of the Local Plan: Part Two (2019).

5 COM7 Materials (Submission)

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

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012) and Policy DMHB 11 of the

emerging Local Plan: Part Two (2019).

6 RES9 Landscaping (including refuse/cycle storage)

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

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage (to include details of level access, ventilation and maintenance schedule)
- 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position
- 2.c Car Parking for 27 cars (including demonstration that parking spaces are served by 5 active electric vehicle charging points and 5 passive electric vehicle charging points and 3 accessible car parking spaces) and a minimum of 1 motorcycle parking spaces.
- 2.d Hard Surfacing Materials (including permeable paving)
- 2.e External Lighting
- 2. f waste storage and access

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Local Plan (November 2012), Policy DMHB 14 of the emerging Local Plan:Part Two (2019) and Policies 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (2016).

7 RES11 Play Area provision of details

Prior to commencement of above ground works, details of safe and secure play areas for children, including maintenance responsibilities, shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the play areas and rooftop amenity areas shall be provided prior to the occupation of any unit within of the development and maintained in accordance with the approved details for the life of the development.

REASON

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

8 NONSC Energy

Prior to commencement of above ground works, full details of the Photovoltaic Panels as required by the Energy Strategy shall be submitted and approved in writing by the Local Planning Authority. The details shall include the type of panel, the specifications including output of energy and CO2 savings, the fixing mechanisms to the roof and the maintenance regime to ensure they run efficiently. In addition, the details shall include a sun path analysis and associated commentary on the performance of the panels as per the proposed orientation and pitch. The details must demonstrate the savings set out in the energy strategy can be achieved. The development must proceed in accordance with the approved details.

REASON

To ensure the development achieves a 35% reduction in CO2 in accordance with Policy 5.2 of the London Plan (March 2016).

9 NONSC Noise

Prior to commencement of above ground works, the scheme shall include such combination of sound insulation and other measures as may be approved by the Local Planning Authority including:

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

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

REASON

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

10 NONSC Protection from Ingress of Polluted Air

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

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

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

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012), Policy DME1 14 of

the emerging Local Plan: Part Two (2019) and Policy 7.14 of the London Plan (2016).

11 NONSC Air pollution

Prior to commencement of above ground works, details of any plant, machinery and fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark and as a minimum meet the GLA emission standards for a CHP. Prior to occupation of the development, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012) and Policy DMEI 14 of the emerging Local Plan: Part Two (2019).

12 COM31 Secured by Design

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

REASON

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

13 NONSC Gate Details

Prior to commencement of above ground works, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained so long the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy BE1 of the Local Plan (Part One: November 2012) and Policy 3.8 of the London Plan (2016) and the HDAS -Accessible Hillingdon.

14 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.

(iv) No dwelling hereby approved shall be occupied until site derived soils and imported soils for the development have been independently tested for chemical contamination. 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 and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

15 NONSC Ecology

Prior to commencement of 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 and living walls and screens 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 (November 2012) and Policy DME1 7 of the emerging Local Plan: Part Two (2019).

16 RES22 Parking Allocation

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

time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy DMT 1 of the emerging Local Plan: Part Two (2019) and Chapter 6 of the London Plan (2016).

17 OM19 Construction Management Plan

Prior to commencement of above ground works, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

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

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

REASON

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

18 DIS2 Access to Buildings for People with Disabilities

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

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

19 RES15 Sustainable Water Management

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

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

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

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy DME1 10 of the emerging Local Plan: Part Two (2019) and London Plan (2016) Policy 5.12.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
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
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area

OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4 I1 Building to Approved Drawing

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

5 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 121 Street Naming and Numbering

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

8 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 - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

9 145 Discharge of Conditions

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

10 148 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

11 I60 Cranes

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

12

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

13

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

14

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

15

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

16 I70 LBH worked applicant in a positive & proactive (Granting)

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

3. CONSIDERATIONS

3.1 Site and Locality

The site was formerly occupied by the Yellow Chilli Lounge Restaurant which included a pub element (Use Class A3/A4). and before then, the premise traded as the Crane public house until 2015. The site demise extends to an area of approximately 0.225 of a hectare. It is rectangular in shape, although it widens towards its southern end, having a length of approximately 64m and a width of approximately 30m widening to approximately 40m.

The site is orientated north / south. The majority of the existing restaurant / pub building sits in the northern half of the site, although a single storey addition is located within the southern part of the site. The front part of the existing building is two-storey painted

brickwork beneath a concrete tiled, pitched roof. Single and two storey flat-roof additions have been constructed to the rear of the premises. The existing structures on site have a footprint of approximately 375 sq.m.

Bitumen surfaced parking areas are provided to the north, west and east / south-east of the property. An enclosed garden area is situated to the south and south-west. The site currently has vehicular access points off Watersplash Lane to the east and Roseville Road to the west.

The boundary with North Hyde Road consists of a low brick wall with piers, painted white. North Hyde Road is a busy thoroughfare consisting of a mix of commercial and residential properties.

To the east, Watersplash Lane is a short cul-de-sac comprising 5 terraced residential properties. Watersplash Lane leads to an extensive area of public open space and woodland to the south of the site, through which runs the River Crane and the London Loop which connects with Cranford Countryside Park to the south a pedestrian link beneath the M4.

Other than some 2/3 storey commercial properties at the North Hyde Road junction, Rosville Road to the west of the site is entirely residential. The boundary with Rosville Road consists partly of the painted low brick wall, reverting to a 1.8 metre high timber panel fence to the rear of the site.

3.2 Proposed Scheme

Original Proposal

The application that was originally submitted sought the redevelopment of the site to include the demolition of the existing building and erection of a 3.5 storey building to accommodate 27 units with associated access, refuse, cycle and car parking. The proposal was designed to reflect the arts and crafts style.

Revised Proposal

The application was revised following a meeting with the design officer. The amended plans were accepted on 22-02-2019. The proposal seeks planning permission for the following:

- A part 4, part 3, part 2 storey building to provide 27 units including (10 x 1 bedroom, 13 x 2 bedroom and 4 x 3 bedroom) which is set back from North Hyde Road by 10m.
- The proposal includes the provision of approximately 435 sq.m of private and communal amenity space;
- The proposal includes the provision of 27 car parking spaces including 3 accessible car parking spaces, 5 active and 5 passive electric vehicle charging points and 30 cycle parking spaces accessed off Roseville Road via a new dropped kerb access;
- Hard and soft landscaping including to new planting and screening; and
- The provision of a 2m pedestrian footpath on Watersplash Lane abutting the site's western boundary.

Amended Plans

Further amended plans were received in May 2019. The applicant was asked to remove

the balconies by officers and the final amended plans were received in June 2019. The proposed communal amenity space which excludes front gardens and the area of soft landscaping along North Hyde is approximately 410 sq.m.

Further to the Access Officer's request, the proposal was amended to provide details of the accessible units and 3 accessible car parking spaces are now shown on the amended plans.

3.3 Relevant Planning History

11026/APP/2018/1083 The Crane Ph Watersplash Lane Hayes

Demolition of existing buildings (Use Class A3) and replacement with a 3 storey building comprising 27x self-contained apartments (Use Class C3), new access and associated parking

Decision: 09-04-2018 Withdrawn

Comment on Relevant Planning History

There is limited relevant planning history relating to the application site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM14 New development and car parking standards.
- 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
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting

	and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th March 2019**

5.2 Site Notice Expiry Date:- **29th May 2019**

6. Consultations

External Consultees

The application was consulted on between 08-10-18 and 29-10-18. No comments or objections were received from neighbouring residents.

The application was consulted on again between 22-02-2019 and 08-03-2019. A further consultation on amended plans took place between 15-05-2019 and 29-05-2019.

1 objection was received which is summarised below:

- The proposal is out of keeping with the surrounding area. It is unsympathetic and detrimental to the amenity of the area. The proposed north elevation consists of 4 storeys along North Hyde Road with windows along this elevation that would result in direct overlooking into the private space of the houses along North Hyde Road.
- The solar panels along the properties of North Hyde Road which are used to heat the existing houses would be obliterated by the proposal.
- The monolithic is out of keeping with the area and is more akin to an industrial estate. The block

design would dominate the street scene and would be a stark contrast to the 2-storey dwellings within the local area.

- The proposal would adversely impact the amenities of the properties along Watersplash Lane and Roseville Road.
- The proposed residents would be exposed to noise and pollution.
- The proposed plans do not include dimensions for the public to gauge the size and dimensions of the proposal.
- The proposed plans give a vision of space and openness, the reality is that this area is crowded and full of commercial vehicles, noise and pollution.

Officer comment: the objections are addressed within the main body of the report.

STATUTORY CONSULTTEES

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.

Thames Water

There may be public sewers crossing or close to the development. The proposed development is located within 15m of our underground waste water assets and as such the following informative is recommended to any approval. 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.

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

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, there are no objections to the planning application, based on the information provided.

Metropolitan Police - Secured by Design

No objections to this proposal. Having reviewed the site with the applicant the site can achieve Secured By Design accreditation, and I request that this is made a condition. This condition is necessary to ensure that the appropriate physical security measures are installed for the site to be resilient to the risk of crime that it will be faced with in this area. If further rationale for this condition request please get in touch.

In terms of layout of the site I do have concerns about the green area to the north east of the block and the adjoining carpark. Owing to its location this area is susceptible to misuse, as it is at the rear it will experience little oversight and activity. With the current design of a footpath leading from the rear exit to an opening in the fence line the site is permeable, which will increase its chances of having crime. The site will also become a cut through for pedestrians, bringing non residents through this development and as this is close to the park this area may become an overspill for any

anti social behaviour related issues that are associated with the park. This design will also increase the chances of the motor vehicle crime in the carpark.

I recommend that this pathway is removed and the only external entrance to this area being from the carpark, which in essence would make it a dead end. This would mean that the perimeter would be required around to the building line of the entrance by the cycle store.

As for the perimeter treatment, the proposed 1.1m fence would keep the area open, which is beneficial, but would need to be supported with a 1m deep hedgerow of the same height (preferably with a plant with defensive properties such as pyracantha)

Internal Consultees

Waste Strategy Officer

Satisfactory for waste storage and collection requirements. 3 x 1100 litre refuse bins and 3 x 1100 litre recycling bins should be provided. The pathway from the bin store to Roseville Road should be smooth and free from steps or kerbs. A suitable latch or clasp should be fitted to the doors to enable them to be held open during the collection process. The bin store should have appropriate passive ventilators to allow air flow and to stop the build up of unpleasant odours. The ventilation should be fly and vermin proofed and near to either the roof or floor, but away from the windows of any dwellings.

Officer response: final details of waste storage are secured by way of a condition.

Flood Water Management Officer

The proposals addresses some of the pre-application comments however it should be noted, that this site is critical for the improved access and use of the nearby Cranford park. This development must be set back sufficiently to provide adequate footpath along its eastern boundary to be offered up for adoption for improved access to the park for the proposed residents and others or residents have to walk in the road.

It is not clear how the proposed drainage strategy links with the landscaping plans to integrate and maximise the most sustainable solutions. It is supported that there is landscaping forming a critical green infrastructure link round the boundary of the site this could also provide bio retention areas as well as air quality benefits it is noted that controls are proposed to limit run off to 3ls which should be made clear rather than 5ls which is also mentioned.

A clear CCTV survey will have to be undertaken as the location of connection to the Thames Water Sewer proposed does not appear to discharge to anything. There may be further comment once an opportunity to review the proposal across disciplines is undertaken. There is critical opportunity to improve the community through the redevelopment and contribution to access and reduce Antisocial behaviour through the opportunity for further tree provision on the opposite corner of watersplash lane and access on the eastern side of Watersplash Lane access by extending the footpath to the entrance of Cranford Park.

Revised comments following a review of further information provided by the applicant

The drainage proposals have not been updated to ensure that the most sustainable solution has been utilised for this new layout which should be done before the application can be approved. The water should be controlled to ideally QBAR an assumed rate of 5ls should not be assumed as flow control devices have evolved and can control much smaller flows.

Rainwater harvesting is supported with any overflows directed to the landscaped areas which could

be ditched slightly is preferable. Permeable Paving should also be utilised. In addition if the site discharges to the Thames Water sewer, the one identified on the mapping, is shown to end abruptly and it is not known where it goes, which should be established to ensure the system will work and does not cause issues to the new development.

The proposals address some of the pre-application comments however it should be noted, that this site is critical for the improved access and use of the nearby Cranford park. This development must be set back sufficiently to provide adequate footpath along its eastern boundary to be offered up for adoption for improved access to the park for the proposed residents and others or residents have to walk in the road. It is not clear how the proposed drainage strategy links with the landscaping plans to integrate and maximise the most sustainable solutions. It is supported that there is landscaping forming a critical green infrastructure link round the boundary of the site this could also provide bio retention areas as well as air quality benefits it is noted that controls are proposed to limit run off to 3ls which should be made clear rather than 5lls which is also mentioned. A clear CCTV survey will have to be undertaken as the location of connection to the Thames Water Sewer proposed does not appear to discharge to anything. There may be further comment once an opportunity to review the proposal across disciplines is undertaken. There is critical opportunity to improve the community through the redevelopment and contribution to access and reduce Antisocial behaviour through the opportunity for further tree provision on the opposite corner of Watersplash lane and access on the eastern side of Watersplash lane access by extending the footpath to the entrance of Cranford Park.

Officer comment: Details of drainage has been secured by way of a condition.

Project Manager for Cranford Park

Watersplash Lane will become a very significant entrance for Cranford Park, for cars (probably the main - or perhaps the only - entrance to the car park on the United Living site) and for walkers and cyclists (we are upgrading the paths in the park to all weather surfaces for cyclists and walkers, and linking the park with the canal towpath). We shall also be providing a children's playground at the northern end of the park. With the event programme planned too, it is anticipated that Cranford Park will become a honeypot for the Housing Zone residents, including those living in the proposed development on this site.

The bulk of this block has been steered away from Watersplash Lane, with the amenity space sited on this side and a footpath inserted, linking the housing to the gate to Cranford Park. All this is to be commended. I also note that the Design and Access Statement cites Cranford Park as contributing to the site's amenity space provision.

No objection to the application as it provides a 2m footpath leading to Cranford Park, this should be secured through S106/278. A contribution of £20,000 towards an improved access to Cranford Park, lighting, signage, CCTV and landscape improvements is required the balance of which would go towards landscaping works to open up access to this part of the River Crane, through lowering of the huge hedge alongside the main track, creating footpaths through the woods, etc.

Officer comment: The contribution has been secured through a clause within a Section 106 legal agreement.

Urban Design Officer

Changes have been requested to the layout, setbacks from North Hyde and Watersplash, general landscaping, height/ scale/ massing. Also the roof form and general materiality of the proposed scheme. These changes are required to make the proposed scheme acceptable.

With all this in mind, there are some amendments which need to be made:

1. The footpath bordering Watersplash Lane is welcomed, but it will be too narrow. As such it would pose a safety hazard for the future residents of this development as well as others visiting the park.
2. The front wing of the proposed block, which would be three storeys plus roof in height, would be much too close to Watersplash Lane, in terms of visual dominance and the lack of ability to screen it. The layout plan shows planting in the narrow gap between this corner and the pavement edge, which is unrealistic.
3. The scheme needs a tall, soft edge all the way down the Watersplash Lane boundary to distract from the height and bulk of this building. The views through the trees shown on the elevations are not realistic and cannot be obtained by visitors to the park.
4. As the scheme will benefit greatly from the upgraded Cranford Park, I would ask for a S106 contribution to pay for improvements to the park entrance.

Revised Urban Design Officer comments following the receipt of amended plans

The proposal provides a building that provides a generous set back of 10m along North Hyde. The set back along Watersplash with a footpath of 2m is welcomed. The general arrangement of the proposal has been altered and the proposal now includes generous communal amenity space and the proposal would provide an enhancement to the streetscene along both North Hyde and Watersplash Lane. The height of the proposal is considered to be sympathetic to its surrounding area and the design and materiality proposed references the Southern Electric Substation building situated to the north of the site.

Trees and Landscaping Officer

The site is occupied by a former pub and car park on the south side of North Hyde Road. It is bounded to the east by Watersplash Lane and to the west by Roseville Road. To the south the Watersplash cul-de-sac leads to public open space (Green Belt land) in the form of woodland and footpaths running parallel to the River Crane, connecting to Cranford Country Park. The southern part of the site features an area of open grassland containing a number of trees. There are no tree or landscape designations affecting the site which might constrain development.

COMMENT: This site was the subject of a pre-application submission, ref: 11026/PRC/2017/122. The current layout is similar to the previous layout with some minor amendments. Positive features include: 1. The bin and cycle stores are integral to the building envelope. 2. More generous and sustainable space / soil areas have been provided around the proposed trees. 3. Soft landscaped areas, with tree planting have been provided around the building which will benefit the local public realm (visually) and potentially contribute to local environmental quality. 4. A modest area of communal garden has been located on the east side of the residential block which has been reduced from 42 units to 27. 5. Security and privacy of ground-floor flats has been provided in the form of planting beds which, if suitably specified, will provide some defensible space. Other considerations 6. A tree report has been prepared by Eco Urban Ltd This has identified and assessed five trees / groups/ hedges which are on, or close to, the site. There are no 'A' or 'B' grade trees. Tree of these categories have a condition and value would be seen as a constraint on development. All trees are category 'C' trees, of which G1, in the south-west corner, is scheduled to be removed. The other vegetation will be retained and protected as specified in the method statement. Other considerations: 1. The landscape masterplan needs clear objectives and further refinement / attention to detail to ensure that it provides attractive and functional spaces for the enjoyment of future residents. 2. There appears to be scope for additional tree planting. 3. The uninterrupted line of parking bays (and general density of parking) is unsightly and should be broken up with additional tree planting. 4. A green, blue or brown roof would provide additional environmental benefits to this site at the interface between its urban context and Green Belt neighbour.

RECOMMENDATION If you are minded to approve this proposal no landscape pre-commencement

conditions are required, subject to adherence to the recommendations of tree report. Post-commencement conditions include RES9 (parts 1,2,3,4 and 5) and RES10.

Officer response: The recommended conditions are included within the decision notice.

Highways Officer

The development would occupy a site fronting onto North Hyde Road, this is a classified road with a 30 mph speed limit; it has double yellow line parking restrictions in the vicinity of the site. The eastern and western boundaries of the site would be formed by Watersplash Lane and Roseville Road both of which are residential streets. Watersplash Lane is just 70 metres in length serving 6 properties; it has a footway on its eastern side only. At the far southern end of Watersplash Lane is a footpath leading onto Cranford Park.

Roseville Road has double yellow line parking restrictions on its eastern side along the boundary of the site. Aside from double yellow lines at the bellmouth of its junction with North Hyde Road, there are no parking restrictions on the western side of Roseville Road though on-street parking is limited by the presence of vehicle crossovers. The E6 Bulls Bridge (Tesco) to Greenford Station bus service uses Roseville Road operating on a Hail and Ride basis. However there is a single formal bus stop on it's western side close to the junction with North Hyde Road.

The development would be situated 1.5km from Hayes Town Centre. There is a parade of shops on the opposite side of Roseville Road and an ASDA supermarket around 1km to the west. The site has PTAL of 2 which indicates that access to public transport from the site is moderate.

Using TRICS, the industry standard data base for forecasting trip generation, the applicants have calculated that the new residential development would generate few trips that it could as an existing A3 use; these calculations have been validated and are considered accurate. Taking this into account there are no concerns regarding the impact the development would have on the local road network.

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) Car Parking Standard requires that this development provides a maximum of 1.5 spaces per dwelling, this equates to 40 spaces. The development will benefit from 27 car parking spaces representing a ratio of 1.1 space per dwelling. This is considered satisfactory taking into account the sites closes proximity to a wide range of facilities as well as public transport services. Ten percent of all car parking spaces would be allocated as disabled parking (3); this is in accordance with the Council's parking standards. Twenty percent of all car parking spaces would have electric charging points, this is over and above the Council's 5% active and 5% passive electric vehicle parking standards included in the to be adopted Local Plan Part 2 and is therefore satisfactory. However, the location of these electric vehicle charging points is not indicated on the drawings submitted. These electric vehicle parking bays should be clearly signed and marked out indicating that they can be used by electric vehicles only, this should be secured by way of condition. The development would benefit from 54 cycle parking spaces which is above the minimum number required in Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); these would be located in a store room integral to the building and have access direct access onto Roseville Road.

The development would have a refuse store integral to the building; this would also have an access leading directly onto Roseville Road. At this location there would be a recess allowing the bins to be placed ready for collection away from the footway, they would not therefore cause any obstruction to pedestrians. Similar to the existing arrangements for the other residential properties along Roseville Road, refuse collection would be on-street. Inevitably with this type of collection arrangement refuse vehicles block vehicles behind as they are loading. There would be space for around 6 cars to wait behind the refuse vehicle when it is loading without tailing back to the junction with North Hyde Road.

The Travel Plan that accompanies the development has been assessed and overall is considered satisfactory, the following points are highlighted:-

- the census data used is for the 'Hillingdon area' - the data used should be for the most local level available - Ward level atleast;
 - targets should be set for Years 3 & 5 based on the census data, these targets must be reviewed following the baseline surveys; and
 - contact details should be provided for the person nominated to responsible for the Travel Plan.
- The development would require both a Construction and Logistics Plan and a Service and Delivery Plan; these should be secured by way of condition.

There are no highway, traffic or transport objections with this application.

Officer comment: No further comments were received following the receipt of revised comments following the receipt of amended plans.

Contaminated Land Officer

The following conditions should be included within a decision notice.

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 Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

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

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 Unitary Development Plan Saved Policies (November 2012).

Officer comment: the suggested condition has been included within the decision.

EPU Officer

I have read through the submitted acoustic information and the applicant demonstrates that the proposed internal noise levels and mitigation will be addressed ,according to internal room requirements found in BS8233:2014. The proposal is considered acceptable subject to the following condition.

Internal sound insulation within the envelope(structure) of the residential dwelling.

Condition: The noise level in rooms at the development hereby approved shall meet the internal noise levels 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) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Officer comment: a relevant sound insulation condition has been included within the draft decision notice.

Access Officer

In assessing this application, reference as been made to London Policy 3.5 and 3.8 with particular regard to the needs of older and disabled people.

The supporting Design & Access Statement infers that that the scheme has been designed to satisfy the requirements of the above policies, and stating that London Plan (2016) requirements have been exceeded, there is little evidence on plan to demonstrate the presence of Wheelchair Accessible and Wheelchair Adaptable accommodation within this proposed development.

This proposal appears to be lacking the required technical considerations to satisfy accessible housing standards , namely M4(2) and M4(3), as required by London Plan policy 3.8 (c) and (d). Further, detail is also required 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. Car parking for the Wheelchair Accessible/Adaptable housing should be allocated.
2. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit. A minimum of 2 units as required to satisfy the policy requirement.
3. A minimum of one, two bedroomed, affordable unit, suitable for 'day one occupation' by a wheelchair user, shall be provided on the ground floor. This unit should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.
4. A further, two bedroomed, 'private for sale' unit must be designed to the M4 (3) Wheelchair Adaptable standard, and similarly located on the ground floor.
5. 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.

6. 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.

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. Clarity is needed on what provisions have been made to provide residents with easily accessible amenity space. The developer should provide or make a financial contribution to 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: further details are required and should be submitted as a pre-requisite to any planning approval.

Revised comments following the receipt of revised plans

I have reviewed the revised plans Dated 13 June 2019, which by and large have addressed my comments of 30 May 2019.

Officer comment: the accessible car parking spaces would need to be shown on final car parking layout which will be secured by way of a condition.

Air Quality Officer

Whereas the parking has been reduced to 27 spaces, the published transport assessment supporting the planning application accounts for 42 vehicle movements associated with the operation of the proposed site.

The proposed development sits within Hayes Focus Area in close proximity to North Hyde Road where pollution levels exceed the current limits set for health. 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.

Current poor ambient air quality within Hays Focus Area at sensitive receptors means that current Local Authority air quality measures to improve air quality within this area need to be supported by the planning system and that additional efforts to improve air quality are required, as prescribed in the NPPF. The borough has to work towards improvements in Air Quality Focus Areas and report back to the GLA annually on progress. The new London Plan supports the requirement to look at air quality focus hot spots and is also seeking air quality positive approaches, not just neutral, in such areas. Therefore a total value of £20,982 pounds is required for Air Quality improvements in Hayes.

Officer comment: a clause within the legal agreement would secure the air quality mitigation cost of £20,982.

Sustainability Officer

Energy

The development does not achieve the zero carbon standard required by the London Plan for new residential development. There is a 18.74tCO₂ shortfall that needs to be made up through an offsite contribution as per London Plan Policy 5.2E. The offsite contribution equates to:

annual shortfall x cost of carbon per tonne x 30 years for the lifetime of a high carbon grid.

$$18.74 \times 60 \times 30 = \text{£}33,732$$

In addition to securing this offsite contribution through the S106 the following condition is necessary:

Condition

Prior to above ground works, full details of the Photovoltaic Panels as required by the Energy Strategy shall be submitted and approved in writing by the Local Planning Authority. The details shall include the type of panel, the specifications including output of energy and CO₂ savings, the fixing mechanisms to the roof and the maintenance regime to ensure they run efficiently. In addition, the details shall include a sun path analysis and associated commentary on the performance of the panels as per the proposed orientation and pitch. The details must demonstrate the savings set out in the energy strategy can be achieved. The development must proceed in accordance with the approved details.

Reason

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

Biodiversity

The submitted ecology report identifies a low to moderate possibility of bats being present in the main building although no evidence of bats were found and the report identifies poor surrounding habitat. However, the report recommends that further surveys should be commissioned to establish the presence of bats. For the purposes of planning the test is whether there is a reasonable likelihood of the presence of bats to secure further survey work ahead of the a planning decision. The report provides no such evidence that bats are likely to be present opting for a superficial analysis of the building state and quality with limited regard for the surrounding habitat.

Consequently, it must be concluded, based on the information before the Council that it would be unreasonable to refuse permission based on the less than reasonable likelihood of bats being present.

In the context of wider ecological consideration, the following condition is necessary:

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 and living walls and screens 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.

Section 106 and Viability Manager Comment

The Council appointed independent FVA assessor to review the applicant's Financial Viability Appraisal (FVA) report. The FVA assessor do not agree with the applicant's FVA approach.

The proposed scheme comprises 27 residential units. The applicant indicated that the scheme is unable to provide any affordable housing and unable to comply with Hillingdon's affordable housing policy.

The FVA assessor have significant concerns in respect of how the value for the site's benchmark has been derived. The applicant FVA adopts a value largely based on hope value and the prospects for securing residential development. This value does not reflect its value assuming continued use as a pub i.e. existing use value (EUV).

Applying redevelopment hope value to arrive at a sites benchmark land value leads a circular argument and inevitably arrives at a conclusion that low or nil affordable housing can be supported.

The use of an alternative use value (AUV) benchmark, based on residential use for a site which does not benefit from an existing implementable residential permission, would clearly artificially inflate a site's benchmark land value, which leads to the scenario in low or nil affordable housing.

It is the FVA Assessor's view the land value generated would create sufficient incentive for the landowner to release the site for development.

If the applicant seeks to use an 'alternative use value' (AUV) approach it must fully reflect policy requirements. Generally, the Mayor Affordable Housing SPG will only accept the use of AUV where there is an existing implementable permission for that use, which is not the case here.

Given the pub is no longer trading and in disrepair, that without significant investment the site has a nominal value lower than the residual land value generated by a policy compliant scheme. This being the case there is no reason why the site should not be able to support policy levels of affordable housing.

Revised offer from Applicant/agent

Based on Habitable Rooms the agent has made revised offer of AH provision at 36% the total number of habitable rooms. This would result in a split of 66/33 AR/I (compared to policy target of 70/30). The mix would be split as follows:

- 3 x 2 bedroom units London Affordable Rent
- 2 x 1 bedroom units at Local Housing Allowances rates
- 1 x 2 bedroom and 2 x 3 bedroom at units as Shared Ownership

Being policy compliant would negate the need for a supporting FVA. The agent stated the applicant has made a number of concessions to achieve the above policy compliant position. They would appreciate officers' confirming agreement to enable this to be tied up under the S106 agreement.

In view of above, it is recommended for approval subject to various S106 required Heads of Terms.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy H1 of the Local Plan: Part One (November 2012) notes the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

Paragraphs 7-14 of the National Planning Policy Framework (NPPF) (2019) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places.

Paragraph 122 of the NPPF (2019) notes planning decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Policy 3.3 of the London Plan (2016) seeks to increase the delivery of new homes particularly on brownfield sites.

Paragraph 92 of the NPPF (2019) seeks to provide social, recreational and cultural facilities and services the community needs, planning policies and decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

This application seeks to redevelop a former restaurant (Use Class A3/A4). The site has been vacant since 2017 and lies within an established residential area. Its original use was as a public house which had closed down in 2014. In 2015, the premise was converted to a restaurant with a licensed bar (Use Class A3/A4) which has remained close since 2017 and remained vacant since. The proposal would result in the loss of a former public house which would have served local residents. However it is noted that there are at least three pubs nearby, namely:

- The Great Western (approximately within 0.95 miles)
- Captain Morgans Hayes (approximately within 0.8 miles)
- The Old Crown (approximately within 0.85 miles)

The existing property is not listed as an asset of community value nor were there objections received to its loss. Policy 3.3 of the London Plan (2016) recognises there is a pressing need for more homes across London and in particular on brownfield sites. As such, there is no objection in principle to the redevelopment of the site and a change of use from a restaurant/public house (Use Class A3/A4) to provide a residential development subject to all other material planning considerations being accepted.

7.02 Density of the proposed development

London Plan (2016) Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan (2016) Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a low PTAL rating of 2. The density matrix therefore suggests a residential density in the region of 150-250 habitable rooms per hectare for this location. This proposal delivers a scheme that is very slightly above the recommended density (252 hr), nevertheless, the proposal sits comfortably within this urban setting and the density of the proposed development is

considered to be acceptable.

UNIT MIX

Plan Policy 3.8 of the London Plan (2016) and the Mayor's Housing SPG expect new developments offer a range of housing choices, in terms of the mix of housing sizes and types. The most recent Strategic Housing Market Assessment (2016) demonstrates there is a great need for family housing that provide 3 bedrooms. This application comprises:

- 10 x 1 bedroom (37%);
- 13 x 2 bedroom (48%); and
- 4 x 3 bedroom (15%).

The development delivers a mix of units and the proposed mix is considered acceptable.

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

Policy HE1 of the Local Plan Part One (November 2012) notes that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes the Grand Union Canal and its features, listed buildings, conservation areas, historic village cores, locally recognised historic features.

Policy DMHB 1 of the emerging Local Plan: Part Two (March 2019) expects development proposals to avoid harm to the historic environment.

The application site is not located within a conservation area nor is it listed. The Nestles Conservation Area is situated approximately 150m to the north of the application site. The application site and the Nestle's Conservation Area is separated by a number of buildings along North Hyde Gardens and Nestles Avenue. As such, the proposal would not have an impact on the Nestles Conservation Area.

7.04 Airport safeguarding

The proposal does not give rise to any concerns regarding airport or aerodrome safeguarding.

7.05 Impact on the green belt

Policy OL5 of the Local Plan: Part Two (November 2012) seeks to protect the visual amenities of the Green Belt from development proposals adjacent to it. Policy BE13 of the UDP are concerned with the layout and appearance of new development.

The application site does not lie within the Green Belt, however Cranford Park which is situated to the south is designated as Green Belt. The application does not directly impact the openness of the Green Belt. Furthermore, the proposal would deliver enhancements through increased soft landscaping across the perimeter of the site, particularly in views along Watersplash Lane which would become a main thoroughfare to Cranford Park. The proposal accords with Policy OL5 of the Local Plan: Part Two (November 2012).

7.07 Impact on the character & appearance of the area

Paragraph 127 of the NPPF (2019) states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. London Plan Policy 7.1 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 sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) 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. Policy BE19 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst.

Policy DMHB 11 of the emerging Local Plan: Part Two (2019) requires new developments to be designed to the highest standards and, incorporate principles of good design by harmonising with the local context by taking into account scale, height, mass and bulk, building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm.

The existing site comprises a 2-storey building that is covered by hard standing across the site. The boundary is marked by a low brick wall which transitions to a 1.8m timber fence along Watersplash Lane leads to Cranford Park, however the existing public realm is poor and there is no footpath on the western part of Watersplash Lane. The proposal seeks to redevelop the site to create a part 2, part 3 and part 4 storey building to accommodate 27 residential units with dedicated car parking, access and a new 2m footpath running along the eastern boundary of the site.

The proposed building has been set back from North Hyde Road by 10m. The main entrance and approach to the building features semi mature pollution absorbing trees marking the entrance and tree planting and hedging is proposed to the boundary of the site along Watersplash Lane. The ground floor units along Roseville Road include front doors for each unit providing active frontages that respond to the character of the street. Hedging is also proposed between the habitable windows at ground floor level and the street providing a buffer between habitable room windows at ground floor level clearly defining private and public spaces.

The height of the building is 4 storeys along North Hyde Road which reduces down to 2 storeys along Roseville Road. The proposed height and massing of the building has been sensitively designed to reduce its impact on existing residents. The proposed use of materials references buildings along North Hyde Road, particularly the substation building to the north. The materials would be subject to condition to ensure the development is built with good quality materials on this building that would form a gateway to Cranford Park.

Currently the boundary treatment includes a low brick wall along Watersplash Lane. A low brick wall along Roseville Road transitions to a 1.8m timber fence with low concrete bollards along the western boundary. The proposal seeks to remove the concrete bollards along Roseville Road to create access to the car park. The boundary treatment includes hedging along the boundary of the site behind simple metal railings softening the boundary and visually enhancing the streetscene. Overall the proposal is considered to enhance the streetscene and complies with Policies BE13, BE19 and Policy BE26 of the Hillingdon Local Plan: Part Two (November 2012).

7.08 Impact on neighbours

Policy BE21 of the Local Plan: Part Two (November 2012) requires new residential developments to be designed to protect the outlook of adjoining residents. 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, 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.

Policy DMHB 11 of the Local Plan: Part Two (2019) notes development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential properties are along Watersplash Lane to the east, Roseville Road to the west and North Hyde Road to the north. The property is proposed to be sited at least 21m from the nearest facing windows along Watersplash Lane to the east. The northern part of the site is situated approximately 20m from the upper floor windows to the west on the opposite side of Roseville Road. However, there is a road running between the windows and this relationship is not unusual within an urban context, it would not be sustainable to refuse this application because there is a 20m separation to the windows of Roseville Road. The proposal would not result in direct overlooking into neighbouring units on Watersplash Lane or to an unacceptable degree along Roseville Road.

In terms of overshadowing, the proposed building steps down to 2-storeys along Roseville Road and Watersplash Lane reducing its impact on the neighbouring buildings. Because of the step down to two storeys and the setbacks proposed from the neighbouring properties, particularly along Watersplash Lane and Roseville Road, the proposal is unlikely to result in over dominance to existing residential units.

The former pub car park and pub garden currently backs onto No. 3 Roseville Road. The application proposes to provide a car park nearest backing onto No.3 Roseville Road. The application also proposes to provide shrub planting along the perimeter boundary and an acoustic fence. As such, the proposal is unlikely to result in harm through noise and light spillage to No.3 Roseville Road. The proposal is considered to accord with Policy BE21 of the Local Plan: Part Two (November 2012).

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above.

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

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

The scheme accords with the London Plan (2016) minimum standard, each unit enjoys good outlook, privacy and set back from the roads surrounding it. Each unit is provided with a buffer at ground floor level. The proposal is considered acceptable on this basis.

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to

consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

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

A 10m set back from North Hyde Road has been factored into the proposal. The proposal also includes hedging at ground floor level between habitable spaces for each unit and communal amenity space. Overall the layouts and orientation of each unit provides good quality living space for each residential unit.

17 of the 27 units are dual aspect and 10 units are single aspect, there are only two north facing single aspect units. The London Plan Residential Standards recommend eight units to each core. Only the first floor has 9 units to a core, otherwise the ground and second floors provide 7 units to the core and the third floor provides 4 units. Overall the proposal provides good internal layouts and good quality accommodation for future residents.

EXTERNAL LAYOUT

Policy BE23 of the Local Plan:Part Two (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

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

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3+ bedroom flat - 30m² per flat

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, requires 645 sq.m of private or communal amenity space to be provided to serve the proposed development of 27 units. The proposal includes 467.4 sq.m of private and communal amenity space (388 sq.m of practical communal amenity space and 79.4 sq.m private amenity space through balconies). The communal amenity space being provided at ground floor level is considered to be sizeable, private and of good quality.

The proposal is situated immediately to the north of Cranford Park, the proposal includes a 2m footpath along the eastern boundary of the site. The application site also provides a contribution towards enhancements to the entrance of Cranford Park. Whilst there is a shortfall in amenity space on site, the provision of a 2m footpath along the eastern boundary of the site and contributions towards security and enhancements to the Watersplash Lane entrance of Cranford Park are material planning considerations that weigh strongly in favour of the development. The footpath and contribution towards security and enhancement of the Watersplash Lane would therefore outweigh the shortfall of amenity space on site. On this basis, this proposal is considered acceptable.

CHILDREN'S PLAYSPACE

London Plan Policy 3.6 require development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG expect a minimum of 10 sq.m per child to be provided in new developments. The proposal requires 41sq.m of children playspace to be provided on site. There is sufficient space within the communal amenity space for children's playspace to be provided. Details would need to be provided when final landscaping details are submitted.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Emerging Policy DMT1 (March 2019) requires new development to maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users. Emerging Policy DMT6 (March 2019) requires new developments to comply with car parking standards within the local plan to facilitate sustainable development and address issues relating to congestion and amenity.

The development would occupy a site fronting onto North Hyde Road, this is a classified road with a 30 mph speed limit; it has double yellow line parking restrictions in the vicinity of the site. The eastern and western boundaries of the site would be formed by Watersplash Lane and Roseville Road both of which are residential streets. Watersplash Lane is just 70 metres in length serving 6 properties; it has a footway on its eastern side only. At the far southern end of Watersplash Lane is a footpath leading onto Cranford Park.

The highways officer has commented on this application and raises no concerns regarding the impact of the proposal on the local highway network. The car parking standard requires that this development provides a maximum of 1.5 spaces per dwelling, this equates to 40 spaces. The development will benefit from 27 car parking spaces. The development would have 27 residential units representing a ratio of 1 car parking space per dwelling. This is considered satisfactory taking into account the sites close proximity to a wide range of facilities as well as public transport services. Ten percent of all car parking spaces would be allocated as disabled parking; this is in accordance with the Council's parking standards. Twenty percent of all car parking spaces would have electric charging points, this is over and above the Council's 5% active and 5% passive electric vehicle parking standards included in the to be adopted Local Plan Part 2 and is therefore satisfactory. The location of these electric vehicle charging points is not indicated on the drawings submitted and a condition has been attached requiring details of the proposed electric charging points. The proposal provides a policy compliant number of cycle parking spaces.

The development would have a refuse store integral to the building; this would also have an access leading directly onto Roseville Road. At this location there would be a recess allowing the bins to be placed ready for collection away from the footway, they would not cause any obstruction to pedestrians. Similar to the existing arrangements for the other residential properties along Roseville Road, refuse collection would be on-street which is considered acceptable.

7.11 Urban design, access and security

URBAN DESIGN

Emerging Policy DMHB 12 of the Local Plan: Part Two (November 2012) requires new developments to be well integrated with the surrounding area and should be easily accessible include landscaping treatment that is suitable for the location, serves a purpose and, contributes to local green infrastructure, the appearance of the area and ease of movement through the space.

Matters relating to urban design have been addressed elsewhere in this report. In terms of improving access and security, this application would provide a 2m footpath running along the eastern boundary of the site along with a contribution towards enhancement and security on the entrance to Cranford Park. The contribution would be used for signage, street lighting and CCTV.

To the western boundary of the site, the public realm includes low concrete bollards along the street. The proposed access to the car parking is proposed to be placed to the southern end of the site and as such, the concrete bollards would be removed. The proposal would provide significant enhancements to the immediate public realm surrounding the site. The proposal provides an important opportunity to improve the pedestrian environment which is a significant material consideration in favour of the development.

SECURED BY DESIGN

The Metropolitan Police have commented on the application requesting a planning condition requiring the development to achieve secured by design condition which has duly been secured by a condition.

In terms of layout of the site, concerns about the green area to the north east of the block and the adjoining car park was raised. The Secured by Design Officer noted that owing to its location this area is susceptible to misuse and the area will experience little oversight and activity.

Following the comments received from the secured by design officer the applicant was asked to remove the path and provide a mixed native hedging boundary along the eastern perimeter of the site, install a gate from the car park to this part of the site. Amended plans were received on 04 July 2019 to reflect the secured by design officer's comments.

The secured by design officer seeks a 1m deep hedgerow of 1.1m in height along the perimeter of the site (preferably with a plant with defensive properties such as pyracantha). Details of landscaping and boundary treatments would be secured by way of a condition. The proposal is considered to reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating in accordance with Policy 7.3 of the London Plan (2016).

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.

The London Plan (2016) requires 90 per cent of London's new build housing to be built to Building Regulation requirement 'M4 (2) and the remaining 10 per cent of new build housing to be built to Building Regulation requirement 'M4 (3): Wheelchair user dwellings'.

The access officer commented on the application and the application was revised to meet the accessibility standards. Following the review of the proposal, the access officer considers the proposal acceptable.

7.13 Provision of affordable & special needs housing

Policy 3.11 of the London Plan (2016) and Policy H2 of the Local Plan: Part One (November 2012) require a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing.

Emerging Policy DMH 7 of the Local Plan: Part Two (November 2012) requires new developments with a capacity to provide 10 or more units to maximise the delivery of on-site affordable housing. It notes that subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

The London Plan policies 3.11 and 3.12 require, boroughs to, amongst other matters, identify targets for the level of affordable housing provision to meet the capital's needs and to negotiate the maximum reasonable amount in any scheme.

The Mayor's Affordable Housing and Viability SPG (2017) states the preferred tenure split is for schemes to deliver:

- At least 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers 'genuinely affordable';
- At least 30% as intermediate products; and
- The remaining 40% to be determined by the relevant LPA. The London Borough of Hillingdon has determined that this 40% should be delivered as low cost rent (social rent or affordable rent). This approach is consistent with Policy H2 of the Local Plan: Part One (November 2012) and emerging Policy DMH 7 of the Local Plan: Part Two (March 2019).

There is a requirement to achieve the maximum amount of affordable housing on development sites and that regard will be had to viability. The applicant has submitted a viability report which noted the residual land value of the proposed scheme produces an overall deficit when compared against the Benchmark Land Value and therefore affordable housing could not be provided.

The submitted viability report was reviewed independently. The independent review disagreed with the applicant's proposal and raised concerns in respect of the approach adopted to establish the site's benchmark land value.

Following the conclusions of the independent viability assessment, the applicant agreed to provide affordable housing at 36% of the total number of habitable rooms

- 3 x 2 bed London Affordable Rent
- 2 x 1 and 1 x 2 bed Rents at Local Housing Allowance rates
- 1 x 2 bed and 2 x 3 bed units as Shared Ownership.

The planning obligations officer agreed this approach provides a maximum reasonable amount of affordable housing in compliance with Policies 3.11 of the London Plan (2016) and Policy H2 of the Local Plan: Part One (November 2012). A review mechanism is secured through a clause within the Section 106 legal agreement.

7.14 Trees, landscaping and Ecology

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

Policy DMHB 14 of the emerging Local Plan:Part Two (2019) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The trees and landscaping officer has commented on the application noting positive features have been included within the proposal including:

- The bin and cycle stores are integral to the building envelope.
- More generous and sustainable space / soil areas have been provided around the proposed pollution absorbing trees.
- Soft landscaped areas, with tree planting have been provided around the building which will benefit the local public realm visually and contribute to local environmental quality.
- A modest area of communal garden has been located on the east side of the residential block.
- Security and privacy of ground-floor flats has been provided in the form of planting beds which, if suitably specified, will provide some defensible space.

A condition prior to the commencement of the above ground works is required ensure:

- The landscape masterplan is revised with clear objectives and further refinement / attention to detail to ensure that it provides attractive and functional spaces for the enjoyment of future residents.
- Ensure it utilises scope to plant more pollution absorbing trees.
- That landscaping is provided to break up the uninterrupted line of parking bays.
- A green, blue or brown roof would provide additional environmental benefits to this site at the interface between its urban context and Green Belt neighbour.

Overall, the proposed landscaping plan provides a significant enhancement to the current situation on site and the soft landscaping surrounding the site would create a visually attractive environment. The proposal is considered to accord with Policy BE38 of the Local Plan: Part Two (November 2012) and Policy DMHB 14 of the emerging Local Plan: Part Two (2019).

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 bins are situated to the southern part of the site within the building, the proposed bin store has been integrated into the building and is conveniently located for future residents and refuse collection. The waste strategy officer has commented on this application noting this site has appropriate capacity for waste storage.

7.16 Renewable energy / Sustainability

Energy

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 does not achieve the zero carbon standard required by the London Plan for new residential development. There is a 18.74tCO₂ shortfall that needs to be made up through an offsite contribution as per London Plan Policy 5.2E. The offsite contribution equates to:

annual shortfall x cost of carbon per tonne x 30 years for the lifetime of a high carbon grid.

$$18.74 \times 60 \times 30 = \text{£}33,732$$

In addition to securing the offsite contribution a condition is secured requiring details of the PV panels required by the submitted Energy Strategy.

Biodiversity

The submitted ecology report identifies a low to moderate possibility of bats being present in the main building although no evidence of bats were found and the report identifies poor surrounding habitat. However, the report recommends that further surveys should be commissioned to establish the presence of bats. For the purposes of planning the test is whether there is a reasonable likelihood of the presence of bats to secure further survey work ahead of the a planning decision. The report provides no such evidence that bats are likely to be present opting for a superficial analysis of the building state and quality with limited regard for the surrounding habitat.

Consequently, it must be concluded, based on the information before the Council that it would be unreasonable to refuse permission based on the less than reasonable likelihood of bats being present.

In the context of wider ecological consideration, a condition has been recommended which has been incorporated into the draft decision.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

The flood water management officer has commented on this application raising no in principle objections to the development. A detailed drainage proposal and surface water management is required to ensure the most sustainable solution is implemented on site.

A condition is proposed within the draft decision notice requiring details of the above. Should the application be considered acceptable, details of the drainage proposal and surface water management would need to be provided prior to commencement other than demolition.

7.18 Noise or Air Quality Issues

Noise

The Government's National Planning Policy Framework (NPPF 2018) gives the

Government's guidance on noise issues. Policy 7.15 of the London Plan (2016) 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 Council's Environmental Protection Unit have reviewed the submitted acoustic information and the applicant demonstrates that the proposed internal noise levels and mitigation will be addressed ,according to internal room requirements found in BS8233:2014. The proposal is considered acceptable subject to the following condition.

Air Quality

Policy 7.14 of the London Plan (2016) requires developments to at least be Air Quality Neutral and not lead to further deterioration of existing poor air quality, particularly in Air Quality Management Areas.

The air quality officer has commented on the application noting given it sensitive location, the proposal is required to provide a mitigation cost of £20, 982.

7.19 Comments on Public Consultations

Comments on public consultations have been addressed elsewhere in this report.

7.20 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 impacts of the development. As the application is being recommended for refusal, no negotiations have been entered into with the developer in respect of these contributions. However, if the application were to be considered for approval, the following heads of terms would have been pursued:

1. Highways: in line with the SPD and depending upon the views of the highways engineer any and all highways works will be required to be met by the applicant, including s278 works to include a 2m footpath along the eastern boundary of the site between North Hyde Road and Cranford Park unless otherwise agreed in writing by the highways engineers.

2. Affordable Housing to include the following:

- 3 x 2 bed London Affordable Rent
- 2 x 1 and 1 x 2 bed Rents at Local Housing Allowance rates
- 1 x 2 bed and 2 x 3 bed units as Shared Ownership.

3. Affordable housing review mechanism

4. Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.

5.£20,000 towards improvements of the Watersplash entrance to Cranford Park including signage, security and street lighting.

6. Carbon Off-set contribution in the sum of £33,732

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 £20,982

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.

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. This application is CIL liable with respect to new floorspace being created.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created.

7.21 Expediency of enforcement action

Not applicable to this development.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

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

9. Observations of the Director of Finance

Not applicable to this development.

10. CONCLUSION

The application seeks permission for the redevelopment of the site to provide a part 2, part 3 and part 4 storey building comprising 27 self contained flats (10 x 1 bed, 13 x 2 bed and 4 x 3 bed) with associated landscaping works following demolition of existing building.

The proposed development has been sensitively designed with an appropriate height, scale and mass that would enhance the streetscene and make considerable improvements to the public realm through the provision of a 2m footpath running along the eastern boundary of the site linking North Hyde Road and Cranford Park. The Council's Urban Design Team has raised no objection to the redevelopment of the site. The proposal would not result in harm to the amenity of neighbouring residents and overall the development provides good quality units for future occupants along with 1 car parking space for each unit.

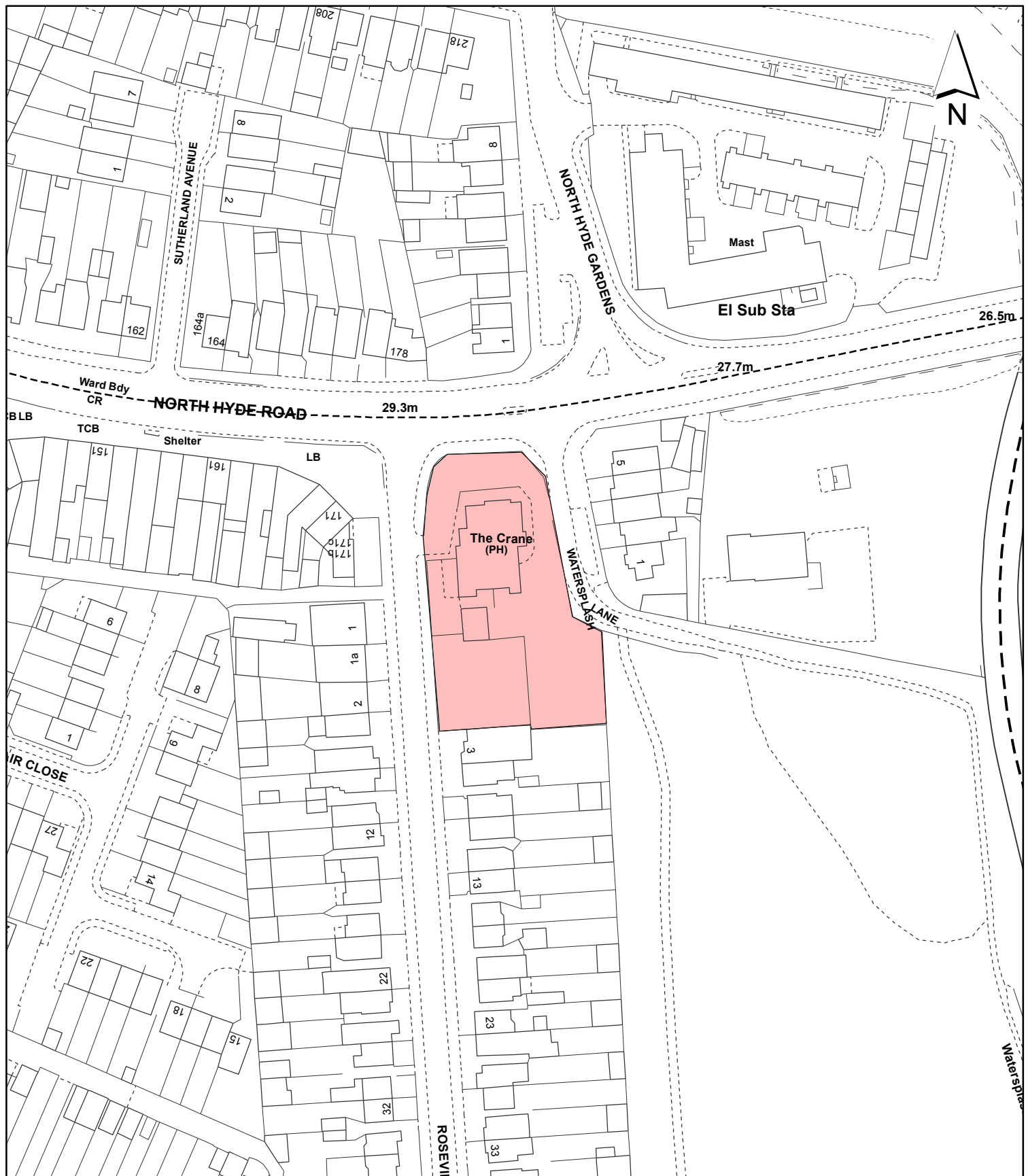
The proposal is considered to accord with the Local Plan and should be approved for the reasons outlined within this report.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Residential Extensions
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

The Crane Public House

Planning Application Ref:

11026/APP/2018/3361

Planning Committee:

Major Page 251

Scale:

1:1,250

Date:

July 2019

LONDON BOROUGH OF HILLINGDON

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address	PRODUCTION FACILITY STONEFIELD CLOSE RUISLIP
Development:	Redevelopment of the existing site including the demolition of the existing building and the erection of 7 new commercial units across two separate buildings (Use Class B1(c)/B2/B8 at Units 1,2,3 6 and 7 and Use Class B1(c)/B2/B8 and Sui Generis at Units 4 and 5) including ancillary office space at first floor level at Units 01-03 (Use Class B1a) with associated car parking, landscaping and associated works (re-consultation on the amended description of development).
LBH Ref Nos:	1660/APP/2019/1018
Drawing Nos:	Indicative External Lighting Layout External Lighting Assessment Report Planning Statement R013/3017 Rev. pl2 R013/ 3018 Rev. pl2 R013/3020 Rev. pl2 R013/3019 Rev. pl2 R013/3004 Rev. pl3 Sheet 2 R013/3003 Rev. pl3 Sheet 1 Statutory Services Overview Design and Access Statement R013 EFS 001 External Finishes Schedule R013/3001 Rev. pl1 R013/3007 Rev. pl1 R013/3006 Rev. pl1 R013/3009 Rev. pl1 R013/3008 Rev. pl1 R013/3011 Rev. pl1 R013/3012 Rev. pl1 R013/3010 Rev. pl1 R013/3013 Rev. pl1 R013/3014 Rev. pl1 R013/3015 Rev. pl1 R013/3016 Rev. pl1 R013/3021 Rev. pl1 R013/3023 Rev. pl1 R013/3024 Rev. pl1 R013/3022 Rev. pl1 R013/3000 Rev. pl1 10065 TCP 01 BREEAM Preliminary Assessment Energy Strategy BRUKL Output Document Transport Statement Framework Travel Plan Site Specific Flood Risk Assessment Air Quality Impact Assessment Ecology Survey Technical Note

Ground Gas Risk Assessment
Supplementary Groundwater Risk Assessment
Waste Classification Assessment
10065 TPP 01 Rev. A
Transport Note
Addendum (greenfield run off rates calculator)
R013/3002 Rev. pl3

Date Plans Received:	25/03/2019	Date(s) of Amendment(s):	25/03/2019
Date Application Valid:	25/03/2019		26/03/2019
			24/05/2019
			20/06/2019

1. SUMMARY

This proposal is for the redevelopment of the existing site including the demolition of the existing building and the erection of 7 new commercial units across two separate buildings (Use Class B1(c)/B2/B8 at Units 1,2,3 6 and 7 and Use Class B1(c)/B2/B8 and Sui Generis at Units 4 and 5. Ancillary office space at first floor level is proposed to be provided at Units 01-03 (Use Class B1a) with associated car parking, landscaping.

The site forms part of the Stonefield Way Industrial Business Area (IBA) and therefore the principle of the development is acceptable. The proposed industrial buildings and landscaping works are considered to be of an acceptable design. Subject to appropriate conditions and a S106 agreement the development is considered to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and is 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:

i. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.

ii) Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. (if applicable in line with the terms set out in the Planning Obligations SPD)

iii) £10,000 towards Yeading Brook green infrastructure scheme

iv) 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) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 30/09/2019, or any other period deemed appropriate by the Head of Planning, Transportation and Regeneration, that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The applicant has failed to ensure that the necessary Highway Contribution, Construction Training, Travel Plan and Project Management & Monitoring Fee would be undertaken/prepared in a timely manner and to an appropriate standard. The scheme therefore conflicts with Policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Planning Obligations SPG.'

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

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

1 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:

R013/3002 Rev. pl3
R013/3017 Rev. pl2
R013/ 3018 Rev. pl2
R013/3020 Rev. pl2
R013/3019 Rev. pl2
R013/3001 Rev. pl1
R013/3007 Rev. pl1
R013/3006 Rev. pl1
R013/3009 Rev. pl1
R013/3008 Rev. pl1
R013/3011 Rev. pl1
R013/3012 Rev. pl1
R013/3010 Rev. pl1
R013/3013 Rev. pl1
R013/3014 Rev. pl1
R013/3015 Rev. pl1

R013/3016 Rev. pl1
R013/3021 Rev. pl1
R013/3023 Rev. pl1
R013/3024 Rev. pl1
R013/3022 Rev. pl1
R013/3000 Rev. pl1
10065 TCP 01
10065 TPP 01 Rev. A
R013/3004 Rev. pl3 Sheet 2
R013/3003 Rev. pl3 Sheet 1
R013 EFS 001 External Finishes Schedule 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:

Indicative External Lighting Layout
External Lighting Assessment Report
Planning Statement
Statutory Services Overview
Design and Access Statement
R013 EFS 001 External Finishes Schedule
BREEAM Preliminary Assessment
Energy Strategy
BRUKL Output Document
Transport Statement
Framework Travel Plan
Site Specific Flood Risk Assessment
Air Quality Impact Assessment
Ecology Survey Technical Note
Ground Gas Risk Assessment
Supplementary Groundwater Risk Assessment
Waste Classification Assessment
10065 TPP 01 Rev. A
Transport Note

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 5.2, 5.12, 6.3, 7.2, 7.13, 7.14, 7.15 of the London Plan (March 2016), Policies PT1.EM1 and PT1.EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13 and AM2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

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

1. Details of Hard Landscaping

- 1.a Secure cycle storage for 28 cycle parking spaces
- 1.b Means of enclosure/secure bin storage/ boundary treatments
- 1.c Car Parking Layouts for 41 car parking spaces and 7 accessible built in accordance with BS 8300:2018 car parking spaces (and details of 7 active and 7 passive electrical charging points)
- 1.d Hard Surfacing Materials

2. Details of Landscape Maintenance

- 2.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 2.b Proposals for the replacement of any pollution absorbing 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.

3. Schedule for Implementation

4. Other

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

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

REASON

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

5 NONSC Energy

Prior to above ground works, full details of the efficiency measures and 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 (MBA - 18-108) and include:

- Details of the efficiency savings, including BRUKL output reports, and how they relate to the baseline development with demonstrable CO2 savings properly evidenced.
- Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included.
- Details of the annual monitoring and reporting to the Local Planning Authority regarding the operational performance of the completed 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 delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2 (2016).

6 COM26 Ecology

Prior to the above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans

and specifications that demonstrate the incorporation of measures and features within the landscaping and the fabric of the building that support a range of habitats and species, as a minimum it is recommended that living walls/screens, green roofs, bat and bird boxes and artificial refugia will be included.

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 contributes to the protection and enhancement of the natural environment in accordance with Policy EM7 of the Local Plan Part 1.

7 NONSC Restriction of Trade Counter Use

Unit 01, 02, 03, 06 and 07 shall be used as a warehouse supplying the building trade or any other use within Use Class B1(c), B2 or B8 and shall not be used for retail sales to the general public and only upto 10% of the overall floorspace at Units 04-05 may be used for a sales floor/showroom or a trade counter.

REASON

To comply with the terms of the application and to ensure the site is used Class B8 purposes, in compliance with Policies LE2, AM7, AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 4.4 of the London Plan (2016).

8 NONSC Sustainable Urban Drainage Scheme

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 'Flood Risk Assessment' produced by MLM Consulting dated December 2018 and supplementary information confirmed in a letter (MLM Consulting reference 6600148-MLM-ZZ-XX-CO-C-0001 dated May 2019).

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

a) Sustainable Drainage:

i. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates 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.

ii. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event.

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, maintenance frequencies and responsible authority (Private Management Company, homeowner, etc.).

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 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 (July 2011), and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). 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).

9 COM31 Secured by Design

The site (buildings and areas of car parking) 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.

10 NONSC Low Emissions Strategy

The development shall not be occupied until a low emissions strategy has been submitted to and approved in writing by the LPA. The low emission strategy shall, as a minimum, address:

1. Fleet composition - to include a quantified baseline for the current fleet, with targets set for the continued use of lower emission vehicles. This should be reviewed on annual basis to demonstrate continual improvement from this source of emissions, with a target to move towards a Euro VI fleet as soon as practicable;
2. Traffic management schemes - to include the enforcement of no-idling practices;
3. Emissions from energy plant - to include the use of low NOx boilers.

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

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

11 NONSC Non Road Mobile Machinery

All Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon are required to meet Stage IIIA of EU Directive 97/68/EC and the development site must be registered online on the NRMM website at <http://nrmm.london/>. Confirmation of registration shall be submitted to the Local Planning Authority before work commences.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

12 NONSC Construction Management Plan

Prior to development commencing, the applicant shall submit a construction management plan to the Local Planning Authority in consultation with the Ministry of Defence for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) The storage of demolition/construction materials on site.
- vii) Details of cranes and other tall construction equipment (including the details of obstacle lighting).

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

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, surveillance and communication aids and to safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Delivery and Servicing Plan

Prior to occupation of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority

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 (November 2012).

14 NONSC Restriction of Size of Deliveries

Unit 03 hereby approved shall only receive servicing and delivery vehicles upto 12m and Units 04-07 shall only receive servicing and delivery vehicles upto 10m in length.

REASON

To comply with the terms of the application and does not result in conflict with other road users, pedestrians and cyclist in accordance with Policies AM7 of the Hillingdon Local

Plan: Part Two Saved UDP Policies (November 2012).

15 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM7, AM14 and OL4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy [specify] Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

17 NONSC Contaminated Land

(i) Prior to commencement, other than demolition a scheme to deal with contamination shall be 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 further programme of targeted soil and groundwater sampling, monitoring and testing, together with reporting of the results of analysis and Detailed Quantitative Risk Assessment, shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement 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 the users of the development are not subject to any risks from soil contamination in the landscaped areas in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
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.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas

LE7	Provision of planning benefits from industry, warehousing and business development
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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

2. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

3. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

4. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to

ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

5 159 Councils Local Plan : Part 1 - Strategic Policies

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

6

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 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The site is currently occupied by an interconnected group of industrial / warehouse

buildings arranged in an L-shape along Stonefield Close and then extending back towards Stonefield Way. The combined footprint of the buildings is approximately 4,377 sq.m. The main building has a ground and first floor as well as mezzanine floor space and a basement area whilst the projecting building has a ground and first floor.

Adjacent to the rear projection of the building are two large water cylinder tanks which feed the sprinkler system for the buildings. There is also a hard surfaced car parking area. The site is served by three dropped kerb access points on Stonefield Way, one of which has been fenced off. Two access points have also been fenced off on Stonefield Close, as have a number of marked out parking bays along the building frontage. There is a modest strip of soft landscaping along the western site boundary.

The site is located within an established industrial estate which is designated by the Local Plan as an Industrial and Business Area (IBA). The IBA is characterised by commercial buildings of a mixture of designs and scales, including large warehouses / factories, offices and buildings that have been subdivided into small business uses and workshops and car showrooms. A number of sites, particularly those more recently developed, include tree planting and other soft landscaping adjacent to site boundaries.

Approximately 175 metres to the north of the site Stonefield Way meets Victoria Road which is flanked on the southern side by a number of retail parks. The nearest residential dwellings are on Diamond Road approximately 200 metres to the north, Rabournmead Drive, approximately 200 metres to the south, with a railway line providing a buffer between the dwellings and the industrial estate, and on Field End Road approximately 300 metres to the east.

The eastern edge of the site falls within Flood Zone 2 on account of proximity to Yeading Brook / The Roxbourne which is culverted along the course of Victoria Road to the north of the site. A small part of the hardstanding adjacent to the existing water tanks is also identified as having surface water drainage issues.

3.2 Proposed Scheme

The proposal seeks planning permission for the demolition of the existing building and erection of 7 new commercial units across two separate buildings. Use Class B1(c)/B2/B8 on Units 1, 2, 3, 6 and 7 and Use Class B1(c)/B2/B8 and Sui Generis is sought on Units 04 and 05. Ancillary office space will be provided at first floor level in Units 01-02.

Overall, the proposal would provide 4,111 sq.m Gross Internal Area (GIA) employment space comprising 3,825 sq.m GIA at ground floor with 286 sq.m GIA ancillary office floorspace at first floor level. At its highest, Units 01 and 02 would be 13.5m and units 03-07 would be 10.5m.

Each of the new units benefit from their own individual parking and service yard arrangements. Units 01 and 02 are accessed solely from Stonefield Way, while Units 03 - 07 are accessed via Stonefield Close. Access to Units 01 and 02 are managed by their own respective security/access gate. Parking arrangements on site include: disabled, cycle and electric charging spaces. Overall, 41 car parking spaces are being provided.

3.3 Relevant Planning History

1660/APP/2006/1853 Coca Cola Ltd Stonefield Close Ruislip
INSTALLATION OF 2 FIRE PROTECTION WATER TANKS AND ERECTION OF A SINGLE

STOREY CONTROL ROOM TO REAR OF UNIT 18 STONEFIELD WAY.

Decision: 18-08-2006 Approved

1660/APP/2006/3256 Coca Cola Ltd Stonefield Close Ruislip

MINOR AMENDMENT TO PLANNING PERMISSION 1660/APP/2006/1853, DATED 18-08-200 TO ALLOW FOR INCREASE IN DIMENSIONS OF APPROVED SINGLE-STOREY CONTROL ROOM (INSTALLATION OF 2 FIRE PROTECTION WATER TANKS AND ERECTION OF A SINGLE-STOREY CONTROL ROOM TO REAR OF UNIT 18 STONEFIELD WAY)

Decision: 11-01-2007 Approved

1660/APP/2013/1953 Coca Cola Ltd Stonefield Close Ruislip

Installation of new tanker parking area, temporary hardstanding for staff car parking, installation new pedestrian and fork lift access and other external alterations (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 20-09-2013 Approved

1660/APP/2013/2764 Coca Cola Ltd Stonefield Close Ruislip

Installation of security fence to north and west involving 3 gates and alterations to landscaping, involving removal of existing barriers

Decision: 21-11-2013 Approved

1660/PRC/2018/32 Production Facility Stonefield Close Ruislip

Demolition of existing industrial/commercial buildings and associated infrastructure and provision of 7 industrial/commercial units within use classes B1/B2/B8

Decision: 15-05-2018 Approved

Comment on Relevant Planning History

The site has an extensive planning history. That most relevant to this application is summarised above.

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.E6 (2012) Small and Medium-Sized Enterprises (SME)

Major Applications Planning Committee - 17th July 2019

PART 1 - MEMBERS, PUBLIC & PRESS

PT1.EM11 (2012) Sustainable Waste Management

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
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.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions

LPP 5.21	(2016) Contaminated land
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th April 2019**

5.2 Site Notice Expiry Date:- **27th April 2019**

6. Consultations

External Consultees

This application was consulted on between 04-04-19 and 27-04-19. A further consultation was undertaken between 06-06-2019 and 19-06-2019. Any comments or objections received to the subsequent consultation will be reported within an addendum.

1 objections was received from a neighbouring property.

The development of the site is too intensive. There is insufficient space for car parking and for delivery vehicle access. The Stonefield Way industrial estate at present offers inadequate parking potential for existing business. A redevelopment of this site needs to include more car parking space within the site.

Officer response: The matters raised are addressed in the main body of the report.

STATUTORY CONSULTEE

Metropolitan Police - Secured By Design Officer

The applicant met the SBD Officer in October 2018. They have incorporated the points raised in the Design and Access statement (page 14). This details what they need to do to achieve SBD accreditation.

There are no objections to this proposal. A condition is requested which requires the site to achieve Secured By Design accreditation, this will ensure that they incorporate the security in their Design and Access statement which would provide this site with the minimum recommended security that police would advise for this site. This advice is based on the crime types that a site such as this can be expected to face.

Officer response: A secured by design condition is included within the conditions list

Ministry of Defence

The application site occupies the statutory safeguarding zones surrounding RAF Northolt. MoD has reviewed the proposal and can confirm there are no safeguarding objections to this application. Although there are no objections to the application itself, cranes could be used during construction of the development.. Cranes can present a serious hazard to aviation as they can create an obstacle to aircraft and also interfere with navigation and communication aids. The MoD has therefore requested a condition.

Officer comment: A construction management plan condition is proposed and the Ministry of Defence will be consulted when details are received.

Internal Consultees

Trees and Landscaping Officer

This site is occupied by a complex of industrial buildings in the south-west corner of Stonefield Way, from which units 01 and 02 are accessed. The smaller units; 03-07 are arranged along the north boundary and are accessed from Stonefield Close.

There are a number of trees located near unit 07 and along the site frontage of units 01 and 02, which have been planted as part of previously approved applications. There are no TPO's or Conservation Area designations.

COMMENT: A tree survey and analysis, by Aspect, has identified and assessed three trees and a hedge, all of which are 'C' grade - whose poor quality and value indicate that they would not normally be considered a constraint on development. T3, a purple Norway maple, close to unit 07 will be protected and retained as part of the development. T1, T2 and H1 will be removed from the front of units 01 and 02 and replaced with 4No. purple Norway maples set amongst dense ground cover planting, as specified on Aspect drawing 6752/ASP.PP.1.0 Rev A.

The planting plan includes a specification of work and a planting schedule. It does not include a management / maintenance specification and commitment to replacing failed, or missing plants.

RECOMMENDATION: No objection subject to conditions COM9 (part 4).

Officer comment: A condition is attached to the draft decision.

Waste Strategy Officer:

Refuse and recycling provisions are not visible for Unit 07 and all other units are suitable for waste and recycling requirements.

Officer comment: The applicant has amended plans relating to refuse storage which now proposed to locate the bins of Units 03-07 within the building.

Highways Officer:

It is apparent that the total on plot parking provision broadly aligns with Hillingdon's Saved UDP (commercial and disabled) parking standards. As a consequence, any potential parking impacts on the immediate adopted highway network resulting from the proposal do not raise specific concerns as most of the public highway in the area is covered by waiting restrictions and any available unrestricted parking is used on a 'first come first served' basis. This in itself imposes a deterrent factor to using a private motor vehicle as limited on-site and on-street parking availability may therefore encourage some individuals to rethink their travel patterns and utilise sustainable modes to travel to and from the site thus lessening general parking demand in the area.

An overarching parking management strategy (PMS) throughout the site may also better balance provisions as it would allow for possible reassignment of parking provisions if so required owing to fluctuation in parking demand associated with the neighbouring units. A PMS would therefore normally be recommended however as a result of dialogue at a pre-application meeting with the applicant, it has been highlighted that the individual units are likely to be of a separate tenure hence a PMS is unlikely to be achievable in practice. It is therefore encouraged that each tenure manage and control their on-plot parking activities accordingly. In summary, as the total quantum of 48 on-plot spaces is considered satisfactory supplemented by an appropriate individual site management parking regime.

Within the overall proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan 2016 (LP 2016) standards for the proposed uses. 2 'active' and 'passive' spaces are proposed for each unit.

However with the relatively small overall parking numbers per unit it would be considered onerous to pursue the provision of the 'active' spaces as it can be reasonably argued that this would reduce 'real world' on-plot parking provision as, in overall vehicle percentage terms, there are still far fewer electric/hybrid cars as compared to vehicles propelled by other fuels. This could in theory restrict/prevent the use of the 'active' bays for 'non-electrified' cars and more crucially would, in reality, lower the secured level of usable parking provision which should be avoided as it could lead to injudicious on-street parking.

Nevertheless as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered more appropriate to encourage a 'two passive only space' provision for each of the 7 units. This aspect should be secured via planning condition and 'active' provision would then evolve on a demand led basis.

In accord with London Plan (LP) standards, the total requirement for the B1(c)/B2/B8 use classes would equate to approximately 26 spaces plus 10 allocated for visitors in a secure and accessible manner. The applicant proposes a total of 28 spaces which are anticipated to be used predominantly by some staff (estimated at 46) given the nature of the use class profile which encourages patronage more so via motor vehicle in lieu of pedal cycle. Such reasoning is considered acceptable and is further supported by the quantum broadly conforming to the LP standard.

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.

The TRICS database of trip generation for different land uses has been applied by the applicant in order to determine the likely traffic generated by the proposal. It is anticipated that the proposal would effectively reduce overall 'two-way' vehicular movements at peak morning and afternoon traffic periods that are associated with the current commercial usage.

The applicant's trip methodology and findings are considered reflective of the levels of proposed

commercial activity that may be expected from a 'land use' database and the level of on-plot parking provisions and hence are considered acceptable.

Access to each of the two new units would be facilitated by separate and existing dropped kerb arrangements on Stonefield Way which would allow access to each service yard and corresponding on-plot parking areas. It is envisaged that sizable articulated lorries (16.5m in length) would serve Units 01-02.

All 3 existing access points (carriageway crossings) on Stonefield Way would require alteration i.e. adjustment/widening with the possibility of introducing a 4th crossing in order to facilitate the proposed design. Subject to submitted detail post-permission, this arrangement is considered acceptable in principle.

Access to each of the five new units would occur directly from Stonefield Close again via an extensive i.e. lengthy and existing dropped kerb arrangement. The unit 3 frontage would be restricted to accommodating a 12m rigid truck whilst units 4 to 7 frontages can accommodate vehicles of up to 10m in length. As above, the principle of crossing arrangement is considered acceptable however the extensive 'dropped kerb' arrangement on Stonefield Close would require alteration consisting of footway re-provision which is absent at present with formalisation of crossing positions in order to facilitate the 5 separate crossings to each of the five units.

The applicant has also demonstrated that the required swept path manoeuvres for each unit for delivery/servicing purposes can be undertaken satisfactorily via all of the existing (or amended) access/egress points on both roads without discernible detriment to the site envelope or the surrounding public highway.

Final crossing designs would be arranged post-permission with any crossing realignment/ new provision or extinguishing of old (e.g. footway reinstatement) being undertaken to an appropriate Council standard under a S278 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense.

A full and detailed CLP and SDP will be a requirement to be secured given the constraints and sensitivities of the local road network. The SDP is required to accord with TfL's delivery and service planning guidance. Both plans will need to be secured under planning condition in order to avoid/minimise potential detriment to the public realm.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly 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).

Officer comment: The recommended conditions have been secured within the report.

Contaminated Land Officer

Submitted reports indicate chemical testing of Made Ground and Groundwater have identified concentrations of various substances including metals, asbestos, hydrocarbons (including PAH, VOC, SVOC). Some recorded concentrations are reported to exceed authoritative assessment criteria and standards and therefore require further investigation.

Officer comment: An appropriately worded condition is included within the conditions list.

Flood Water Management Officer

Initial comments

Flood Risk Assessment has been submitted to accompany the application, it does not provide sufficient information to demonstrate that the proposed drainage strategy meets local and regional planning policy. Specifically, the drainage strategy does not quantify the existing runoff rate from the site or equivalent greenfield runoff rates. The London Borough of Hillingdon has a proforma that should be submitted with applications to provide the sufficient level of information. It

is noted that runoff should be restricted to greenfield rates where possible, or 2l/s where greenfield rates are low.

Any increase above these rates should be justified and the Council is likely to seek additional developer contributions.

Revised comments

The applicant responded to the officer's initial objection with further details. I am now able to remove my objection to the proposed development following receipt of supplementary drainage calculations and an addendum letter (MLM

Consulting reference 6600148-MLM-ZZ-XX-CO-C-0001 dated May 2019) confirming that runoff rates will be reduced to the equivalent greenfield rates from the development.

As previously set out, site restrictions reduce the ability for green infrastructure within the drainage strategy to improve water quality. While petrol interceptors will be incorporated, there are no further elements to increase the quality of surface water runoff. The site drains to the Yeading Brook, which flows in culvert adjacent to Victoria Road. In line with Policy EM8 of Hillingdon Local Plan, the Council will seek to improve the water quality in the Yeading Brook. The Council has a project to reduce surface water flood risk and improve the water quality in the Yeading Brook by implementing green infrastructure and sustainable drainage along Victoria Road. A developer contribution of £10,000 is therefore sought, which has been reduced since the runoff rates have been revised, for the sustainable drainage and green infrastructure project in Victoria Road.

There are details of the drainage strategy that can be secured after planning permission is granted and a condition is therefore proposed.

Officer comment: A drainage strategy has been secured by way of a condition and the applicant has agreed to a contribution of £10,000 towards Yeading Brook.

Sustainability Officer

I have no objections to the proposed development subject to the inclusion of the following in approved:

Energy

The energy strategy (MBA,18-108) sets out a development that is policy compliance and meets the 35% CO2 London Plan reduction target.

However, the majority of the savings are based on energy efficiency measures that have not adequately been evidenced. The remaining savings come in the form of PVs.

I have no objection to this approach in theory, but more detail is necessary. The following condition is required:

Condition:

Prior to above ground works, full details of the efficiency measures and 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 (MBA - 18-108) and include:

- 1 - Details of the efficiency savings, including BRUKL output reports, and how they relate to the baseline development with demonstrable CO2 savings properly evidenced.
- 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.

Ecology Officer

The site has little to no ecological value. No objections or comments. The standard ecological enhancement condition should be appended to any subsequent approval.

Condition

Prior to the above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans and specifications that demonstrate the incorporation of measures and features within the landscaping and the fabric of the building that support a range of habitats and species, as a minimum it is expected living walls/screens, green roofs, bat and bird boxes and artificial refugia will be included.

The development must proceed in accordance with the approved plans.

Reason

To ensure the development contributes to the protection and enhancement of the natural environment in accordance with Policy EM7 of the Local Plan Part 1.

Officer comment: the relevant conditions relating to energy and ecology have been secured.

EPU Officer

No response received.

Access Officer

I have reviewed this application and, aside a suitable planning condition requiring for fully accessible parking spaces in accordance with BS 8300:2018, I have no comments to make.

Air Quality Officer (Summary)

Given the application to change to uses B1; B8. B8 (Storage and Distribution), whereas the assessment indicates a reduction in vehicle movements in relation to the extant use, due to different traffic distribution patterns, the proposed development may have a higher impact within the Focus Areas nearby than the previous use bringing traffic emissions into these areas.

A section 106 agreement with the LAP of £18,285 is recommended 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 reduce human exposure to pollution levels.

Air Quality Officer (Updated/Further Comments)

The applicant provided further clarification on the proposed development and their low emission strategy which predicts a 45% decrease in NNUI emissions compared to the existing situation.

If the use of the application remains the same, no contribution to air quality is required. The reason for the recommendation is that B8 usually brings higher %of HGVs into the network which, and although a small reduction in total net traffic is claimed by the applicant, emissions may be higher.

Officer comment: Given the proposal does not seek a change of use, and the proposal seeks to reduce the emissions compared with the existing use, a Section 106 contribution could not be justified. However, a condition is attached requiring further details of the the applicant's low emissions strategy.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy 4.4 of the London Plan (2016) requires a rigorous approach to industrial land management to ensure a sufficient stock of land and premises are provided to meet future needs of different industrial and related uses across London. The site is allocated as a Strategic Industrial Location (SIL) under this policy with a sub categorisation of preferred Industrial Location (PIL).

Policy E1 of the Local Plan: Part One (November 2012) states that the Council will accommodate growth by protecting Strategic Industrial Locations and designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL). Under Policy E2 the Council are also seeking to accommodate 9,000 new jobs over the plan period. Most of this will be directed towards such strategic sites. The development is located on a Locally Significant Industrial Site this is a local plan designation.

Policy E6 of the Local Plan: Part One (November 2012) encourages the development of affordable accommodation for small and medium-sized businesses in appropriate locations.

Policy BE25 of the Local Plan: Part Two (November 2012) seeks to modernise and improve industrial and business areas.

Policy DME 1 of the emerging Local Plan: Part Two (March 2019) notes:

A) The Council will support employment proposals in Strategic Industrial Locations (SILs) - Preferred Industrial Locations (PIL) or Industrial Business Parks (IBP) - in accordance with relevant policies in the London Plan.

B) The Council will support industrial and warehousing uses (Use Classes B1 (c), B2 and B8) and Sui Generis uses that are appropriate in an industrial area within Locally Significant Industrial Sites (LSIS).

C) The Council will support light industrial, office and research & development roles activities (B1 (a) (b) (c) Use Classes) within Locally significant Employment Locations (LSEs).

The application site comprises commercial and industrial units. The surrounding area

comprises a range of industrial, commercial and trade counter uses. As such the principle of commercial development on this site is considered to have be acceptable and in accordance with Policies E1 and E6 of the Local Plan: Part One (November 2012).

The Hillingdon Local Plan: Part 2 - Saved UDP Policies identifies the site as an Industrial and Business Area (IBA). Policy LE 2 of the states that IBA's are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in this allocated industrial area.

The existing site is vacant. The proposed development will bring a currently under-utilised into full use through the demolition of the existing buildings and ancillary structures and erection of two new buildings comprising 7 smaller units which will provide a more efficient use of the site to provide new employment opportunities in accordance with national and local planning policy objectives.

The application proposes to provide trade counters within Units 04-05. Trade counter uses are Sui Generis and the applicant seeks only small part of the overall site is to be used for trade counters. A condition limiting the use of the trade counters to 10% of the overall floorspace is therefore proposed. On this basis, the proposal is considered to comply with the requirements of Policy E1 and E6 of the Local Plan: Part One (November 2012) and Policy BE25 of the Local Plan: Part Two (Saved UDP Policies) (November 2012), Policy DME1 of the emerging Local Plan: Part Two (March 2019) and Policy 4.4 of the London Plan (2016).

7.02 Density of the proposed development

The application relates to a commercial development with no residential properties proposed. Considerations in relation to residential density are not therefore relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact on the heritage of the borough.

7.04 Airport safeguarding

The proposed development is not significantly greater in scale or height than the existing height on the site or surrounding industrial and retail buildings. The Ministry of Defence raised no safeguarding objections to this application. As such the development is not considered to create any airport safeguarding concerns. A condition has been requested dealing with the potential use of cranes during the construction process.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

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

Policy BE25 of the Local Plan: Part Two (November 2012) seeks to modernise and improve industrial and business areas.

The site forms part of an IBA and the proposed buildings are considered to be of an appropriate scale and design to harmonise with their industrial/commercial surroundings. The external materials proposed to be used in the construction of the development are industrial in nature and are deemed appropriate in this location. The overall height of the building is proposed to be between 10.5m and 13.5m at its highest. The proposed height is similar to existing units dispersed across the site.

The proposed units are set back from the road compared to the existing building line especially along Stonefield Close to allow a forecourt and car parking for each unit. The most significant change is to the south where Unit 02 is being introduced in the what was formerly a forecourt. Given the industrial nature of the wider site, the building lines are inconsistent and in this context the proposed footprint is considered acceptable.

Rising bollards are proposed to manage access and security to each forecourt which is considered acceptable. There is limited opportunity on the site to introduce soft landscaping, tree planting to mark the entrances of Units 01 and 02 is proposed which is considered acceptable. Soft landscaping is also proposed on the north western boundary of the site which is acceptable.

Overall, the proposal is considered to accord with Policies BE1 of the Local Plan: Part One (November 2012) and Policies BE13 and BE25 of the Local Plan: Part Two (Saved UDP) (November 2012) and Policy DMHB 11 of the emerging Local Plan:Part Two (March 2019).

7.08 Impact on neighbours

Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. 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, 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 house is situated approximately 239 m to the south of the site, 330 m to the east and 250m to the north. The site lies within an allocated industrial business area where the majority of the buildings are commercial units and as such, the proposal would not result in harm to the amenities of surrounding properties.

7.09 Living conditions for future occupiers

The application relates to a commercial development with no residential properties proposed. Considerations in relation to residential amenity for future occupiers are not therefore relevant to the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy 6.10 of the London Plan (2016) notes that development should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space and Policy 6.11 seeks to maintain an efficient road network for movement and access.

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new

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

Access to Units 03-07 would occur directly from Stonefield Close whereas access to Units 01 and 02 would be taken from Stonefield Road utilising the existing crossovers. Unit 03 would be restricted to accommodating a 12m rigid truck whilst units 04 to 07 will be restricted to deliveries and servicing by vehicles of up to 10m in length through a condition. Units 01 and 02 can accommodate larger trucks and would not need to be restricted.

The principle of crossing arrangement is considered acceptable however the extensive 'dropped kerb' arrangement on Stonefield Close would require alterations to the existing footway and formalisation of crossing positions in order to facilitate the 5 separate crossings to each of the five units. Final crossing designs would be arranged post-permission with any crossing realignment/ new provision or extinguishing of old (e.g. footway reinstatement) being undertaken to an appropriate Council standard under a Section 278 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense. The layout and crossing points on Stonefield Way and Stonefield Close are in all other respects acceptable.

The development provides 41 parking spaces, including 7 disabled bays and 7 loading docks to the front of the units. A swept path analysis has been undertaken to demonstrate that the car park can accommodate both an articulated lorry, large car and a transit van using each of the entrance points to the seven units. The development provides 2 electric charging points per unit. This provision would accord with the London Plan (2016). 28 cycle parking spaces are proposed to be provided. The highways officer has raised no objection to the car parking provision or highways safety matters.

The proposal provides sufficient car parking and would not cause harm to the local highway network in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

Design is discussed in Section 07.07 of this report. A secured by design condition has been attached to the draft decision notice.

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 Council's Access Officer has reviewed the details submitted with the application and has raised no objection to the development proposed subject to accessible car parking spaces meeting the relevant British standards. As such the proposed scheme is considered to be acceptable with regards to accessibility.

7.13 Provision of affordable & special needs housing

The application relates to a commercial development with no residential properties proposed. Considerations in relation to affordable housing provision are not therefore relevant to the application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

The application has been supported by a tree survey and analysis which has identified and assessed three trees and a hedge, all of which are 'C' grade - whose poor quality and value indicate that they would not normally be considered a constraint on development. T3, a purple Norway maple, close to unit 07 will be protected and retained as part of the development. 3 existing trees (T1, T2 and H1) will be removed from the front of units 01 and 02 and replaced with 4 purple Norway maples. The replacement trees would be set amongst dense ground cover planting, as specified on drawing 6752/ASP.PP.1.0 Rev A.

The planting plan includes a specification of work and a planting schedule. It does not include a management / maintenance specification and commitment to replacing any failed, or missing, plants. The trees and landscaping officer has raised no objections to the planning application subject to condition regarding management and maintenance which has been attached to the draft decision.

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part One (November 2012) requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals. Waste storage is located to the front of Units 01, 02 and 03 and within the building at Units 04-07. The proposed waste storage is considered acceptable and complies with Policy EM11 of the Local Plan: Part One (November 2012).

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

The supporting information has been reviewed by the sustainability officer who notes the energy strategy (MBA,18-108) sets out a development that is policy compliance and meets the 35% CO2 London Plan reduction target. However, the majority of the savings are based on energy efficiency measures that have not adequately been evidenced. The remaining savings come in the form of PVs.

There is no objection to this approach in principle, but further details are required by way of a condition which has been attached to the draft decision notice.

7.17 Flooding or Drainage Issues

Policy DME1 10 of the emerging Local Plan: Part Two (March 2019) requires all major developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% allowance for

climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

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 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 has been submitted with the application. The scheme 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 (2019).

The flood water management officer has reviewed the submitted supporting information. Following the receipt of following the receipt of supplementary drainage calculations and an addendum letter (MLM Consulting reference 6600148-MLM-ZZ-XX-CO-C-0001 dated May 2019) confirming that runoff rates will be reduced to the equivalent greenfield rates from the development.

The site constraints reduce the scope to provide green infrastructure within the drainage strategy to improve water quality. While petrol interceptors will be incorporated, there are no further elements to increase the quality of surface water runoff. The site drains to the Yeading Brook, which flows in culvert adjacent to Victoria Road. As a result of this proposal draining directly into Yeading Brook.

The flood water management officer seeks to improve the water quality in the Yeading Brook in line with Policy EM8 of Hillingdon Local Plan: Part One (November 2012). The Council has a project to reduce surface water flood risk and improve the water quality in the Yeading Brook by implementing green infrastructure and sustainable drainage along Victoria Road. A developer contribution of £10,000 is therefore sought through a Section 106 legal agreement. The applicant has agreed to the contributions towards Yeading Brook.

7.18 Noise or Air Quality Issues

Noise

The National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan (2016) 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 proposal does not seek any restriction of the operational hours of this development. Given the site's location within an industrial business area, the use of the units 24 hours is unlikely to result in harm to the amenities of neighbouring properties by way of noise.

Air Quality

Policy 7.14 of the London Plan (2016) requires developments to at least be Air Quality Neutral and not lead to further deterioration of existing poor air quality, particularly in Air Quality Management Areas.

The air quality officer has commented on the application noting a low emission strategy is

required by this development. The condition is required because although a small reduction in total traffic is predicted by the applicant, the proposed emissions may be higher. An appropriately worded condition has been secured to mitigate against the impact of the development is attached to the draft decision notice.

7.19 Comments on Public Consultations

The main issues raised in the objections are summarised in the 'External Consultee' section of this report. The issues raised are noted and have been addressed in the relevant sections of this committee report.

7.20 Planning obligations

Policy R17 of the Hillingdon UDP is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

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

- i. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.
- ii) Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. (if applicable in line with the terms set out in the Planning Obligations SPD)
- iii) £10,000 towards Yeading Brook green infrastructure scheme
- iv) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

In addition to S106 contributions the Council has a Community Infrastructure Levy (CIL) charge of £5 per square metre of gross internal floor area.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system to be paid to the GLA to go towards the funding of Crossrail.

7.21 Expediency of enforcement action

There are no enforcement issues relating to this site.

7.22 Other Issues

There are no other issues related to this site.

8. Observations of the Borough Solicitor

General

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

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

application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This proposal is for the redevelopment of the existing site including the demolition of the existing building and the erection of 7 new commercial units across two separate buildings. Use Class B1(c)/B2/B8 on Units 01, 02, 03, 06 and 07 and Use Class B1(c)/B2/B8 and Sui Generis is being sought on Units 04 and 05. Ancillary office space will be provided at

first floor level in Units 01-03.

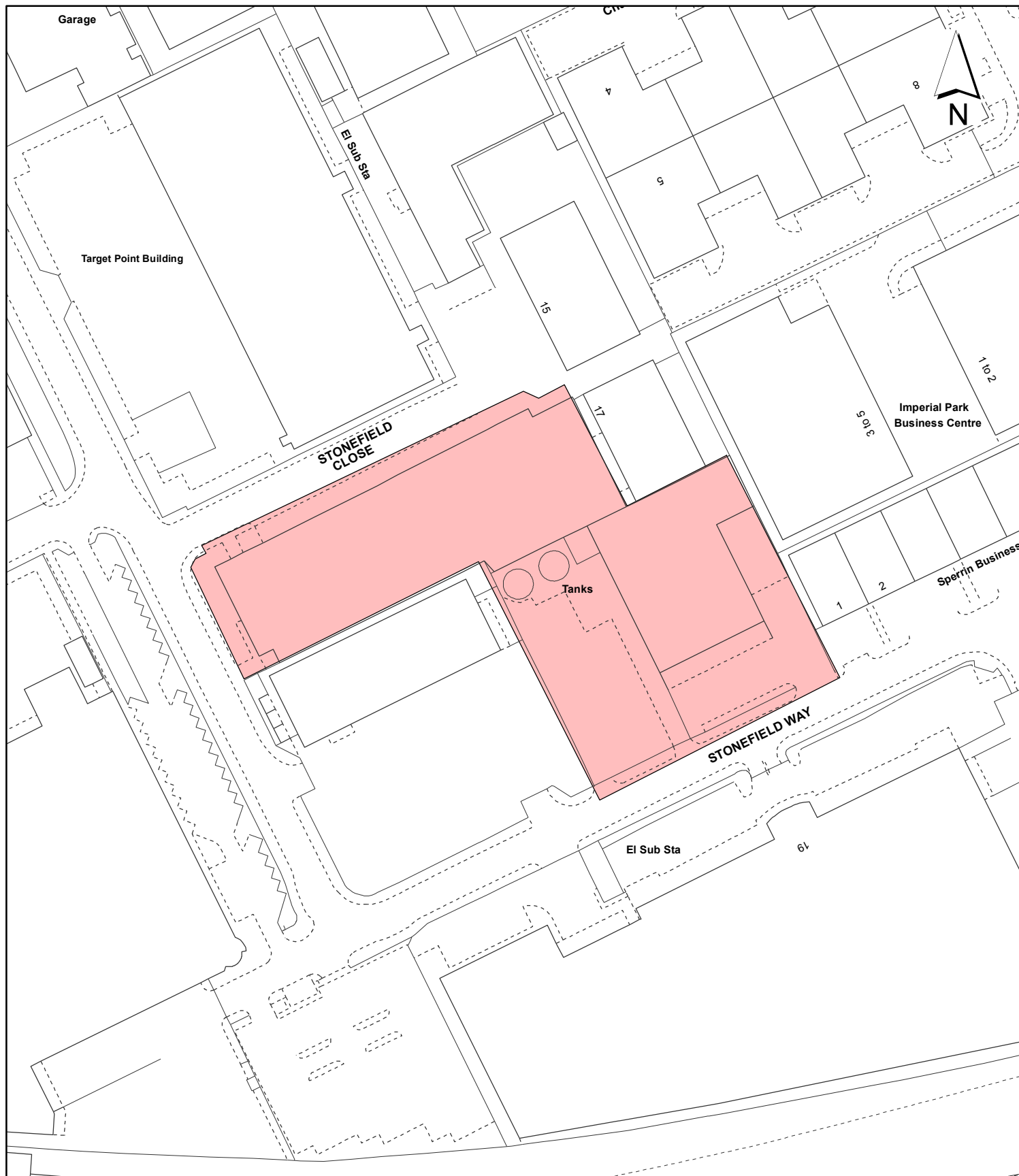
The site forms part of the Stonefield Way Industrial Business Area (IBA) and therefore the principle of the development is appropriate. The proposed industrial buildings and landscaping works are considered to be of an acceptable design. Subject to appropriate conditions and a S106 agreement the development is considered to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) 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)
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
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination
Accessible Hillingdon Supplementary Planning Document (2017)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

Stonefield Close

Planning Application Ref:

1660/APP/2019/1018

Planning Committee:

Major Page 283

Scale:

1:1,250

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address BRIDGE HOUSE, RIVERVIEW HOUSE AND WATERSIDE HOUSE
OXFORD ROAD UXBRIDGE

Development: Section 73 application seeking a Minor Material Amendment to revise Approved Plans relating to planning application reference 40050/APP/2017/2438 dated 01-09-17 for Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage namely to allow the change in the mix of units at Bridge House from 3 x Studio and 120 x 1 bedroom to 10 x studios, 56 x 1 bedroom and 57 x 2 bedroom and a change to the description of development to note: Prior Approval Application for the change of use from office (Use Class B1a) to 237 residential units (16 x studio, 162 x 1 bedroom and 59 x 2 bedroom) (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage

LBH Ref Nos: 40050/APP/2019/1865

Drawing Nos: 568-PTA-ZZ-ZZ-DR-A-1001 Rev. P04
568-PTA-ZZ-06-DR-A-1006 Rev P02
568-PTA-ZZ-00-DR-A-1000 Rev P02
68-PTA-ZZ-XX-DR-A-0001 Rev P03
Covering Letter

Date Plans Received: 04/06/2019

Date(s) of Amendment(s): 03/06/2019

Date Application Valid: 04/06/2019

1. SUMMARY

This application seeks alterations to the internal layout of a consented Prior Approval under planning ref: 40050/APP/2017/2438 (01-09-17) to provide 50 additional habitable rooms. The proposal also seeks to alter the description of development so it reflects the correct unit mix from 15 x Studio and 224 x 1-Bed to 3 x studios and 120 x 1 bedroom units to 6 x studio, 162 x 1 bedroom and 59 x 2 bedroom. As previously approved, a total of 359 off street car parking spaces, including 37 disabled bays, would be provided to serve future occupants. The spaces will be located within the existing multi-storey car park and hard surfaced parking areas which serve the existing office use. 17 Motorcycle parking spaces are proposed and facilities for the secure storage of 239 cycles will be provided within the buildings.

As noted previously, the proposal is considered under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking a variation to a full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

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

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

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

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

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Regeneration and Transportation, subject to no substantive issues being raised as part of the consultation, to approve Minor Material Amendments subject to:

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

- 1. Contribution towards improvements to the local highway network with an upper limit of £553,533.19, in addition to a transport appraisal to include modelling of the local network prior to commencement of the development.**
- 2. Public Realm Contribution of £387,473.22**
- 3. Parking Permit free development for all future residents**

B) That the applicant meets the Council's reasonable costs in preparation of the variation to 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 31 July 2019 (or such other timeframe as may be agreed by the Head of Planning, Regeneration and Transportation), delegated authority be given to the Head of Planning, Regeneration and Transportation to refuse the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works (including Transport Assessment) and public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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

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

1 PAA Prior Approval - Approval

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable implications with regard to transportation, highway safety, contamination, noise or flooding.

2 RES4 Accordance with Approved Plans

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

568-PTA-ZZ-06-DR-A-1006 Rev P02
568-PTA-ZZ-00-DR-A-1000 Rev P02
568-PTA-ZZ-XX-DR-A-0001 Rev P03
568-PTA-ZZ-ZZ-DR-A-1001 Rev. P04

6444/UX P04 E
6444/UX P05 C
6444/UX P06 B
6444/UX P07 D
6444/UX P08 B

6444/UX P09 B and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

For the avoidance of doubt and in the interest of proper planning.

3 NONSC Non Standard Condition

The noise level in rooms at the development hereby approved shall meet the following standards: Bedrooms: to meet NR25 between 23:00 - 07:00hrs. All habitable rooms shall meet NR35 between 07:00 - 23:00hrs.

REASON

To ensure that the amenity of the occupiers of the existing and proposed dwellings/flats is not adversely affected by noise, in accordance with Policy OE5 of the Hillingdon Local Plan - Part Two Saved UDP Policies (November 2012).

4 OM19 Construction Management Plan

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

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

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

REASON

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

5 RES22 Parking Allocation

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

REASON

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

6 SUS8 Electric Charging Points

Prior to the residential occupation of the building, details of electric vehicle charging points to include 20% of the spaces having active provision and 20% of spaces being capable of easy conversion in the future (passive provision) shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall be implemented on site and thereafter permanently retained on site.

REASON

To encourage sustainable travel, in compliance with Policy 6.13 of the London Plan (March 2016).

7 RES26 Contaminated Land

(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)

INFORMATIVES

1 I47 Damage to Verge - For Council Roads:

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

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The island site is currently occupied by 3 buildings: Bridge House, Waterside and Riverview all of which have direct access from Oxford Road. The existing Bridge House building to the north of the site is in a prominent position on Oxford Road, considered to be a 'gateway' site into Uxbridge. The building is 6 storeys in height plus an additional storey of plant and provides office use plus a small existing ancillary cafe on the ground floor. To the south of Bridge House is a multi storey car park providing 246 car parking spaces, plus 30 surface car parking spaces (including 5 disabled spaces), which also sits within the boundary of the current application. Bridge House was constructed in 1967 and was re cladded in 1998. Waterside House and Riverview House are both 3 storey office buildings and are located to the south of the site adjacent to the River Colne.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed.

The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area. The majority of the site has a PTAL rating of 2, however the north eastern corner has a PTAL rating of 3. The site is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

Under planning ref: 40050/APP/2017/2438 (01-09-17), a Prior Approval was given for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Under planning ref: 40050/APP/2019/1575 (29-05-19) a non material amendment to the application was approved to include the list of plans.

The proposal under this application seeks to change the number of habitable rooms at Bridge House from 243 to 293 which is an uplift of 50 habitable rooms. This would be achieved through the internal reconfiguration of the existing layout to create 2 bedroom units.

The proposed unit mix at Bridge House would change from 3 x studios and 120 x 1 bedroom units to 10 x studios, 56 x 1 bedroom, 57 x 2 bedroom.

Also proposed, is an amendment to the description of development to reflect the correct unit mix proposed to be provided across Bridge House, Riverview House and Waterside House. The proposed unit mix across the site would be: 16 x studio, 162 x 1 bedroom and 59 x 2 bedroom.

There is proposed to be no increase in car parking at Bridge House and 359 car parking spaces are proposed to be provided. 17 Motorcycle parking spaces are proposed and facilities for the secure storage of 239 cycles will be provided within the buildings.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge

Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxbridge

Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3356 Waterside Oxford Road Uxbridge

Prior Approval application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2017/3357 Riverview Oxford Road Uxbridge

Prior Approval application for the change of use of Riverview from office accommodation (Class B1) to 37 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 25-10-2017 Approved

40050/APP/2017/3358 Bridge House Oxford Road Uxbridge

Prior Approval application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2018/1736 Bridge House Oxford Road Uxbridge
Installation of new windows, doors and alterations to balconies

Decision: 20-07-2018 Approved

40050/APP/2018/1737 Bridge House Oxford Road Uxbridge

Demolition of existing rooftop plant room and replacement with two storey extension to provide 2 new residential units (Use Class C3), ancillary gymnasium (Use Class D2) plus associated landscaping and parking (AMENDED APRIL 2019).

Decision:

40050/APP/2018/1968 Bridge House Oxford Road Uxbridge

Details pursuant to Condition 1 (Contamination) and 2 (Noise) of planning permission Ref: 40050/APP/2017/2438, dated 1.09.17 (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.)

Decision: 07-09-2018 Approved

40050/APP/2018/3192 Bridge House Oxford Road Uxbridge

Change of use from Class B1 to Class A1/A2 usage and external changes to ground floor accommodation.

Decision:

40050/PRC/2018/68 Bridge House Oxford Road Uxbridge
Large scale residential development

Decision: 25-06-2018 OBJ

Comment on Relevant Planning History

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **11th July 2019**

6. Consultations

External Consultees

This application was consulted on between 20-06-19 and 11-07-19, no external consultee responses were received at the time of writing this report. Any comments or objections received by 11-07-19 will be reported to the Major Applications Planning Committee through an addendum.

Internal Consultees

EPU Officer

The room layout has been amended plan. The amended layout has been reviewed and I have no objections to the proposed development subject the the following conditions:

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. 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.

Officer comment: The recommended condition has been included within the decision.

Highways Officer

This 'island' site is situated within a business catchment area and is directly accessed off Oxford Road in Uxbridge which is designated as 'Classified' in the borough's hierarchy of roads. It is in the far western end of the borough in proximity to the borough boundary with South Buckinghamshire District Authority.

The site is uniquely situated as it flanked by the Grand Union Canal and the River Colne resulting in a waterfront vista onto the former. The site exhibits a PTAL average rating of 2/3 which is considered as average which heightens dependency on the use of private motor transport. Vehicular access is taken from Oxford Road and is to remain unaltered.

There had been an application and subsequent approval for a Prior Approval (PA) - 40050/APP/2017/2438 for the island site which consisted of Bridge House, Waterside House and Riverview House and was related to a change of use from class B1 to 237 residential units in total with 359 car parking spaces. This represents a car parking to residential unit ratio of 1.5 123 units would be located within Bridge House which would have 185 car parking spaces; again this represents a ratio of car parking spaces to residential units of 1.5. This is being progressed and this current application consists of converting a number of one-bed flats to studio, one bedroom and two bedroom flats, creating 50 additional habitable rooms. The overall number of flats would however

remain 237.

Parking/Cycle Provision

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy and emerging Development Management Policy DMT 6 state that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

For the proposed minor amendment to create a revised total of 50 habitable rooms there would not be a requirement to provide additional car parking spaces. This should remain at 185 spaces (which should include 20% 'Passive and 20% 'Active' electric vehicle charge points provisions (EVCP's). Similarly there is no requirement to provide additional secure and accessible cycle parking spaces as the number proposed in the PA accords with the Council's parking standards. This has been indicated with the exception of the EVCP provisions which should be secured via planning condition.

Vehicular Trip Generation/ Access Arrangements

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy requires the Council to consider 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.

Arising from this Minor Amendment would be an increase in person trips. Such uplift is considered relatively absorbable in generation terms and therefore can be accommodated within the local transport network without notable detriment to traffic congestion and road safety. As a consequence the existing vehicular access on Oxford Road is considered 'fit for purpose' and does not require alteration.

Public Realm Impacts/Highway Interventions

It is noted that significant public realm betterment has already been achieved at the PA consent stage which incorporated the findings within the submitted Pedestrian and Cycling environment audits (PERS and CERS). Given that this planning application creates an additional 50 habitable rooms a revised contribution of £387,473.22 is sought for investment in public realm enhancements works and a further £553,533.19 for investment in highway works.

Operational Servicing /Refuse Requirements

Servicing and refuse collection would be undertaken as per the consented 2017 PA for the whole site operation. There are no further observations.

Construction Logistics Plan (CLP)

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

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly 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). There are no highway, traffic or transportation objections to this planning application

Officer response:

The contributions would be secured through a Deed of Variation to the original consent.

Contaminated Land Officer

Various records and information refer to potential contaminants which indicate an unacceptable risk may be present. Therefore a phased process of investigation is recommended to assess land conditions in more detail at site.

Officer comment: An appropriately worded condition has been included within the decision.

Flood Water Management Officer

No comment.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Prior Approval was given under planning ref: 40050/APP/2017/2438 to create 237 residential units. It is possible to vary prior approval permissions through Section 73 application. The Council nonetheless would still be obliged to consider such an application in the context of prior approval criteria.

The number of units is proposed to remain the same however the proposal seeks alterations to the internal layout of the building. Given the alterations are internal and it does not result in an increase to the number of units, there are no objections to the principle of the proposals so long as the highway impacts of more 2 bedroom units are acceptable.

7.02 Density of the proposed development

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

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

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

7.04 Airport safeguarding

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

7.05 Impact on the green belt

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

7.06 Environmental Impact

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

7.07 Impact on the character & appearance of the area

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

7.08 Impact on neighbours

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

7.09 Living conditions for future occupiers

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

7.10 Traffic impact, car/cycle parking, pedestrian safety

The Council's Highways Engineer has carefully reviewed the proposals and provided detailed comments on the measures required to mitigate against the impact of the development. A Transport Assessment is required and a highways contribution of upto £553,533.19 These can be summarised as a Transport Assessment and Highways contribution of £500,000, plus a Public Realm contribution of £387,473.22. The Applicant has agreed to these obligations which would be secured through a deed of variation to the

S106 Legal Agreement.

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

7.11 Urban design, access and security

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

7.12 Disabled access

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

7.13 Provision of affordable & special needs housing

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

7.14 Trees, Landscaping and Ecology

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

7.15 Sustainable waste management

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

7.16 Renewable energy / Sustainability

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

7.17 Flooding or Drainage Issues

The flood water management officer commented on the previous application and subject to a condition has raised no objections to the proposal. The changes under this application are internal and therefore do not alter these comments

7.18 Noise or Air Quality Issues

Contaminated Land

The Council's Environmental Protection Unit have carefully reviewed the submitted documents in terms of the risk of contamination and have have raised no objections to the proposal subject to the attachment of an appropriate condition.

The proposal is therefore acceptable in terms of contamination.

Noise from Commercial Premises

The Council's Environmental Protection Unit have carefully reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site. As set out in Section 6 of this report, subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

The proposal is therefore acceptable in terms of noise.

Air Quality

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

7.19 Comments on Public Consultations

None received.

7.20 Planning Obligations

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

1. Contribution towards improvements to the local highway network with an upper limit of £553,533.19, plus a transport appraisal to include modelling of the local network prior to commencement of the development.
2. Public Realm Contribution of £387,473.22
3. Parking Permit free development for all future residents

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This application seeks alterations to the internal layout of a consented Prior Approval under planning ref: 40050/APP/2017/2438 (01-09-17) to provide 50 additional habitable rooms. The proposal also seeks to alter the description of development so it reflects the correct unit mix from 15 x Studio and 224 x 1-Bed to 16 x studio, 162 x 1 bedroom and 59 x 2 bedroom. As previously approved, a total of 359 off street car parking spaces, including 37 disabled bays, would be provided to serve future occupants. The spaces will be located within the existing multi-storey car park and hard surfaced parking areas which serve the existing office use. 17 Motorcycle parking spaces are proposed and facilities for the secure storage of 239 cycles will be provided within the buildings.

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

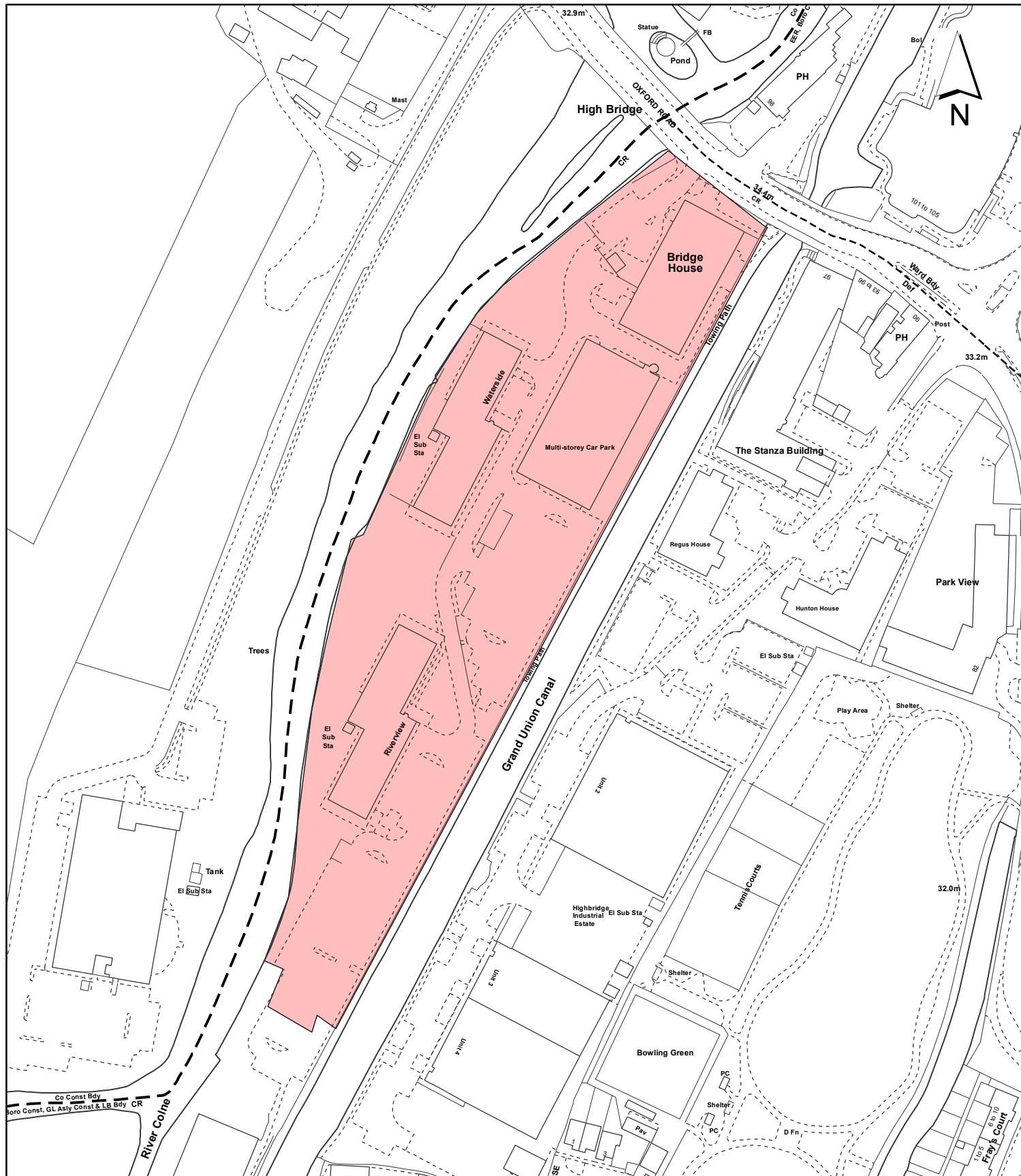
The application has been assessed against the relevant criteria and subject to conditions and the securing of highway and public realm obligations through a variation to the original Section 106 Legal Agreement, prior approval is required.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

Site boundary

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Site Address:

**Bridge House
Riverview House and Waterside House
Oxford Road**

Planning Application Ref:

40050/APP/2019/1865

Planning Committee:

Major Page 299

Scale:

1:2,000

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Modification of S106 Planning Obligation relating to Planning Application 59872/APP/2013/3775 dated 31st July 2014 (Variation of Condition 4 (Phasing of planning permission 59872/APP/2012/1838 dated 19/04/2013, -Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping) to remove The Machine Store and Pressing Plant Phase from the legal obligations except in relation to Energy Strategy and Travel Plan.

LBH Ref Nos: 59872/APP/2018/2841

Drawing Nos:

Date Plans Received: 01/08/2018

Date(s) of Amendment(s):

Date Application Valid: 11/09/2018

1. SUMMARY

Planning permission (reference 59872/APP/2012/1838) was granted on 19th April 2013 for 'Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping'.

The above planning permission was amended under planning ref 59872/APP/2013/3775 and planning permission granted subject to a section 106 Legal Agreement dated 31 July 2014. This application seeks a Deed of Variation (DoV) to the July 2014 legal agreement to remove The Machine Store and Pressing Plant Phase which is subject to a separate planning permission.

The applicants had also initially sought changes to the Affordable Housing Schedule, however this change has now been removed from consideration due to objections raised by the Councils Legal Team.

Planning permission for works at the Machine Store and Pressing Plant was approved under planning ref 59872/APP/2016/3454 which was also subject to its own legal agreement, resulting in some areas of duplication between planning permissions. As such, this modification seeks to alter any duplications.

The proposed variation to the section 106 agreement dated July 2014 (planning ref 59872/APP/2013/3775) is deemed acceptable and recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 NONSC Recommendation

1. That the Council enter into a deed of variation with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure the removal of 'The Machine Store' and 'Pressing Plant' Phase from the planning obligations under the section 106 agreement dated 31 July 2014 except in relation to those obligations pursuant to Schedule 13 (Energy Strategy) and for the benefit of co-ordination between the obligations under Schedule 15 (Travel Plan) dated 31 July 2014 and the travel plan required under the section 106 agreement dated 26 January 2018.

It is not recommended that Schedule 4 (Affordable Housing) of the section 106 agreement dated 31 July 2014 be amended.

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The whole of The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site was largely vacant with many buildings falling into disrepair. The site is subject to a residential led redevelopment with several buildings already completed, including The Boiler House, The Material Store and the Record Stack car park. The site also includes a new University Technical College.

The site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within an Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) and a Strategic Industrial Location (SIL) as designated within the London Plan (March 2015).

3.2 Proposed Scheme

Planning permission (reference 59872/APP/2012/1838) was granted on 19-04-13 for 'Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping'. A variation of this planning permission was subsequently granted under ref 59872/APP/2013/3775 dated 31 July 2014. That Legal Agreement covered the entire site, including 'The Machine Store' and 'Pressing Plant' buildings which are shown as Phase 6 on Plan Reference 0157-9004 Rev 13.

This application seeks a Deed of Variation (DoV) to that legal agreement to carve out the planning obligations under the section 106 agreement dated 31 July 2014 in relation to Phase 6 of the Development with the exception of the obligations pursuant to Schedule 13 (energy strategy) of the section 106 agreement dated 31 July 2014 and for the purposes of co-ordination between the obligations under Schedule 15 (travel plan) of the section 106 agreement dated 31 July 2014 and the travel plan required under the section 106 agreement dated 26 January 2018.

It is recommended that the section 106 agreement dated 31 July 2014 is amended to carve out the Machine Store and Pressing Plant Phase, with the exception of the obligations relating to the Energy Strategy and the Travel Plan. The change in drafting to Schedule 4: Affordable Housing is not recommended as the proposed changes relate to the Affordable Housing Review Mechanism, which has been triggered.

3.3 Relevant Planning History

Comment on Relevant Planning History

59872/APP/2012/1838 - Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping - Approval 19-04-13

59872/APP/2013/3775- Variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack car parks to come forward earlier than in the approved phasing- Approval 31-7-14

59872/APP/2016/3454 - Mixed use redevelopment of the Pressing Plant, at The Old Vinyl Factory site, including the partial demolition of the Pressing Plant (formerly Apollo House), retention of front facade and part of the western facade of the Pressing Plant and construction of a 3 screen cinema, with retail, bar, restaurant and exhibition spaces and construction of the Machine Store, comprising 81 residential units, a health centre, bars/cafes, associated parking, landscaping, and access works - Approval 26-01-18

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Not applicable

Internal Consultees

LEGAL SERVICES TEAM

A section 106 agreement was entered into on the 26 January 2018 in relation to the Pressing Plant and the Machine Store (Planning Reference: 59872/APP/2016/3454) land (Phase 6 of the Development). A deed of variation is now required in order to carve out the planning obligations under the section 106 agreement dated 31 July 2014 in relation to Phase 6 of the Development with the exception of the obligations pursuant to Schedule 13 (energy strategy) of the section 106 agreement dated 31 July 2014 and for the purposes of co-ordination between the obligations under Schedule 15 (travel plan) of the section 106 agreement dated 31 July 2014 and the travel plan required under the section 106 agreement dated 26 January 2018. The Legal Services Team has no objection to this approach.

The Legal Services Team would object to the amendments to Schedule 4 (Affordable Housing) as the proposed amendments relate to the Affordable Housing Review Mechanism, which has been triggered. Any amendments to the affordable housing review mechanism would now be deemed inappropriate and unreasonable given that the process is already in motion.

7.	MAIN PLANNING ISSUES
7.01	The principle of the development
	Not applicable. The principle of development has been accepted through the granting of planning permission for the scheme.
7.02	Density of the proposed development
	Not applicable. No changes are proposed which would impact on the density of the approved development.
7.03	Impact on archaeology/CAs/LBs or Areas of Special Character
	Not applicable. No changes are proposed which would impact on heritage assets.
7.04	Airport safeguarding
	Not applicable. No alterations are proposed which would impact on safeguarding criteria.
7.05	Impact on the green belt
	Not applicable. No changes are proposed which would impact on the green belt.
7.06	Environmental Impact
	Not applicable. There are no direct significant environmental impacts as a result of the changes proposed.
7.07	Impact on the character & appearance of the area
	Not applicable. No changes are proposed which would impact on the character or appearance of the area.
7.08	Impact on neighbours
	Not applicable. No changes are proposed which would impact on residential amenity.
7.09	Living conditions for future occupiers
	Not applicable. No changes are proposed which would impact on residential amenity.
7.10	Traffic impact, Car/cycle parking, pedestrian safety
	Not applicable. No changes are proposed which would impact on traffic, parking or pedestrian safety.
7.11	Urban design, access and security
	Not applicable. No changes are proposed which would impact on urban design, access and security.
7.12	Disabled access
	Not applicable. No changes are proposed which would impact on accessibility.
7.13	Provision of affordable & special needs housing
	<p>Planning Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states:</p> <p>'Housing provision is expected to include a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. For sites with a capacity of 10 or more units the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.'</p> <p>London Plan (March 2016) policies 3.10, 3.11, 3.12 and 3.13 relate to affordable housing provision. In particular Policy 3.12 states that the maximum reasonable amount of affordable housing should be sought, having regard to (amongst others) current and future requirements for affordable housing at local and regional levels, the size and type of affordable housing needed in particular locations and the specific circumstances of individual sites.</p>

The application for a Deed of Variation to amend the section 106 agreement dated 31 July 2014 intends to remove the Machine Store and Pressing Plant Phase from the obligations of the section 106 agreement obligations with the exception of the energy strategy and travel plan, which is subject to a separate planning permission (application reference 59872/APP/2016/3454). The Council's Legal Team has reviewed the proposal and raised no objections to this element of the application. If this element of the deed of variation is agreed and the new consent implemented, then Machine Store and Pressing Plant Phase would not be included as part of the affordable housing assessment for the wider Old Vinyl Factory site. However the Heath Care facility or an affordable housing commuted sum would be secured under the consented scheme's (59872/APP/2016/3454) section 106 agreement.

The amendments to Schedule 4: Affordable Housing is not recommended as the proposed changes relate to the Affordable Housing Review Mechanism, which has been triggered. Any amendments to the affordable housing review mechanism would now be deemed inappropriate and unreasonable given that the process has already begun.

Given that obligations will be secured in either scenario, and it would be unacceptable for the Council to seek to secure two sets of obligations for the same site, the proposed Deed of Variation is considered to accord with Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and London Plan (March 2016) policies 3.10, 3.11, 3.12 and 3.13.

7.14 Trees, landscaping and Ecology

Not applicable. No changes are proposed which would impact on trees, landscaping and ecology.

7.15 Sustainable waste management

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

7.16 Renewable energy / Sustainability

Not applicable. No changes are proposed which would impact on renewable energy / sustainability.

7.17 Flooding or Drainage Issues

Not applicable. No changes are proposed which would impact on flooding or drainage issues.

7.18 Noise or Air Quality Issues

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

7.19 Comments on Public Consultations

Not applicable

7.20 Planning obligations

The alterations proposed to the agreed planning obligations have been discussed throughout this report and are considered to be acceptable for the reasons discussed in section 7.13.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

Discussions with the Council's Legal Team have amended the Deed of Variation so that is now applies to remove The Machine Store and Pressing Plant Phase, which is subject to a separate planning permission (application reference 59872/APP/2016/3454) with the exception of the obligations relating to the Energy Strategy and the Travel Plan. The change in drafting to Schedule 4: Affordable Housing is not recommended to be agreed as set out in section 3.2 above.

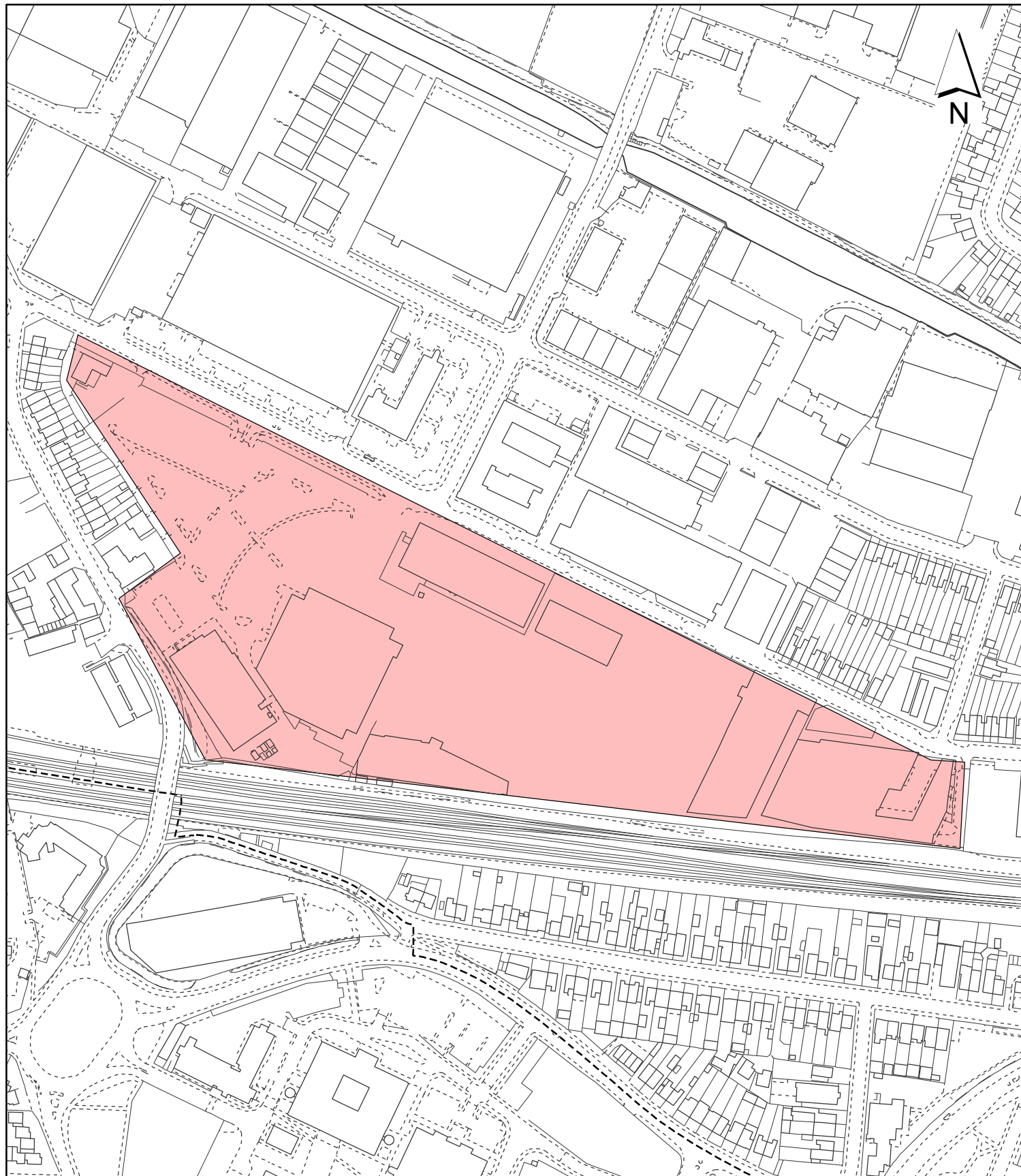
No objections have been raised to the requested variation to remove The Machine Store and Pressing Plant Phase from the original s106, with the exception of the obligations relating to the Energy Strategy and the Travel Plan, by either the Council's S106/CIL Officer or the Council's Legal Team. The proposed variation is deemed acceptable and the health centre or affordable housing contribution for Phase 6 would be secured under the site's own planning consent and s106 legal agreement. As such the Old Vinyl Factory development would continue to appropriately comply with relevant Local Plan, London Plan and national planning policies and, accordingly, approval for this element of the Deed of Variation is recommended.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Old Vinyl Factory

Planning Application Ref:

59872/APP/2018/2841

Scale:

1:3,000

Planning Committee:

Major Page 309

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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Plans for Major Applications Planning Committee

Wednesday 17th July
2019



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Report of the Head of Planning, Transportation and Regeneration

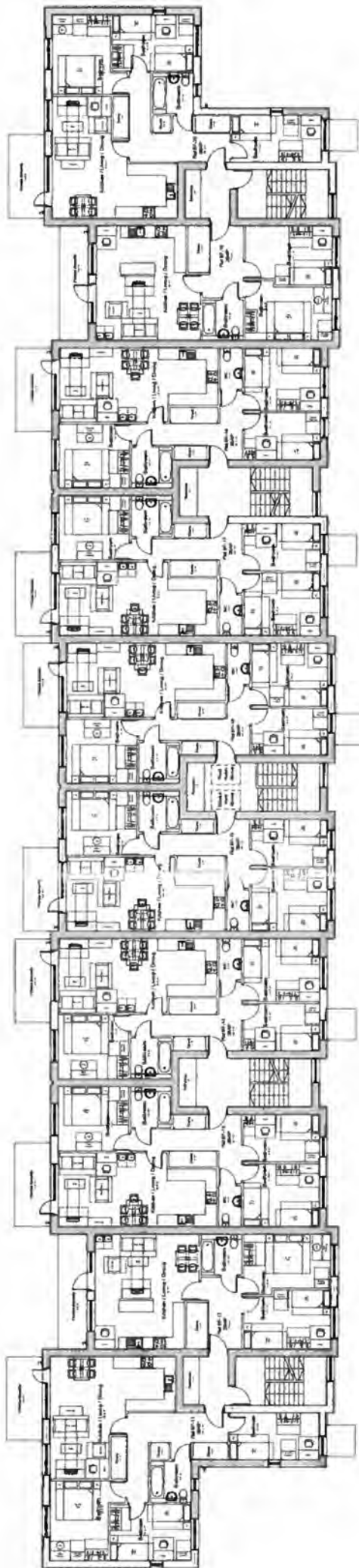
Address FORMER BELMORE ALLOTMENT SITE BURNS CLOSE HAYES

Development: Re-development of former allotment site to provide 5 x two to three storey blocks comprising 112 residential units including 30 x 1-bed, 47 x 2-bed ,33 x 3-bed and 2 x 4 bed units with associated access, parking and amenity space. (AMENDED PLANS 06/06/2019)

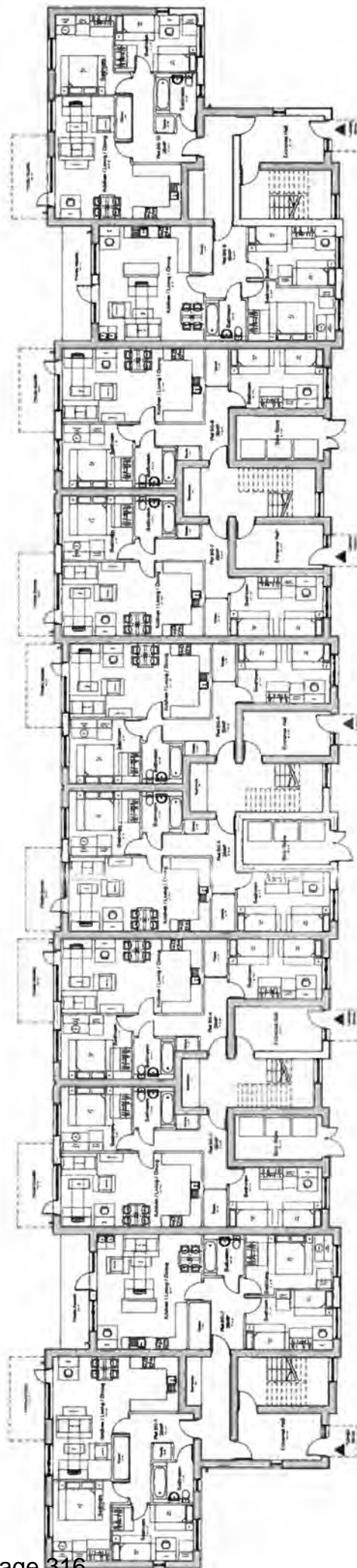
LBH Ref Nos: 68069/APP/2019/22

SITE AREA		123,000 sq. ft. (1.23M)		84,000 sq. ft. (0.84M)		251,000 sq. ft. (2.51M)	
Type	Block	1 BED	2 BED	3 BED	4 BED	Area	Yr
5 100 Affordable	Block E						
	A1 180,000 sq. ft.	5				50,000 sq. ft.	10
	A2 180,000 sq. ft.	6				51,000 sq. ft.	12
	A3 180,000 sq. ft.	7				52,000 sq. ft.	14
	A4 180,000 sq. ft.	8				53,000 sq. ft.	16
	B1 280,000 sq. ft.	1	1			85,000 sq. ft.	3
	B2 280,000 sq. ft.	2	2			86,000 sq. ft.	4
	B3 280,000 sq. ft.	3	3			87,000 sq. ft.	5
	B4 280,000 sq. ft.	4	4			88,000 sq. ft.	6
	C1 380,000 sq. ft.	2	2	2		100,000 sq. ft.	8
Mixed-Growth	C2 380,000 sq. ft.	3	3	3		101,000 sq. ft.	9
	C3 380,000 sq. ft.	4	4	4		102,000 sq. ft.	10
	D1 480,000 sq. ft.	2	2	2	2	111,000 sq. ft.	5
	D2 480,000 sq. ft.	3	3	3	3	112,000 sq. ft.	6
5 100 Affordable	D3 480,000 sq. ft.	4	4	4	4	113,000 sq. ft.	7
	D4 480,000 sq. ft.	5	5	5	5	114,000 sq. ft.	8
5 100 Affordable	E1 580,000 sq. ft.	2	2	2	2	120,000 sq. ft.	4
	E2 580,000 sq. ft.	3	3	3	3	121,000 sq. ft.	5
	E3 580,000 sq. ft.	4	4	4	4	122,000 sq. ft.	6
	E4 580,000 sq. ft.	5	5	5	5	123,000 sq. ft.	7
	F1 680,000 sq. ft.	2	2	2	2	130,000 sq. ft.	4
5 100 Affordable	F2 680,000 sq. ft.	3	3	3	3	131,000 sq. ft.	5
	F3 680,000 sq. ft.	4	4	4	4	132,000 sq. ft.	6
	F4 680,000 sq. ft.	5	5	5	5	133,000 sq. ft.	7
	G1 780,000 sq. ft.	2	2	2	2	140,000 sq. ft.	4
	G2 780,000 sq. ft.	3	3	3	3	141,000 sq. ft.	5
5 100 Affordable	G3 780,000 sq. ft.	4	4	4	4	142,000 sq. ft.	6
	G4 780,000 sq. ft.	5	5	5	5	143,000 sq. ft.	7
	H1 880,000 sq. ft.	2	2	2	2	150,000 sq. ft.	4
	H2 880,000 sq. ft.	3	3	3	3	151,000 sq. ft.	5
	H3 880,000 sq. ft.	4	4	4	4	152,000 sq. ft.	6
5 100 Affordable	H4 880,000 sq. ft.	5	5	5	5	153,000 sq. ft.	7
	I1 980,000 sq. ft.	2	2	2	2	160,000 sq. ft.	4
	I2 980,000 sq. ft.	3	3	3	3	161,000 sq. ft.	5
	I3 980,000 sq. ft.	4	4	4	4	162,000 sq. ft.	6
	I4 980,000 sq. ft.	5	5	5	5	163,000 sq. ft.	7
5 100 Affordable	J1 1,080,000 sq. ft.	2	2	2	2	170,000 sq. ft.	4
	J2 1,080,000 sq. ft.	3	3	3	3	171,000 sq. ft.	5
	J3 1,080,000 sq. ft.	4	4	4	4	172,000 sq. ft.	6
	J4 1,080,000 sq. ft.	5	5	5	5	173,000 sq. ft.	7
	K1 1,180,000 sq. ft.	2	2	2	2	180,000 sq. ft.	4
5 100 Affordable	K2 1,180,000 sq. ft.	3	3	3	3	181,000 sq. ft.	5
	K3 1,180,000 sq. ft.	4	4	4	4	182,000 sq. ft.	6
	K4 1,180,000 sq. ft.	5	5	5	5	183,000 sq. ft.	7
	L1 1,280,000 sq. ft.	2	2	2	2	190,000 sq. ft.	4
	L2 1,280,000 sq. ft.	3	3	3	3	191,000 sq. ft.	5
5 100 Affordable	L3 1,280,000 sq. ft.	4	4	4	4	192,000 sq. ft.	6
	L4 1,280,000 sq. ft.	5	5	5	5	193,000 sq. ft.	7
	M1 1,380,000 sq. ft.	2	2	2	2	200,000 sq. ft.	4
	M2 1,380,000 sq. ft.	3	3	3	3	201,000 sq. ft.	5
	M3 1,380,000 sq. ft.	4	4	4	4	202,000 sq. ft.	6
5 100 Affordable	M4 1,380,000 sq. ft.	5	5	5	5	203,000 sq. ft.	7
	N1 1,480,000 sq. ft.	2	2	2	2	210,000 sq. ft.	4
	N2 1,480,000 sq. ft.	3	3	3	3	211,000 sq. ft.	5
	N3 1,480,000 sq. ft.	4	4	4	4	212,000 sq. ft.	6
	N4 1,480,000 sq. ft.	5	5	5	5	213,000 sq. ft.	7
5 100 Affordable	O1 1,580,000 sq. ft.	2	2	2	2	220,000 sq. ft.	4
	O2 1,580,000 sq. ft.	3	3	3	3	221,000 sq. ft.	5
	O3 1,580,000 sq. ft.	4	4	4	4	222,000 sq. ft.	6
	O4 1,580,000 sq. ft.	5	5	5	5	223,000 sq. ft.	7
	P1 1,680,000 sq. ft.	2	2	2	2	230,000 sq. ft.	4
5 100 Affordable	P2 1,680,000 sq. ft.	3	3	3	3	231,000 sq. ft.	5
	P3 1,680,000 sq. ft.	4	4	4	4	232,000 sq. ft.	6
	P4 1,680,000 sq. ft.	5	5	5	5	233,000 sq. ft.	7
	Q1 1,780,000 sq. ft.	2	2	2	2	240,000 sq. ft.	4
	Q2 1,780,000 sq. ft.	3	3	3	3	241,000 sq. ft.	5
5 100 Affordable	Q3 1,780,000 sq. ft.	4	4	4	4	242,000 sq. ft.	6
	Q4 1,780,000 sq. ft.	5	5	5	5	243,000 sq. ft.	7
	R1 1,880,000 sq. ft.	2	2	2	2	250,000 sq. ft.	4
	R2 1,880,000 sq. ft.	3	3	3	3	251,000 sq. ft.	5
	R3 1,880,000 sq. ft.	4	4	4	4	252,000 sq. ft.	6
5 100 Affordable	R4 1,880,000 sq. ft.	5	5	5	5	253,000 sq. ft.	7
	S1 1,980,000 sq. ft.	2	2	2	2	260,000 sq. ft.	4
	S2 1,980,000 sq. ft.	3	3	3	3	261,000 sq. ft.	5
	S3 1,980,000 sq. ft.	4	4	4	4	262,000 sq. ft.	6
	S4 1,980,000 sq. ft.	5	5	5	5	263,000 sq. ft.	7
5 100 Affordable	T1 2,080,000 sq. ft.	2	2	2	2	270,000 sq. ft.	4
	T2 2,080,000 sq. ft.	3	3	3	3	271,000 sq. ft.	5
	T3 2,080,000 sq. ft.	4	4	4	4	272,000 sq. ft.	6
	T4 2,080,000 sq. ft.	5	5	5	5	273,000 sq. ft.	7
	U1 2,180,000 sq. ft.	2	2	2	2	280,000 sq. ft.	4
5 100 Affordable	U2 2,180,000 sq. ft.	3	3	3	3	281,000 sq. ft.	5
	U3 2,180,000 sq. ft.	4	4	4	4	282,000 sq. ft.	6
	U4 2,180,000 sq. ft.	5	5	5	5	283,000 sq. ft.	7
	V1 2,280,000 sq. ft.	2	2	2	2	290,000 sq. ft.	4
	V2 2,280,000 sq. ft.	3	3	3	3	291,000 sq. ft.	5
5 100 Affordable	V3 2,280,000 sq. ft.	4	4	4	4	292,000 sq. ft.	6
	V4 2,280,000 sq. ft.	5	5	5	5	293,000 sq. ft.	7
	W1 2,380,000 sq. ft.	2	2	2	2	300,000 sq. ft.	4
	W2 2,380,000 sq. ft.	3	3	3	3	301,000 sq. ft.	5
	W3 2,380,000 sq. ft.	4	4	4	4	302,000 sq. ft.	6
5 100 Affordable	W4 2,380,000 sq. ft.	5	5	5	5	303,000 sq. ft.	7
	X1 2,480,000 sq. ft.	2	2	2	2	310,000 sq. ft.	4
	X2 2,480,000 sq. ft.	3	3	3	3	311,000 sq. ft.	5
	X3 2,480,000 sq. ft.	4	4	4	4	312,000 sq. ft.	6
	X4 2,480,000 sq. ft.	5	5	5	5	313,000 sq. ft.	7
5 100 Affordable	Y1 2,580,000 sq. ft.	2	2	2	2	320,000 sq. ft.	4
	Y2 2,580,000 sq. ft.	3	3	3	3	321,000 sq. ft.	5
	Y3 2,580,000 sq. ft.	4	4	4	4	322,000 sq. ft.	6
	Y4 2,580,000 sq. ft.	5	5	5	5	323,000 sq. ft.	7
	Z1 2,680,000 sq. ft.	2	2	2	2	330,000 sq. ft.	4
5 100 Affordable	Z2 2,680,000 sq. ft.	3	3	3	3	331,000 sq. ft.	5
	Z3 2,680,000 sq. ft.	4	4	4	4	332,000 sq. ft.	6
	Z4 2,680,000 sq. ft.	5	5	5	5	333,000 sq. ft.	7
	AA1 2,780,000 sq. ft.	2	2	2	2	340,000 sq. ft.	4
	AA2 2,780,000 sq. ft.	3	3	3	3	341,000 sq. ft.	5
5 100 Affordable	AA3 2,780,000 sq. ft.	4	4	4	4	342,000 sq. ft.	6
	AA4 2,780,000 sq. ft.	5	5	5	5	343,000 sq. ft.	7
	AB1 2,880,000 sq. ft.	2	2	2	2	350,000 sq. ft.	4
	AB2 2,880,000 sq. ft.	3	3	3	3	351,000 sq. ft.	5
	AB3 2,880,000 sq. ft.	4	4	4	4	352,000 sq. ft.	6
5 100 Affordable	AB4 2,880,000 sq. ft.	5	5	5	5	353,000 sq. ft.	7
	AC1 2,980,000 sq. ft.	2	2	2	2	360,000 sq. ft.	4
	AC2 2,980,000 sq. ft.	3	3	3	3	361,000 sq. ft.	5
	AC3 2,980,000 sq. ft.	4	4	4	4	362,000 sq. ft.	6
	AC4 2,980,000 sq. ft.	5	5	5	5	363,000 sq. ft.	7
5 100 Affordable	AD1 3,080,000 sq. ft.	2	2	2	2	370,000 sq. ft.	4
	AD2 3,080,000 sq. ft.	3	3	3	3	371,000 sq. ft.	5
	AD3 3,080,000 sq. ft.	4	4	4	4	372,000 sq. ft.	6
	AD4 3,080,000 sq. ft.	5	5	5	5	373,000 sq. ft.	7
	AE1 3,180,000 sq. ft.	2	2	2	2	380,000 sq. ft.	4
5 100 Affordable	AE2 3,180,000 sq. ft.	3	3	3	3	381,000 sq. ft.	5
	AE3 3,180,000 sq. ft.	4	4	4	4	382,000 sq. ft.	6
	AE4 3,180,000 sq. ft.	5	5	5	5	383,000 sq. ft.	7
	AF1 3,280,000 sq. ft.	2	2	2	2	390,000 sq. ft.	4
	AF2 3,280,000 sq. ft.	3	3	3	3	391,000 sq. ft.	5
5 100 Affordable	AF3 3,280,000 sq. ft.	4	4	4	4	392,000 sq. ft.	6
	AF4 3,280,000 sq. ft.	5	5	5	5	393,000 sq. ft.	7
	AG1 3,380,000 sq. ft.	2	2	2	2	400,000 sq. ft.	4
	AG2 3,380,000 sq. ft.	3	3	3	3	401,000 sq. ft.	5
	AG3 3,380,000 sq. ft.	4	4	4	4	402,000 sq. ft.	6
5 100 Affordable	AG4 3,380,000 sq. ft.	5	5	5	5	403,000 sq. ft.	7
	AH1 3,480,000 sq. ft.	2	2	2	2	410,000 sq. ft.	4
	AH2 3,480,000 sq. ft.	3	3	3	3	411,000 sq. ft.	5
	AH3 3,480,000 sq. ft.	4	4	4	4	412,000 sq. ft.	6
	AH4 3,480,000 sq. ft.	5	5	5	5	413,000 sq. ft.	7
5 100 Affordable	AI1 3,580,000 sq. ft.	2	2	2	2	420,000 sq. ft.	4
	AI2 3,580,000 sq. ft.	3	3	3	3	421,000 sq. ft.	5
	AI3 3,580,000 sq. ft.	4	4	4	4	422,000 sq. ft.	6
	AI4 3,580,000 sq. ft.	5	5	5	5	423,000 sq. ft.	7
	AJ1 3,680,000 sq. ft.	2	2	2	2	430,000 sq. ft.	4
5 100 Affordable	AJ2 3,680,000 sq. ft.	3	3	3	3	431,000 sq. ft.	5
	AJ3 3,680,000 sq. ft.	4	4	4	4	432,000 sq. ft.	6
	AJ4 3,680,000 sq. ft.	5	5	5	5	433,000 sq. ft.	7
	AK1 3,780,000 sq. ft.	2	2	2	2	440,000 sq. ft.	4
	AK2 3,780,000 sq. ft.	3	3	3	3	441,000 sq. ft.	5
5 100 Affordable	AK3 3,780,000 sq. ft.	4	4	4	4	442,000 sq. ft.	6
	AK4 3,780,000 sq. ft.	5	5	5	5	443,000 sq. ft.	7
	AL1 3,880,000 sq. ft.	2	2	2	2	450,000 sq. ft.	4
	AL2 3,880,000 sq. ft.	3	3	3	3	451,000 sq. ft.	5
	AL3 3,880,000 sq. ft.	4	4	4	4	452,000 sq. ft.	6
5 100 Affordable	AL4 3,880,000 sq. ft.	5	5	5	5	453,000 sq. ft.	7
	AM1 3,980,000 sq. ft.	2	2	2	2	460,000 sq. ft.	4
	AM2 3,980,000 sq. ft.	3	3	3	3	461,000 sq. ft.	5
	AM3 3,980,000 sq. ft.	4	4	4	4	462,000 sq. ft.	6
	AM4 3,980,000 sq. ft.	5	5	5	5	463,000 sq. ft.	7
5 100 Affordable	AN1 4,080,000 sq. ft.	2	2	2	2	470,000 sq. ft.	4
	AN2 4,080,000 sq. ft.	3	3	3	3	471,000 sq. ft.	5
	AN3 4,080,000 sq. ft.	4	4	4	4	472,000 sq. ft.	6
	AN4 4,080,000 sq. ft.	5	5	5	5	473,000 sq. ft.	7
	AO1 4,180,000 sq. ft.	2	2	2	2	480,000 sq. ft.	4
5 100 Affordable	AO2 4,180,000 sq. ft.	3	3	3	3	481,000 sq. ft.	5
	AO3 4,180,000 sq. ft.	4	4	4	4	482,000 sq. ft.	6
	AO4 4,180,000 sq. ft.	5	5	5	5	483,000 sq. ft.	7
	AP1 4,280,000 sq. ft.	2	2	2	2	490,000 sq. ft.	4
	AP2 4,280,000 sq. ft.	3	3	3	3	491,000 sq. ft.	5
5 100 Affordable	AP3 4,280,000 sq. ft.	4	4	4	4	492,000 sq. ft.	6
	AP4 4,280,000 sq. ft.	5	5	5	5	493,000 sq. ft.	7
	AQ1 4,380,000 sq. ft.	2	2	2	2	500,000 sq. ft.	4
	AQ2 4,380,000 sq. ft.	3	3	3	3	501,000 sq. ft.	5
	AQ3 4,380,000 sq. ft.	4	4	4	4	502,000 sq. ft.	6
5 100 Affordable	AQ4 4,380,000 sq. ft.	5	5	5	5	503,000 sq. ft.	7
	AR1 4,480,000 sq. ft.	2	2	2	2	510,000 sq. ft.	4
	AR2 4,480,000 sq. ft.	3	3	3	3	511,0	





First Floor Plan



Ground Floor Plan

Proposed Ground and First Floor Plans - Block B -

A1

Planning

200609

PL 21

8

BAILY GARNER

Architects

100-102 High Street

London E15 2AB

Tel: 020 7464 1000

Fax: 020 7464 1001

Email: info@bailygarner.co.uk

Website: www.bailygarner.co.uk

Planning

200609

PL 21

8

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Planning

200609

PL 21

8

BAILY GARNER

Architects

100-102 High Street

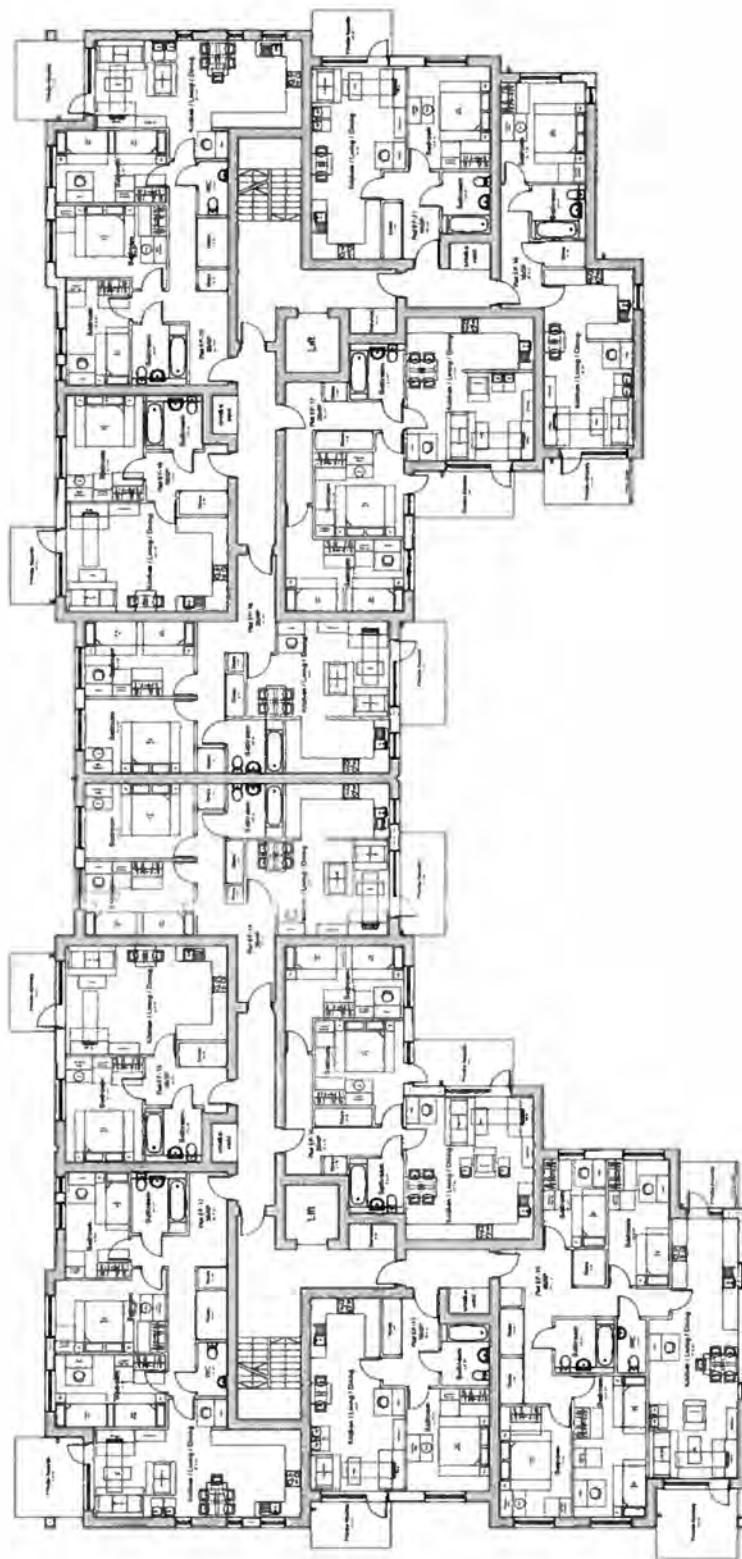
London E15 2AB

Tel: 020 7464 1000

Fax: 020 7464 1001

Email: info@bailygarner.co.uk

Website: www.bailygarner.co.uk



First Floor Plan

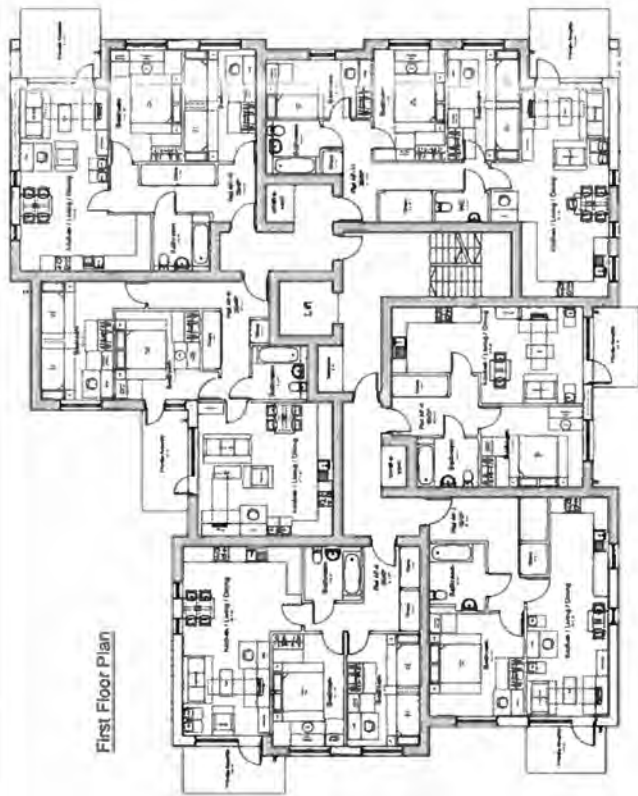


Site Location

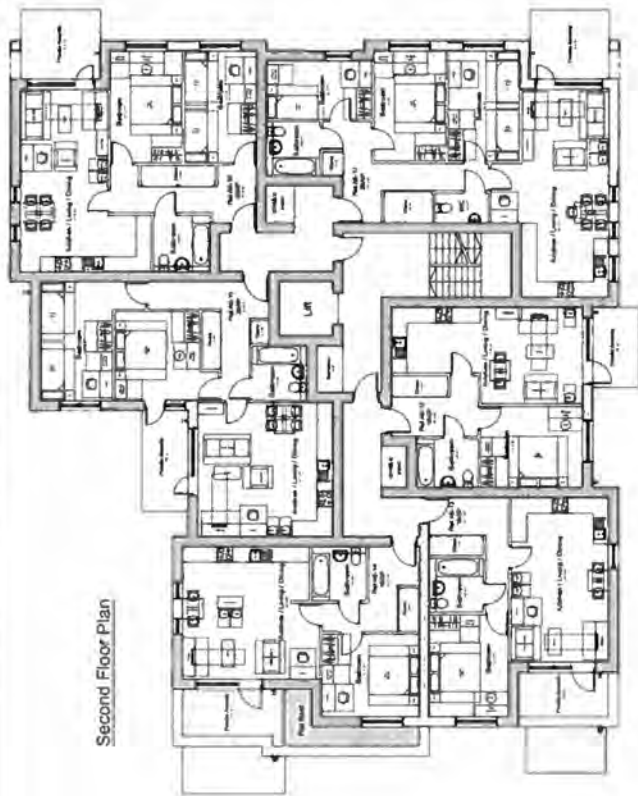
The study was approved by the Institutional Review Board of the University of Illinois at Chicago. The study was conducted in accordance with the ethical standards of the Institutional Review Board of the University of Illinois at Chicago and the ethical standards of the American Psychological Association.

A1

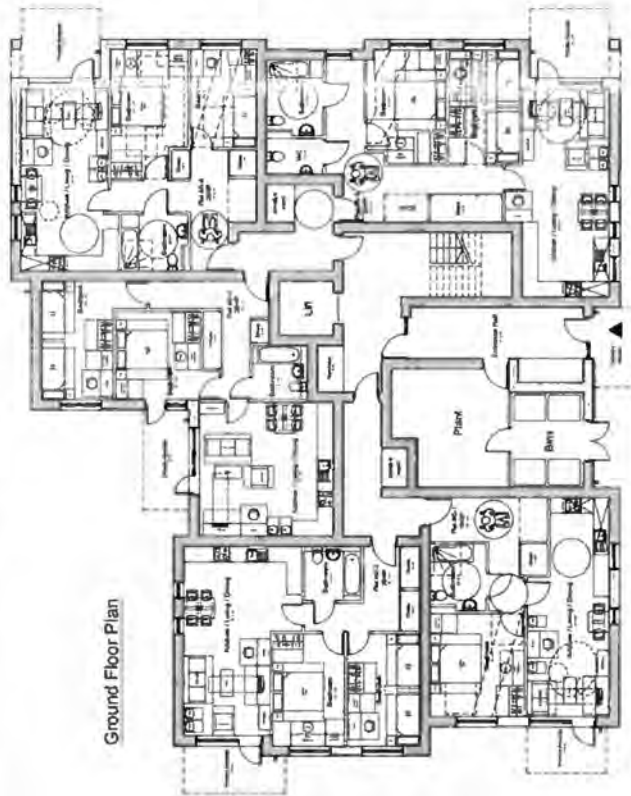
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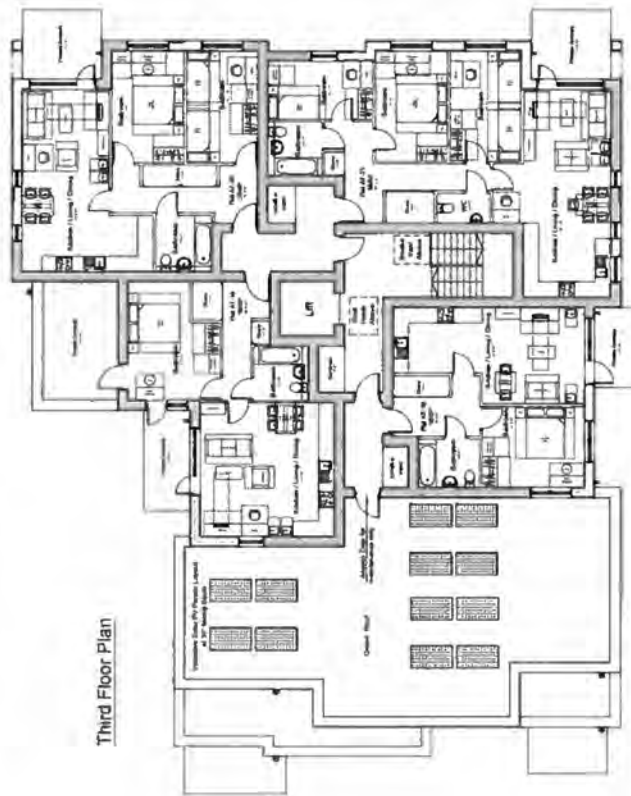
First Floor Plan



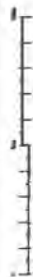
Second Floor Plan



Ground Floor Plan



Third Floor Plan



Proposed Floor Plans - Block A -



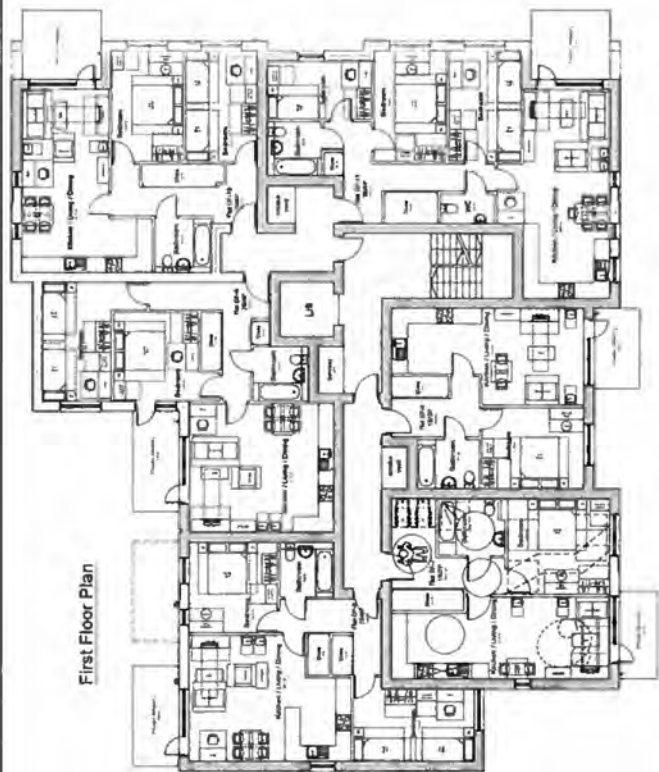
Key
Site Location

A1

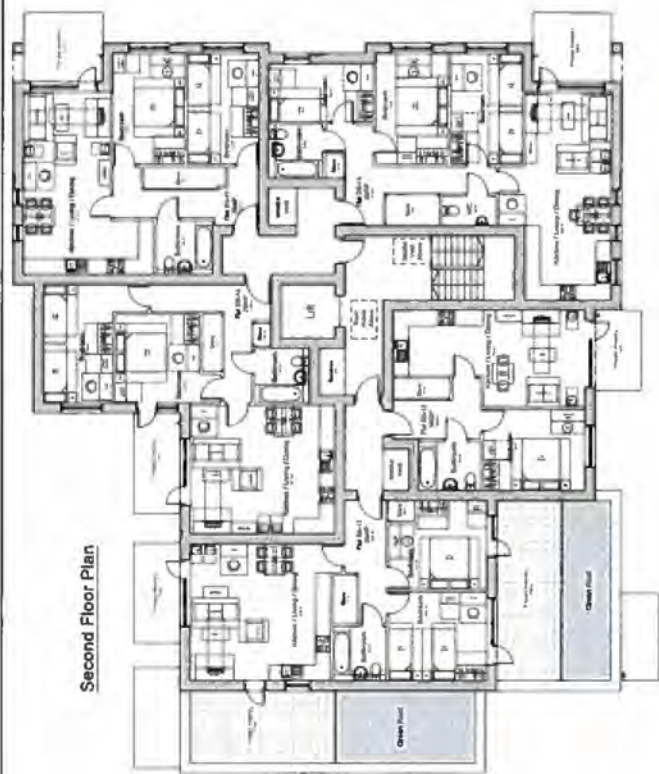
These plans are submitted for the purpose of obtaining a building permit for the proposed floor plans for Block A, as shown on the attached site plan. The plans are not to be used for any other purpose without the written consent of the architect.

Belmont Abolition Site
Proposed Floor Plans
- Block A -
Planning
Page 20

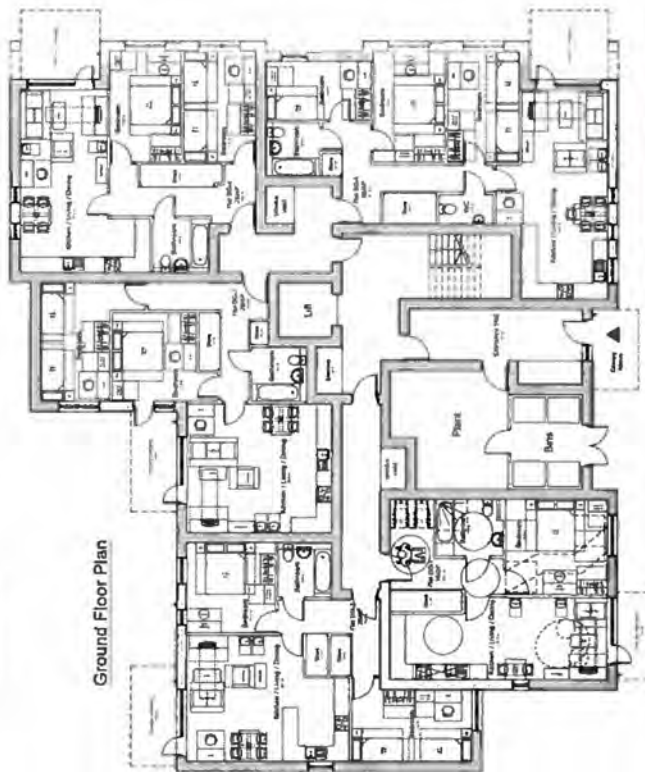
Belmont Abolition Site
Former Belmont Abolition
- Block A -
Planning
Page 20



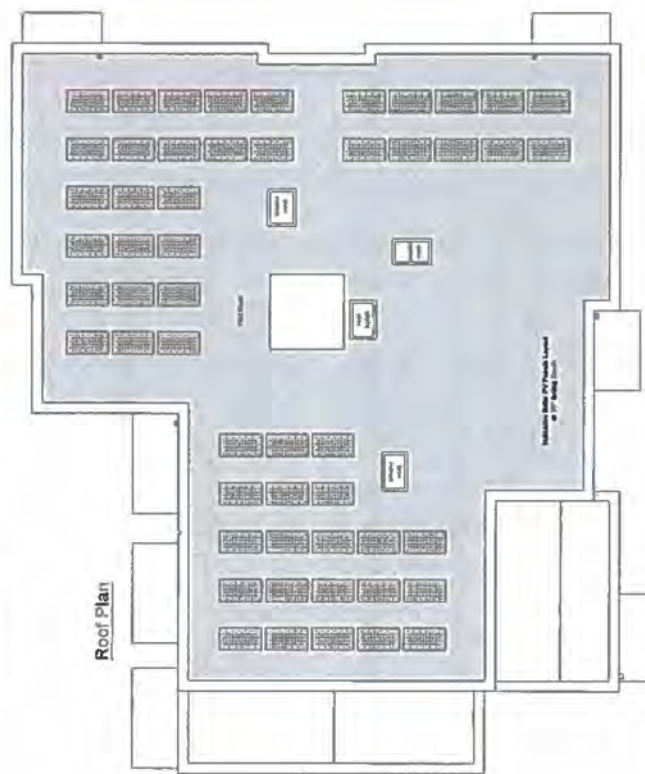
First Floor Plan



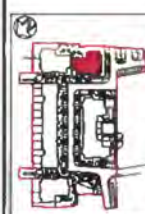
Second Floor Plan



Ground Floor Plan



Roof Plan



Key Site Location

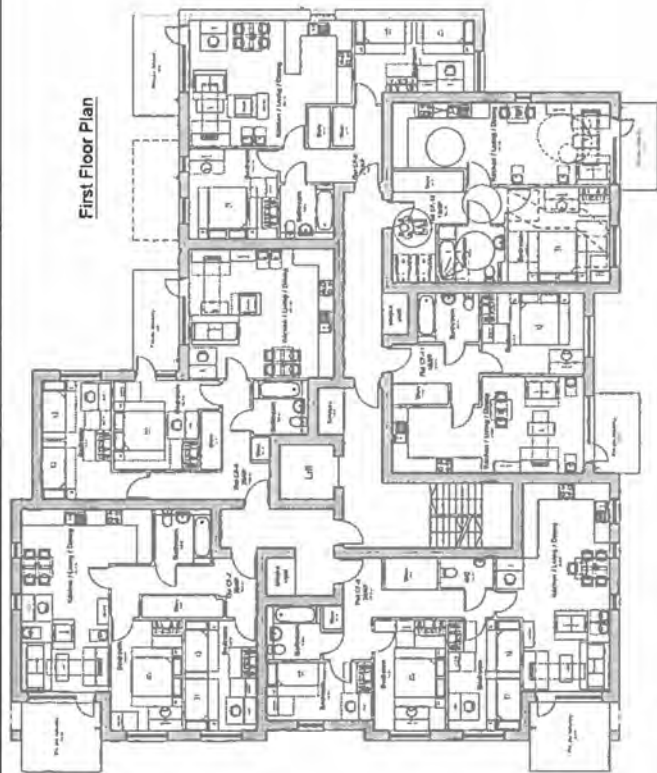
The proposed building is a new building to be constructed on the site of the former building. The building is a new building to be constructed on the site of the former building. The building is a new building to be constructed on the site of the former building.

Warrington Council
Former Debono Almonds
U84 (C)

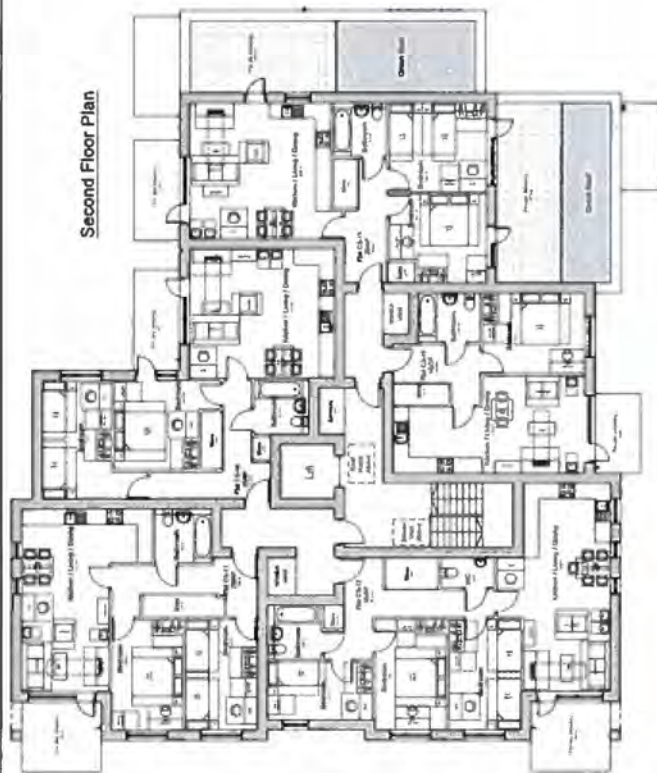
Debono Almonds Site
Proposed Floor Plans
- Block D -
Planning

25089

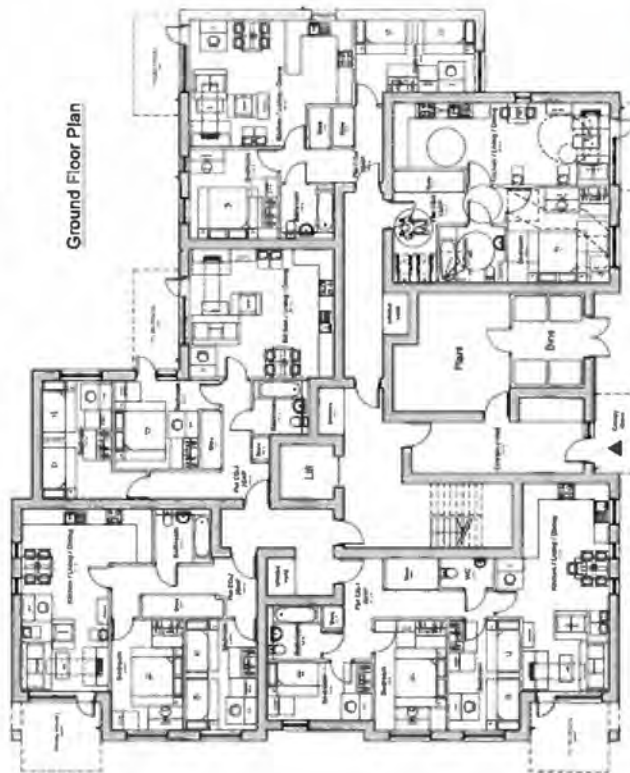
PL 24



First Floor Plan



Second Floor Plan



Ground Floor Plan



Roof Plan



Proposed Floor Plans - Block C -



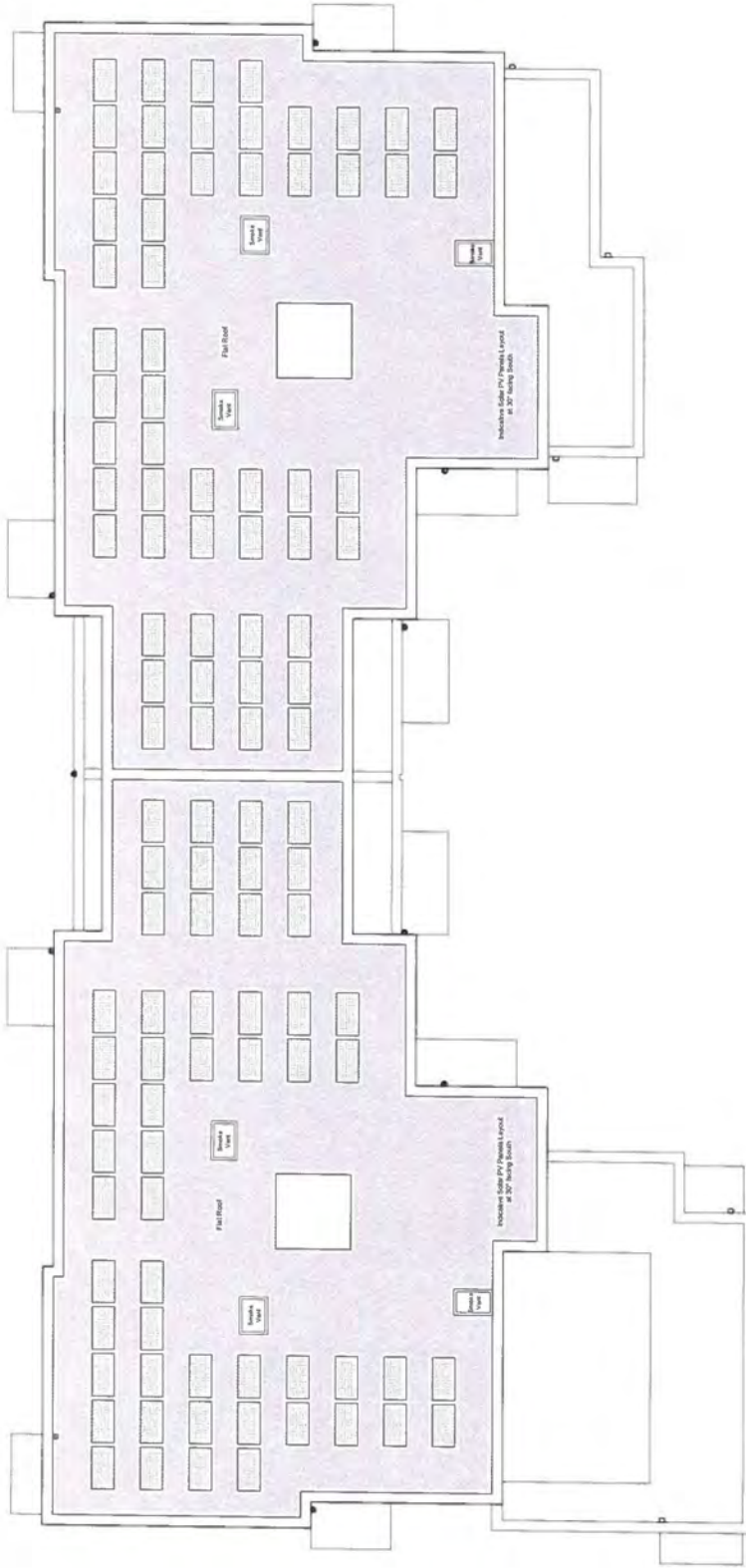
Key
Site Location

This plan is submitted for the purpose of obtaining a building permit for the proposed building. The plan is based on the information provided by the applicant and is not intended to be a final plan. The plan is subject to review and approval by the relevant authorities. The plan is not to be used for any other purpose without the written consent of the relevant authorities.

A1

Hydrex Council
Former Belmore Almshouses
Hydrex
084 (05)
Planning
2009
Pl 23

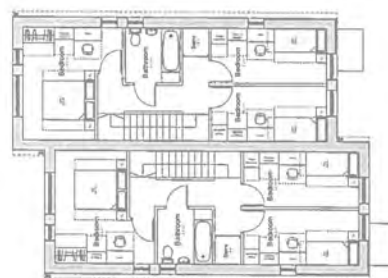
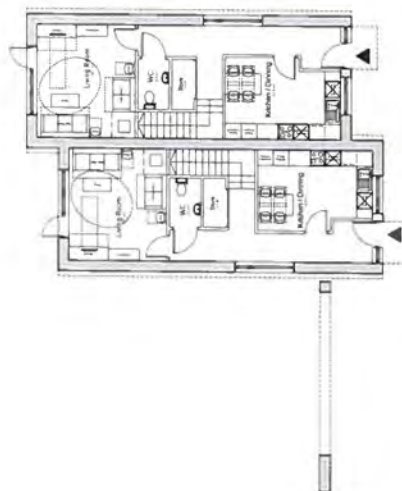
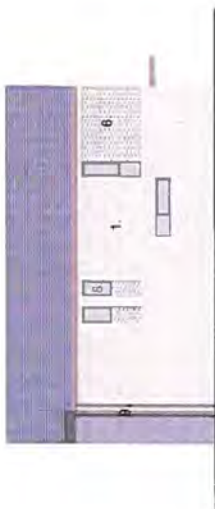
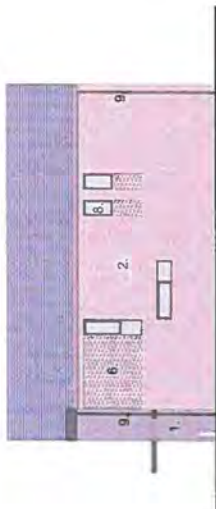
BAILY
GARNER
Architects & Planners
100 High Street
London E14 4JF
020 7461 1000



Roof Plan



- 1 - Light stock brick
- 2 - Dark stock brick
- 3 - Dark multi stock brick
- 4 - Soldier course brick
- 5 - Corbelling brick detail
- 6 - Dentil corbel brick detail
- 7 - PPC steel pipe balconies with vertical metal railing (colour: brown)
- 8 - PPC aluminium windows and external doors (colour: brown)
- 9 - Gutters and rainwater goods in PPC aluminium (colour: brown)
- 10 - 1800mm high Opaque glass Panels (Privacy Screen)
- 11 - Entrance Signage to Development



Ground Floor Plan

First Floor Plan

Roof Plan

For detail of material's refer to drawing PL 40



Proposed Floor Plans and Elevations with Entrance Signage Block F -



and a 100% drop in the number of people who are victims of rape, sexual assault, and sexual harassment. The number of people who are victims of sexual harassment has also dropped by 100%.

[illegible]

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 1-800-345-8789, 8789
 1-800-345-8789, 8789

PL S1 Drawing
 Pedestrian Crossing
 Indicative Section A



Section A - A



Section B - B

PL S1 Drawing
 Pedestrian Crossing
 Indicative Section C



Section C - C

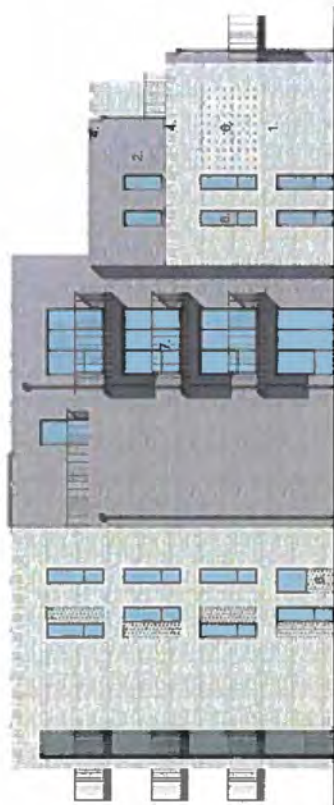
Existing ground levels

Note: Accessible pedestrian crossing details to be confirmed in later stages

Proposed Site Sections

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Planning
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- Materials key:**
- 1 - Light stock brick
 - 2 - Dark stock brick
 - 3 - Dark multi stock brick
 - 4 - Soldier course brick
 - 5 - Corbelling brick detail
 - 6 - Dentil corbel brick detail
 - 7 - PPC steel balconies with vertical metal railing (colour: brown)
 - 8 - PPC aluminium windows and external doors (colour: brown)
 - 9 - Gutters and rainwater goods in PPC aluminium (colour: brown)

For detail of materials refer to drawing PL 40



Elevation 1



Elevation 2



Elevation 3

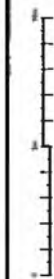


Elevation 4

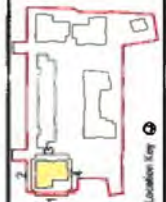
Materials key:

- 1 - Light stock brick
- 2 - Dark stock brick
- 3 - Dark multi stock brick
- 4 - Soldier course brick
- 5 - Corbelling brick detail
- 6 - Dentil corbel brick detail
- 7 - PPC steel balconies with vertical metal railing (colour: brown)
- 8 - PPC aluminium windows and external doors (colour: brown)
- 9 - Gutters and rainwater goods in PPC aluminium (colour: brown)

For detail of materials refer to drawing PL 40



Proposed Elevations
- Block A -



The proposed elevations are based on the information provided in the planning application. The elevations are subject to change without notice. The elevations are not to be used for any other purpose without the written consent of the architect.

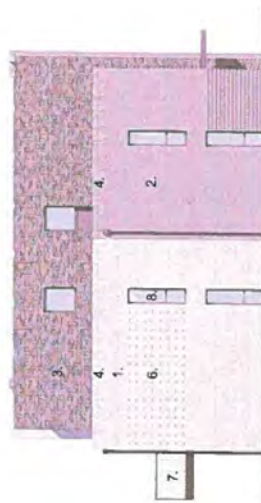


Halton Council
Former Belmore Almshouses
Rivers
064 0EJ
20069
PL 30

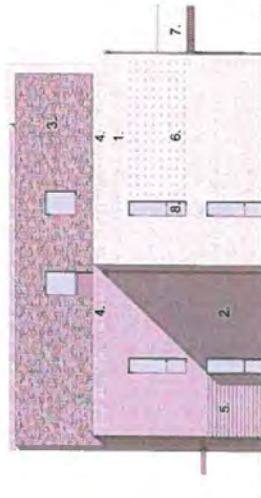
BAILY GARNER
Architects
100-102, The Quadrant
Bristol, BS1 1QD
Tel: 0117 925 1234
Fax: 0117 925 1235
Email: info@bailygarner.co.uk



Elevation 1



Elevation 2



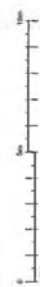
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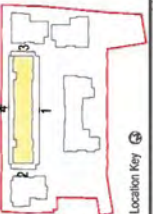
Elevation 4

- Materials key:
- 1 - Light stock brick
 - 2 - Dark stock brick
 - 3 - Dark multi stock brick
 - 4 - Soldier course brick
 - 5 - Corbelling brick detail
 - 6 - Dentil corbel brick detail
 - 7 - PPC steel balconies with vertical metal railing (colour: brown)
 - 8 - PPC aluminium windows and external doors (colour: brown)
 - 9 - Gullers and rainwater goods in PPC aluminium (colour: brown)

For detail of materials refer to drawing PL 40



Proposed Elevations - Block B -



PROVISION	DATE
A - Initial design of the proposed development	10/10/2019
B - Revised design of the proposed development	10/10/2019
C - Final design of the proposed development	10/10/2019

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Hillingdon Council	Belmore Allotments Site
Former Belmore Allotments	Proposed Elevations
Hayes UB8 1EJ	- Block B -
UB8 1EJ	Planning
28069	PL 31
28069	28069





Elevation 1



Elevation 2



Elevation 3



Elevation 4

- Materials key:
- 1 - Light stock brick
 - 2 - Dark stock brick
 - 3 - Dark multi stock brick
 - 4 - Soldier course brick
 - 5 - Corbelled brick detail
 - 6 - Dentil corbel brick detail
 - 7 - PPC steel balconies with vertical metal railing (colour: brown)
 - 8 - PPC aluminium windows and external doors (colour: brown)
 - 9 - Gutters and rainwater goods in PPC aluminium (colour: brown)



Proposed Elevations - Block D -



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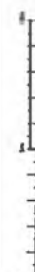
A1

Wilmington Council	Bathmore Altiments Site
Former Bathmore Altiments Hwy 101 084 (02)	Proposed Elevations - Block D - Planning
20069	PL 33



For detail of materials refer to drawing PL 40

- 1 - Light stock brick
- 2 - Dark stock brick
- 3 - Dark multi stock brick
- 4 - Soldier course brick
- 5 - Corbelled brick detail
- 6 - Dorrill corbel brick detail
- 7 - PPC steel balconies with vertical metal railing (colour: brown)
- 8 - PPC aluminium windows and external doors (colour: brown)
- 9 - Gutters and rainwater goods in PPC aluminium (colour: brown)
- 10 - 2100mm High Opague glass Panels (Privacy Screen)



Proposed Elevations
- Block E -

[illegible][illegible]

7. (10 points) In the solution of each part, show the *work*.

a. Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using l'Hôpital's rule.

b. Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using the Taylor series for $\ln(1+x)$.

c. Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using the Taylor series for e^x .

d. Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using the Taylor series for $\ln(1+x)$ and the Taylor series for e^x .

e. Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using the Taylor series for $\ln(1+x)$ and the Taylor series for e^x .

f. Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using the Taylor series for $\ln(1+x)$ and the Taylor series for e^x .

8. (10 points) Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using the Taylor series for $\ln(1+x)$ and the Taylor series for e^x .

9. (10 points) Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using the Taylor series for $\ln(1+x)$ and the Taylor series for e^x .

10. (10 points) Compute $\lim_{x \rightarrow 0} \frac{1}{x} \ln(x+1)$ using the Taylor series for $\ln(1+x)$ and the Taylor series for e^x .

A floor plan of a building with several rooms. One room in the center is highlighted in yellow and labeled 'Location Key'.

Washington Council
Former Baltimore Albion
Player
JBA DEJ

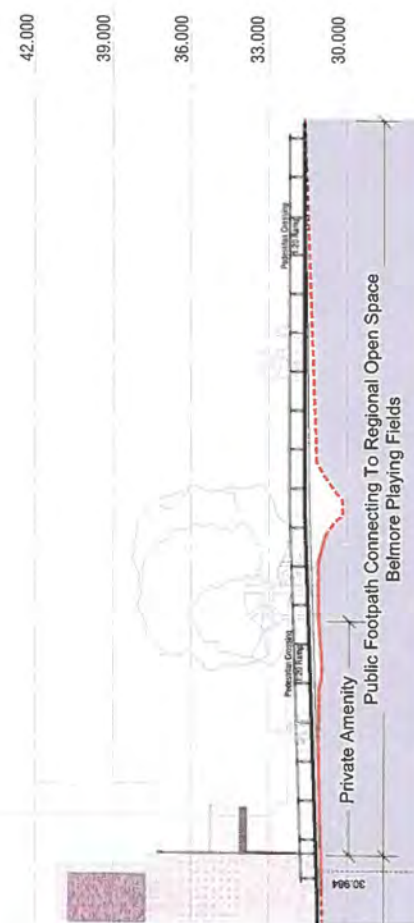
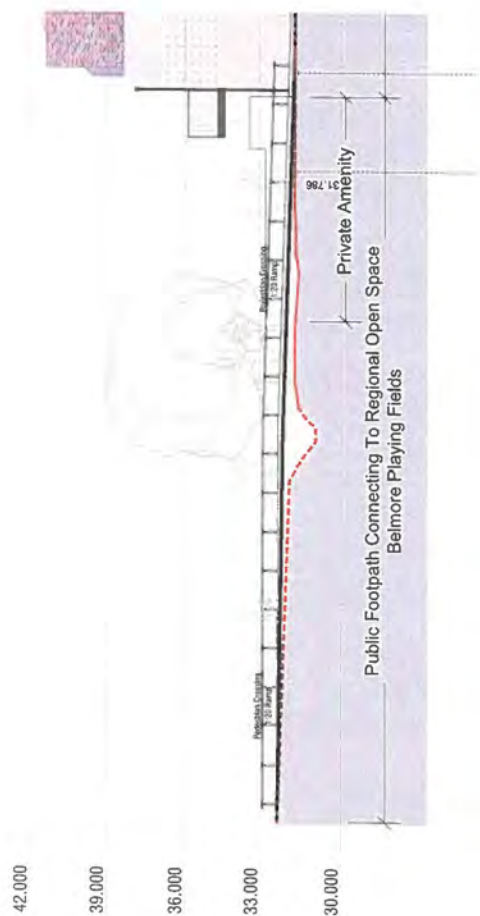
	PROPOSED ELEVATIONS	Block E - RECONSTRUCTED AND REPAIRED PLANNING
Baltimore Allocations Site		

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For detail of materials refer to drawing PL 40



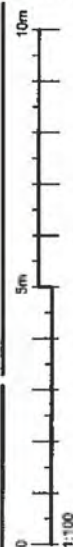
Note: Accessible pedestrian crossing details to be confirmed in later stages

[illegible]



- A. Light stock brick
- B. Dark stock brick
- C. Dark multi stock brick
- D. Soldier course brick
- E. Corbelling brick detail
- F. Dentil corbel brick detail
- G. Steel balconies / full height windows

- 1 - Light stock brick
- 2 - Dark stock brick
- 3 - Dark multi stock brick
- 4 - Soldier course brick
- 5 - Corbelling brick detail
- 6 - Dentil corbel brick detail
- 7 - PPC steel balconies with vertical metal railing (colour: brown)
- 8 - PPC aluminium windows and external doors (colour: brown)
- 9 - Gutters and rainwater goods in PPC aluminium (colour: brown)

Block E
West Elevation[illegible]

A3

Materials

GA18
1200000
100 yellow



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- View 4 -
Entrance to the Belmore Site from Melrose Close

The court's view on responsibility to account for any products and to be satisfied that any products are safe and sound is not limited to the manufacturer. It extends to the distributor, the importer, the wholesaler, the retailer, the person who has supplied the product, and the person who has sold the product. The court's view on responsibility to account for any products and to be satisfied that any products are safe and sound is not limited to the manufacturer. It extends to the distributor, the importer, the wholesaler, the retailer, the person who has supplied the product, and the person who has sold the product.

1

HILLINGDON COUNCIL PROJECT:	BELMORE ALLOTMENT SITE
CLIENT:	TITLE:
ADDRESS:	Street Views - View 4 - PURPOSE OF ISSUE:
Former Belmore Allotments Hayes UB4 0EJ	Planning
SCALE:	0 1/2" 1" 2" 3" 4" 5" 6" 7" 8" 9" 10" 11" 12" 13" 14" 15" 16" 17" 18" 19" 20" 21" 22" 23" 24" 25" 26" 27" 28" 29" 30" 31" 32" 33" 34" 35" 36" 37" 38" 39" 40" 41" 42" 43" 44" 45" 46" 47" 48" 49" 50" 51" 52" 53" 54" 55" 56" 57" 58" 59" 60" 61" 62" 63" 64" 65" 66" 67" 68" 69" 70" 71" 72" 73" 74" 75" 76" 77" 78" 79" 80" 81" 82" 83" 84" 85" 86" 87" 88" 89" 90" 91" 92" 93" 94" 95" 96" 97" 98" 99" 100" 101" 102" 103" 104" 105" 106" 107" 108" 109" 110" 111" 112" 113" 114" 115" 116" 117" 118" 119" 120" 121" 122" 123" 124" 125" 126" 127" 128" 129" 130" 131" 132" 133" 134" 135" 136" 137" 138" 139" 140" 141" 142" 143" 144" 145" 146" 147" 148" 149" 150" 151" 152" 153" 154" 155" 156" 157" 158" 159" 160" 161" 162" 163" 164" 165" 166" 167" 168" 169" 170" 171" 172" 173" 174" 175" 176" 177" 178" 179" 180" 181" 182" 183" 184" 185" 186" 187" 188" 189" 190" 191" 192" 193" 194" 195" 196" 197" 198" 199" 200" 201" 202" 203" 204" 205" 206" 207" 208" 209" 210" 211" 212" 213" 214" 215" 216" 217" 218" 219" 220" 221" 222" 223" 224" 225" 226" 227" 228" 229" 230" 231" 232" 233" 234" 235" 236" 237" 238" 239" 240" 241" 242" 243" 244" 245" 246" 247" 248" 249" 250" 251" 252" 253" 254" 255" 256" 257" 258" 259" 260" 261" 262" 263" 264" 265" 266" 267" 268" 269" 270" 271" 272" 273" 274" 275" 276" 277" 278" 279" 280" 281" 282" 283" 284" 285" 286" 287" 288" 289" 290" 291" 292" 293" 294" 295" 296" 297" 298" 299" 300" 301" 302" 303" 304" 305" 306" 307" 308" 309" 310" 311" 312" 313" 314" 315" 316" 317" 318" 319" 320" 321" 322" 323" 324" 325" 326" 327" 328" 329" 330" 331" 332" 333" 334" 335" 336" 337" 338" 339" 340" 341" 342" 343" 344" 345" 346" 347" 348" 349" 350" 351" 352" 353" 354" 355" 356" 357" 358" 359" 360" 361" 362" 363" 364" 365" 366" 367" 368" 369" 370" 371" 372" 373" 374" 375" 376" 377" 378" 379" 380" 381" 382" 383" 384" 385" 386" 387" 388" 389" 390" 391" 392" 393" 394" 395" 396" 397" 398" 399" 400" 401" 402" 403" 404" 405" 406" 407" 408" 409" 410" 411" 412" 413" 414" 415" 416" 417" 418" 419" 420" 421" 422" 423" 424" 425" 426" 427" 428" 429" 430" 431" 432" 433" 434" 435" 436" 437" 438" 439" 440" 441" 442" 443" 444" 445" 446" 447" 448" 449" 450" 451" 452" 453" 454" 455" 456" 457" 458" 459" 460" 461" 462" 463" 464" 465" 466" 467" 468" 469" 470" 471" 472" 473" 474" 475" 476" 477" 478" 479" 480" 481" 482" 483" 484" 485" 486" 487" 488" 489" 490" 491" 492" 493" 494" 495" 496" 497" 498" 499" 500" 501" 502" 503" 504" 505" 506" 507" 508" 509" 510" 511" 512" 513" 514" 515" 516" 517" 518" 519" 520" 521" 522" 523" 524" 525" 526" 527" 528" 529" 530" 531" 532" 533" 534" 535" 536" 537" 538" 539" 540" 541" 542" 543" 544" 545" 546" 547" 548" 549" 550" 551" 552" 553" 554" 555" 556" 557" 558" 559" 560" 561" 562" 563" 564" 565" 566" 567" 568" 569" 570" 571" 572" 573" 574" 575" 576" 577" 578" 579" 580" 581" 582" 583" 584" 585" 586" 587" 588" 589" 590" 591" 592" 593" 594" 595" 596" 597" 598" 599" 600" 601" 602" 603" 604" 605" 606" 607" 608" 609" 610" 611" 612" 613" 614" 615" 616" 617" 618" 619" 620" 621" 622" 623" 624" 625" 626" 627" 628" 629" 630" 631" 632" 633" 634" 635" 636" 637" 638" 639" 640" 641" 642" 643" 644" 645" 646" 647" 648" 649" 650" 651" 652" 653" 654" 655" 656" 657" 658" 659" 660" 661" 662" 663" 664" 665" 666" 667" 668" 669" 670" 671" 672" 673" 674" 675" 676" 677" 678" 679" 680" 681" 682" 683" 684" 685" 686" 687" 688" 689" 690" 691" 692" 693" 694" 695" 696" 697" 698" 699" 700" 701" 702" 703" 704" 705" 706" 707" 708" 709" 710" 711" 712" 713" 714" 715" 716" 717" 718" 719" 720" 721" 722" 723" 724" 725" 726" 727" 728" 729" 730" 731" 732" 733" 734" 735" 736" 737" 738" 739" 740" 741" 742" 743" 744" 745" 746" 747" 748" 749" 750" 751" 752" 753" 754" 755" 756" 757" 758" 759" 760" 761" 762" 763" 764" 765" 766" 767" 768" 769" 770" 771" 772" 773" 774" 775" 776" 777" 778" 779" 780" 781" 782" 783" 784" 785" 786" 787" 788" 789" 790" 791" 792" 793" 794" 795" 796" 797" 798" 799" 8

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- View 5 -
Entrance to the Belmore Site from Melrose Close

The contractor is responsible to design the new products to be assured that do not comply with relevant British and European Standards and/or Codes of Practice. (2) Some Regulations (Construction Regulations etc), which are known or suspected to be the cause of product selection and/or construction to be deleterious to health and safety or to the durability of the work or not in accordance with good building practice.

the contractor's response to her teaching assistants' levels and references. But drawing it to his aid, in conjunction with all relevant small-scale or significant examples. Any drawing that is to be made to fully convey a large and richly detailed picture proceeding with the work on a set of design drawings.

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A3

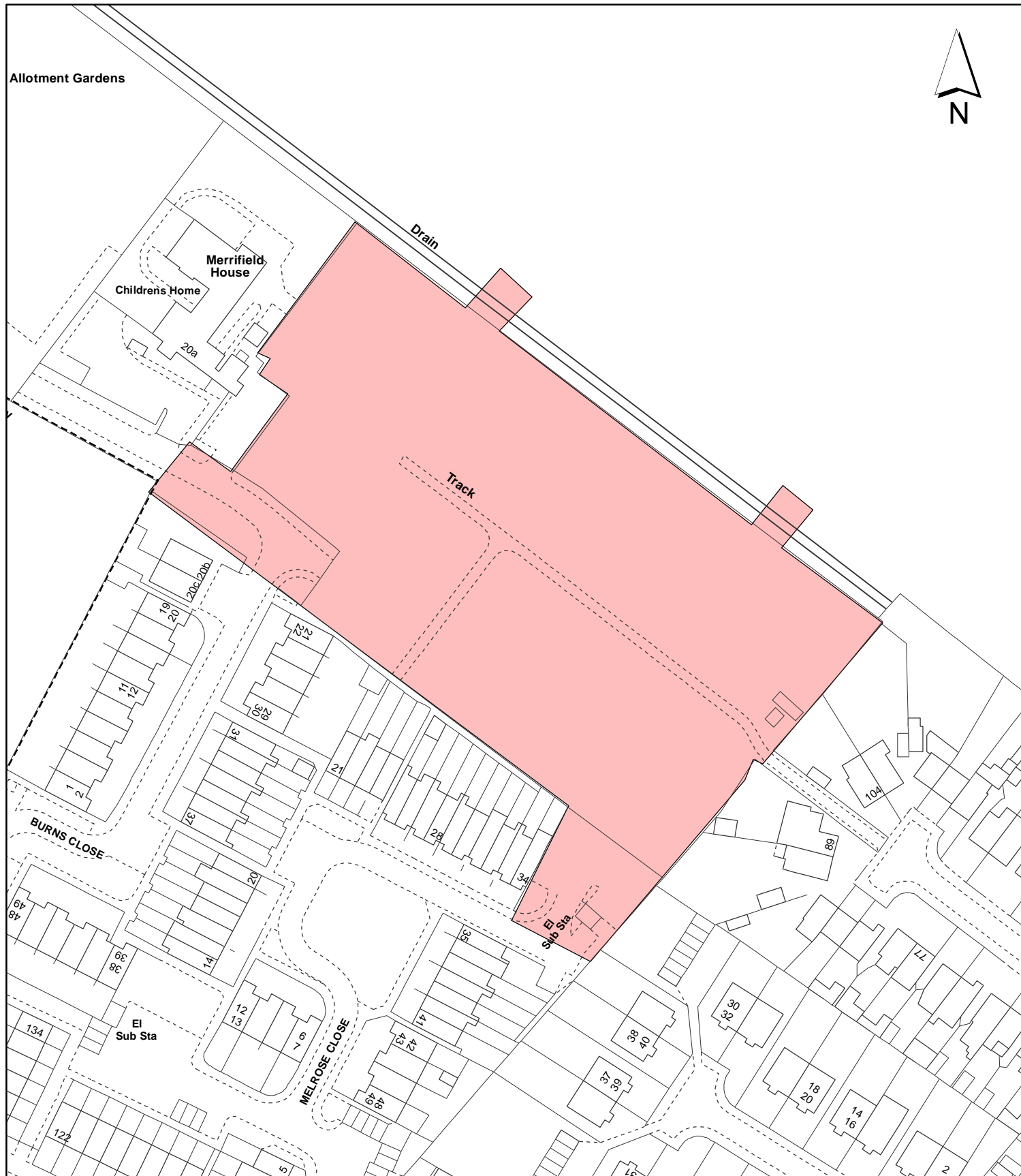
Hillingdon Council
CLIMATE
Former Belmont Allotments
ACROSS
Hayes
UB4 0EJ

PROJECT:
Belmore Allotment Site

TITLE.
Street View
- View 5 -
PURPOSE OF ISSUE.
Planning

SCALE
NTS
JOB NO.
29069
DATE
08/05/20
REVISIONS
0
KS
C
MM
PL 64
DRAWING No.

BAILY GARNER
146-148 ELTHAM HILL
LONDON SE18 5DT
T 020 8294 1000
F 020 8294 1320
e. general@bailygarner.co.uk



Notes:



Site boundary

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Site Address:

Belmore Allotments

Planning Application Ref:

68069/APP/2019/22

Planning Committee:

Major Page 337

Scale:

1:1,250

Date:

July 2019

LONDON BOROUGH OF HILLINGDON

**Residents Services
Planning Section**

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



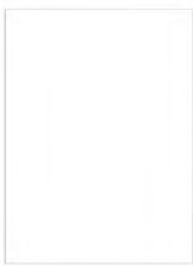
HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Phased refurbishment and installation of two mezzanine floors within the existing Powerhouse and construction of a two-storey extension to the north to create Class B1 floorspace and cafe (Use Class A3), with associated landscaping, lighting, access and parking together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture, plus additional soft landscaping works to the south of Blyth Road.

LBH Ref Nos: 59872/APP/2019/784



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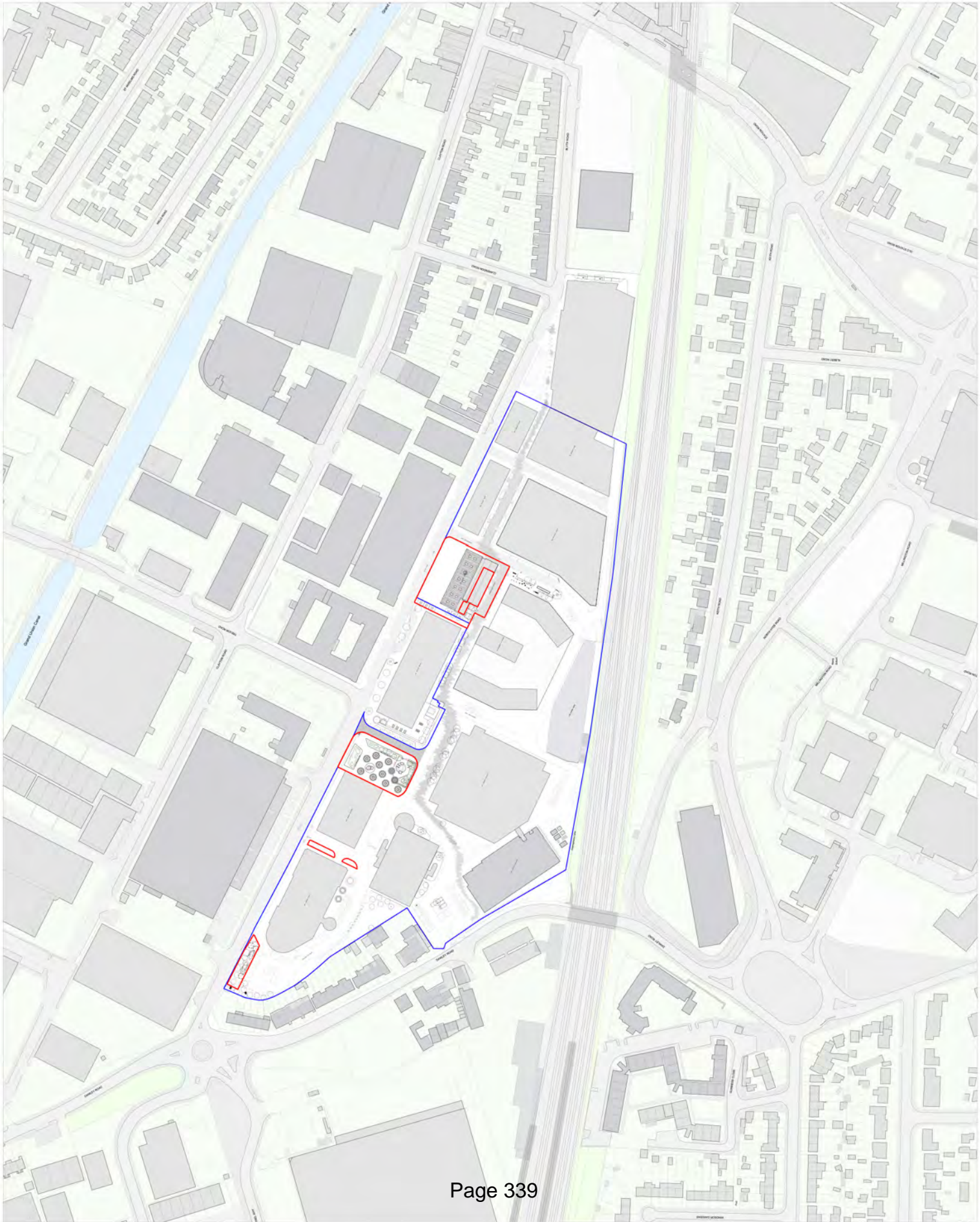
Key / Notes



Site Boundary



Applicant's Ownership



01	25/05/19	Updated Applicant's Ownership	1:50
02	25/05/19	Updated Site Boundary	1:50
03	01/06/19	Updated Site Boundary	1:50
04	21/05/19	Planning Submission	1:50
05	18/05/19	The Planning Change Process 2	1:50
06	28/05/19	The Planning Change Process	1:50
07	18/05/19	Change Process	1:50
Rev	Date	Notes	Scale

Pilbrow
& Partners

2 & 3, John's Square
London EC4M 3SE
+44 (0) 20 8996 7000
info@pilbrowpartners.com
pilbrowpartners.com

Client

Purplexed LLP

Project Name

1812 - Powerhouse

Stage

RIBA Stage 02

Drawing Title

Site Location Plan

Drawing Number

1812-PP-PH-00-DR-A-00-0001

Scale

1:1250

Sheet Size

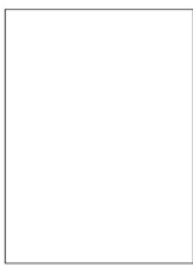
A1

Revision

07

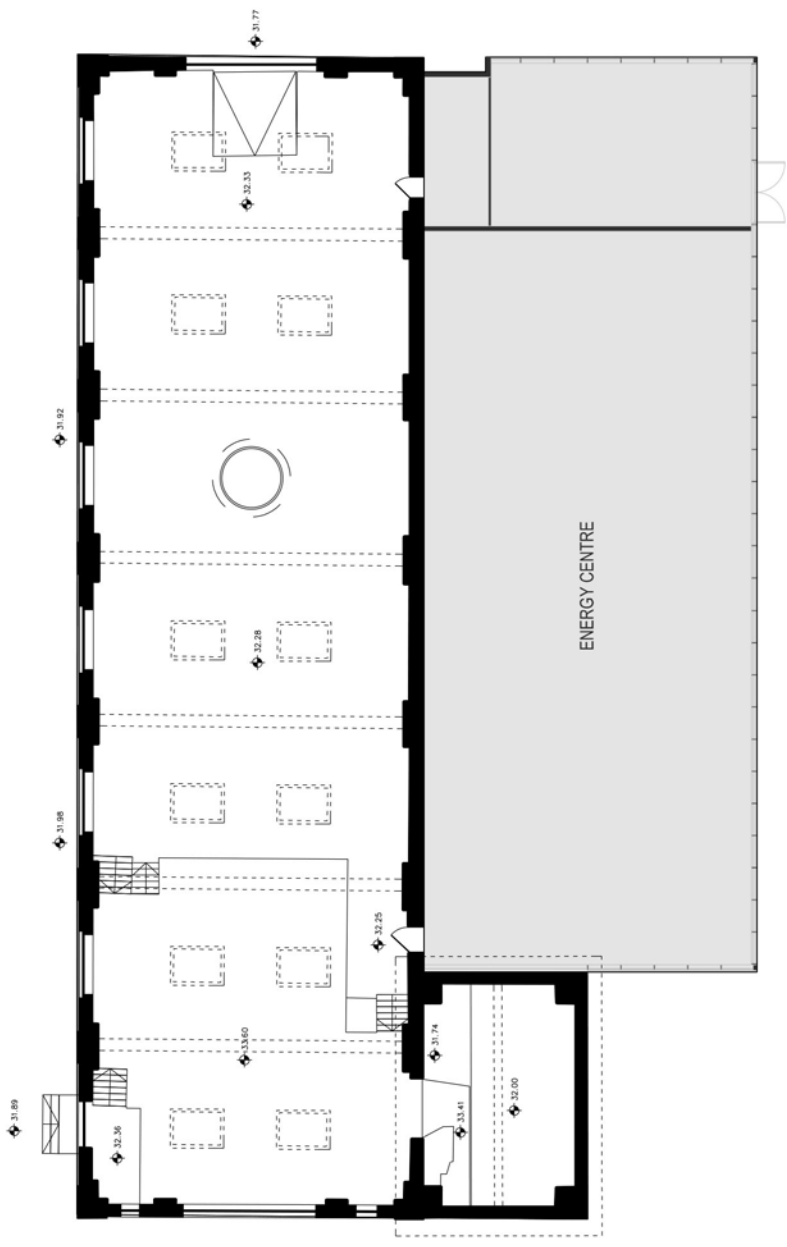
Updated Applicant's Ownership

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All dimensions are in meters unless otherwise stated.
All dimensions are in meters unless otherwise stated.
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POWERHOUSE LANE



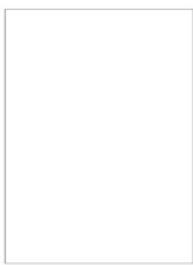
01	01/03/18	Planning Submission	EB
02	16/03/18	Design Process	MB
03	31/05/18	Stage 1	EB
04	01/06/18	Notes	MB

Pilbrow
& Partners

2-5 St. John's Square
London EC1M 4JQ
+44 (0) 20 3696 7000
info@pilbrowpartners.com
pilbrowpartners.com

Client	Purplexed LLP
Project Name	1812 - Powerhouse
Stage	RIBA Stage 02
Drawing Title	Existing Ground Floor Plan

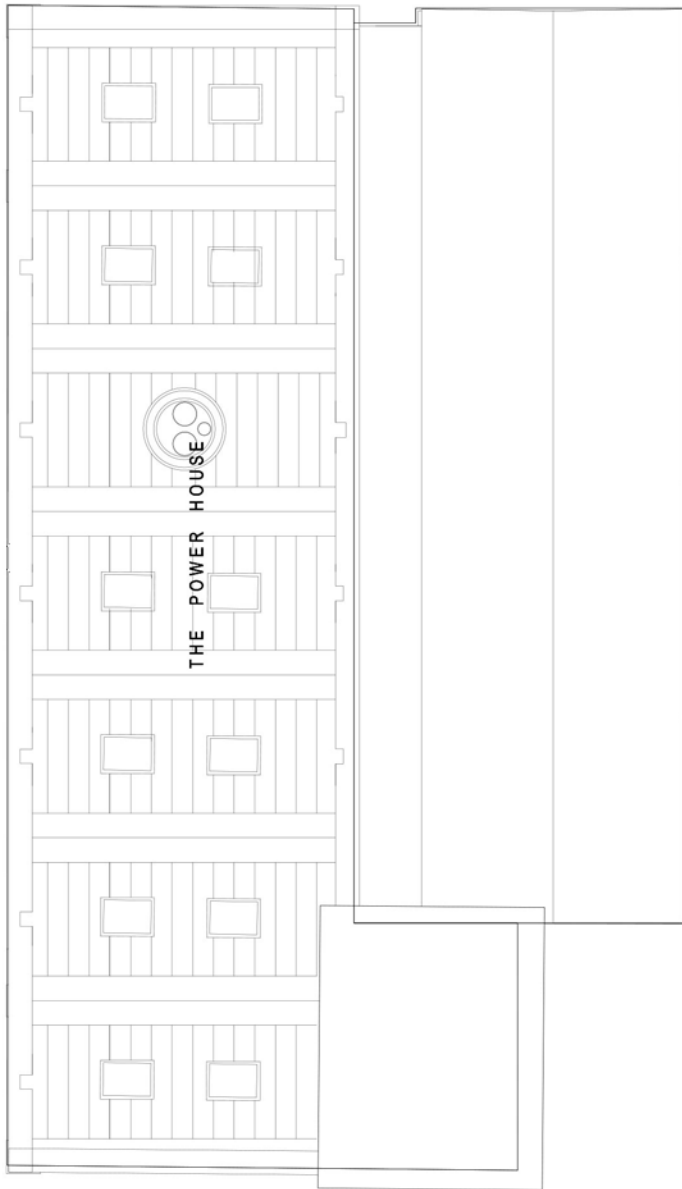
Drawing Number	1812-PP-PH-00-DR-A-01-100
Date	1:200
Sheet Size	A3
Drawn By	21/05/18
Reviewed By	
Submitted By	
Planning Submission	02



This drawing is a preliminary design and is not to be used for construction. All dimensions are in millimeters unless otherwise stated. Pilbrow & Partners shall be notified in writing of any discrepancies.

0 2 4 6 8 10

POWERHOUSE LANE



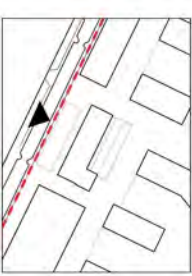
02	01/03/19	Planning Submission	1/8
03	16/01/19	Design Review	1/8
04	21/06/19	Stage 01	1/8
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06	21/06/19	Stage 01	1/8
07	21/06/19	Stage 01	1/8
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24	21/06/19	Stage 01	1/8
25	21/06/19	Stage 01	1/8
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Client
Purplexed LLP
Project Name
1812 - Powerhouse
Stage
RIBA Stage 02
Drawing Title

Existing Roof Plan
Drawing Number
1812-PP-PH-00-DR-A-01-103
Scale
1:200
Sheet Size
A3
Drawing Date
18/09/18
Revision
02
Planning Submission
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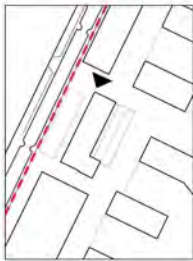


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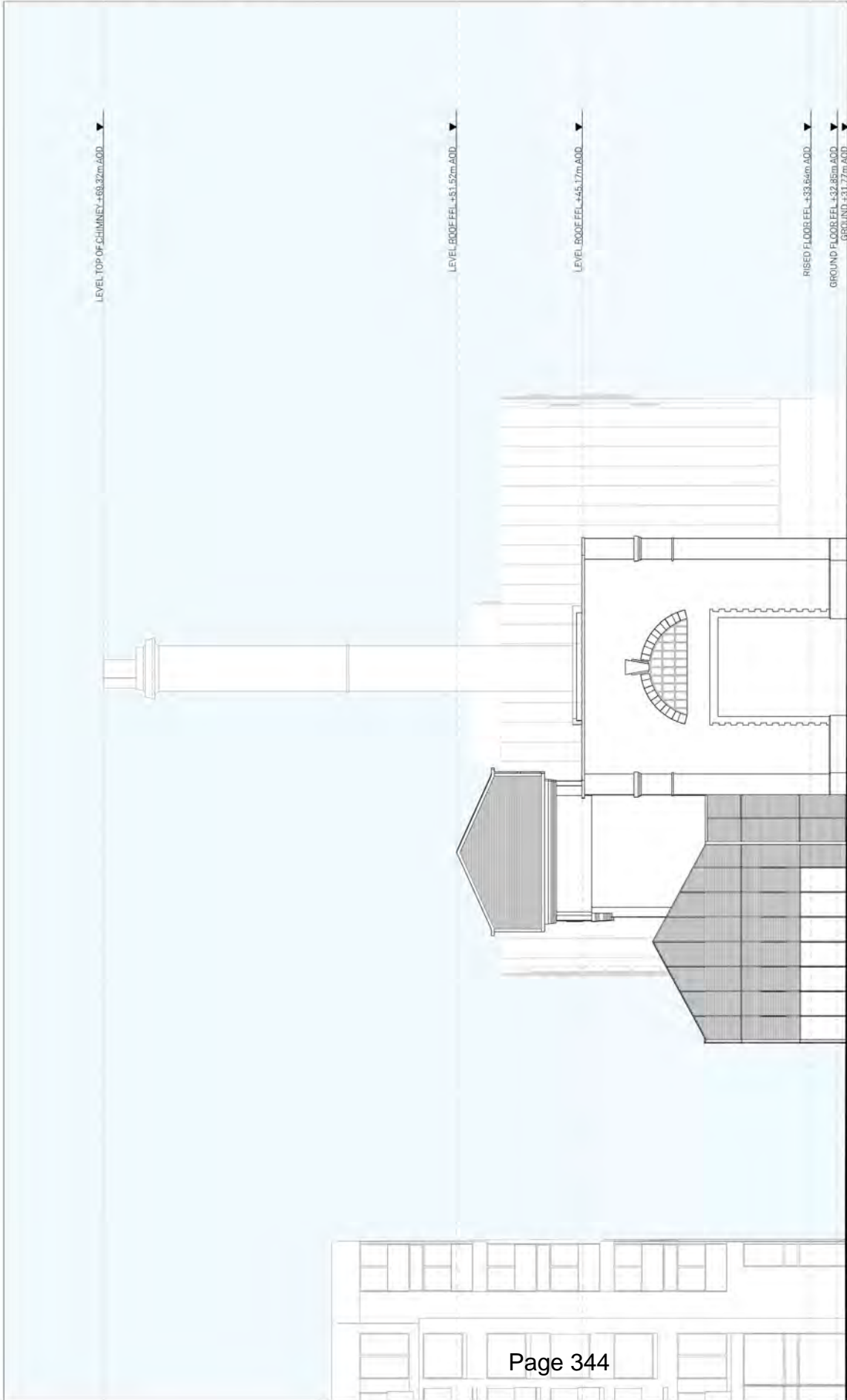


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LEVEL ROOF FFL +51.52m AOD

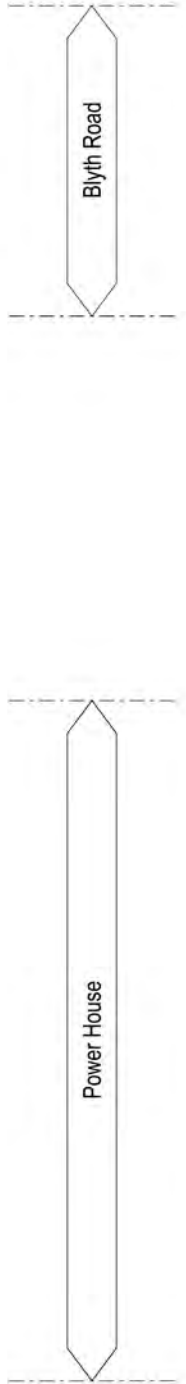
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RISED FLOOR FFL +53.84m AOD

GROUND FLOOR FFL +52.85m AOD

GROUND FFL +51.17m AOD

LEVEL BASEMENT FFL +29.00m AOD



Power House

Blyth Road

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13	16/07/18	Design Progress	10
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15	08/08/18	Design	10
16	08/08/18	Design	10

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Purplexed LLP

Project Name
1812 - Powerhouse

Stage
RIBA Stage 02

Drawing Title

Existing East Elevation

Project Number
1812-PP-PH-00-DR-A-01-201

Scale
1:200 A3 07/06/18

Quantity
02 Planning Submission

07/06/18



All dimensions are in meters. The drawing is for information only. It is not to be used for construction. All dimensions are in meters. The drawing is for information only. It is not to be used for construction.



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01	01/01/18	Planning Submission	01
02	15/01/18	Design Progress	02
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10	21/01/18	Design Progress	10

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Client

Purplexed LLP

Project Name

1812 - Powerhouse

Stage

RIBA Stage 02

Drawing Title

Existing South Elevation

Project Number

1812-PP-PH-00-DR-A-01-202

Scale

1:200

Sheet Size

A3

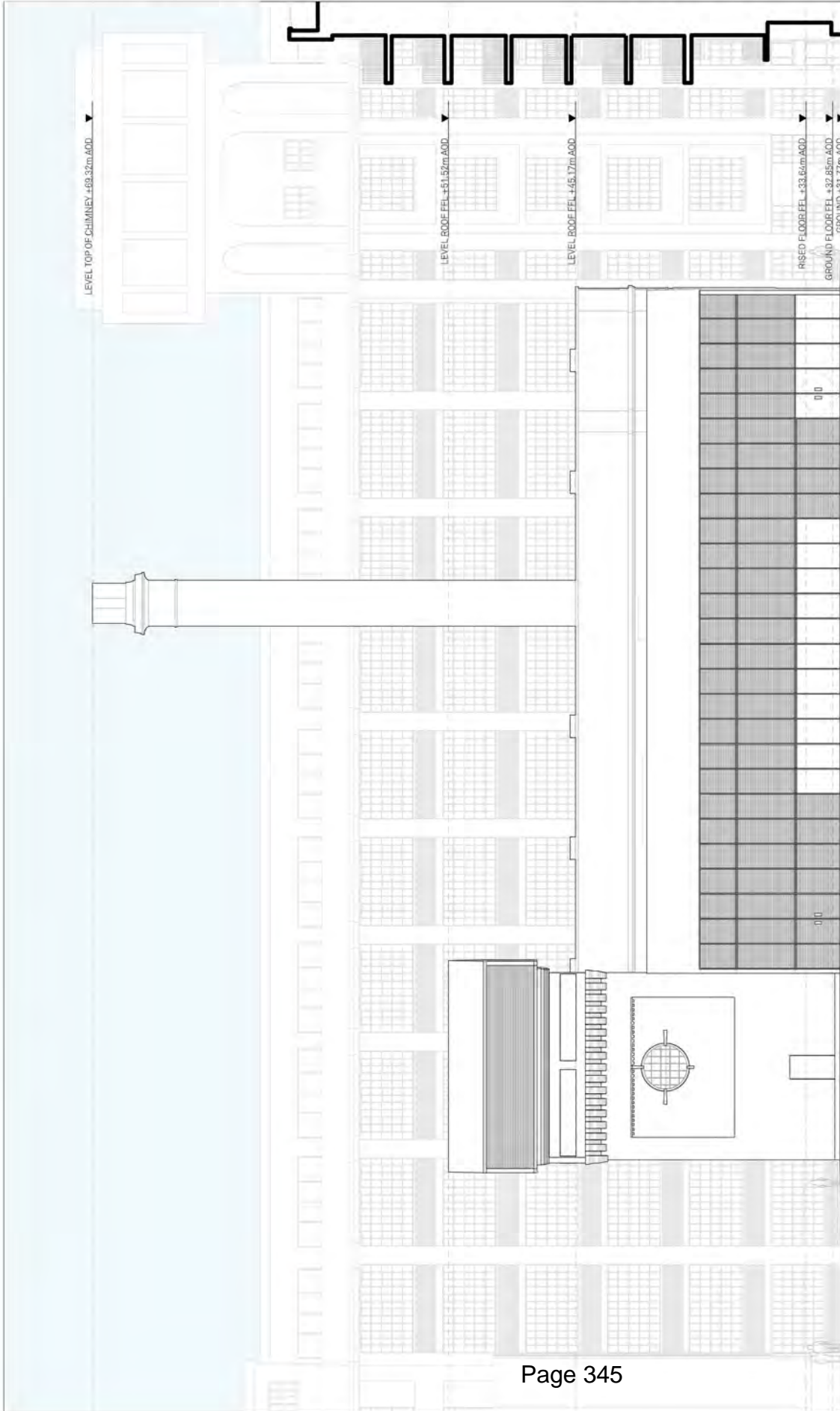
Date

07/06/18

Author

Planning Submission

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Power House Lane

Power House



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02	01/01/2018	Planning Submission	01
03	15/07/2018	Design Progress	02
04	27/08/19	Stage 1	03
Rev	02/01/20	Notes	04

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Client

Project Name

1812 - Powerhouse

Drawn By

Existing West Elevation

Project Number

1812-PP-PH-00-DR-A-01-204

Scale

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Sheet Size

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Date

07/06/18

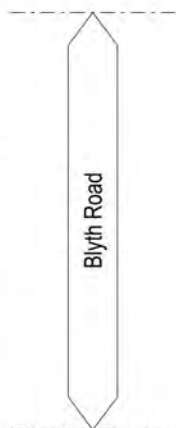
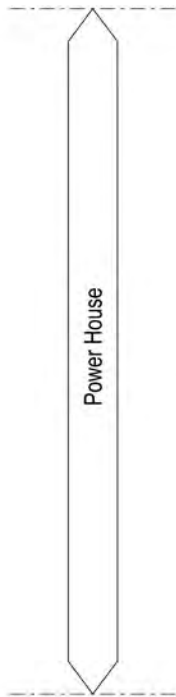
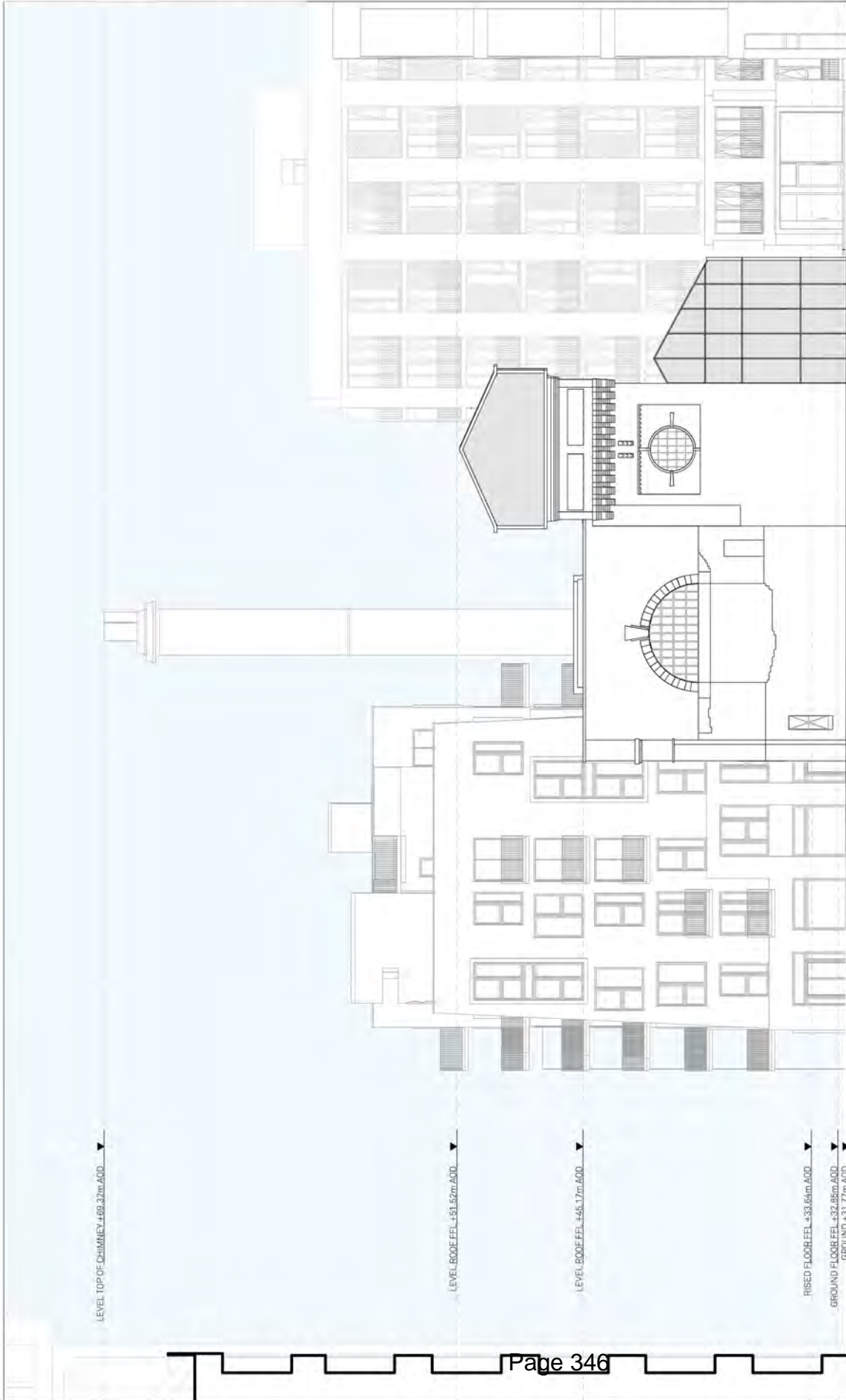
Author

02

Project

Planning Submission

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0 2 4 6 8 10

Client	1812 - Powerhouse
Project Name	1812 - Powerhouse
Stage	RIBA Stage 02
Design Date	15/01/19
Drawn By	01
Checked By	01
Project Manager	01

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Client	Purplexed LLP
Project Name	1812 - Powerhouse
Stage	RIBA Stage 02
Design Date	15/01/19

Existing Section AA

Project Name	1812 - Powerhouse
Stage	RIBA Stage 02
Design Date	15/01/19
Drawn By	01
Checked By	01
Project Manager	01

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LEVEL TOP OF CHIMNEY +109.32m AOD

LEVEL ROOF FFL +51.52m AOD

LEVEL ROOF FFL +45.17m AOD

RISED FLOOR FFL +33.64m AOD

GROUND FLOOR FFL +32.85m AOD

GROUND +31.77m AOD

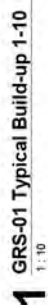
LEVEL BASEMENT FFL +29.00m AOD

Power House

Power House Lane



This drawing is not to be issued. Commencement documents, including a Preliminary, shall be subject to review of any discrepancies. All dimensions are in millimeters unless noted otherwise. The opening listed at First Contact is indicative of design intent and should be used in conjunction with all applicable standards and consulting documents. The Contractor is required to complete the detailed design, final coordination and construction of the project.



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
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10-15 St. John's Square
London EC1A 4DE

Purplexed LLP

Project Name: CRL The Power House

RIBA Stage 03

Details

GRS-01 Typical Details 1-10

Ordering Number
1812.PP-ZZ-00-DR-A-47 - 0001

Scale	Sheet Size	Sheet Count
1:10	A1	

Task Name	Scheduling
Sx - WORK IN PROGRESS	



On one side, considering the above arguments, the researchers may be pessimistic about solving the problems. But on the other hand, it is worth noting that the researchers



Faculty / Position

	Planning Subprocess	(t)
T-4.	D-1 (D-2) (6)	
C1	Pre planning & Design Phase 2	10
C2	Pre planning & Design Phase 2	10
C3	Design Process	40
C4	Stage 1	10
Rev.	Close	Stop by

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Cont.

Purplexed LLP

Project Number

1812 - Powerhouse

1999

Dr. J. B. H. H. H.

Proposed Basement Plan

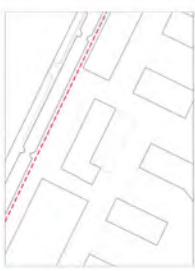
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1812-PP-PH-99-DR-A-10-099

Issue	Shaw's View	Chalmers' View
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2. The existence of the physical world	Yes	Yes
3. The existence of the soul	No	No
4. The existence of the body	No	No
5. The existence of the self	No	No
6. The existence of the world	No	No
7. The existence of the universe	No	No
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10. The existence of the demons	No	No
11. The existence of the spirits	No	No
12. The existence of the devils	No	No
13. The existence of the fairies	No	No
14. The existence of the gnomes	No	No
15. The existence of the dwarves	No	No
16. The existence of the elves	No	No
17. The existence of the sprites	No	No
18. The existence of the goblins	No	No
19. The existence of the hobgoblins	No	No
20. The existence of the trolls	No	No
21. The existence of the giants	No	No
22. The existence of the dragons	No	No
23. The existence of the phoenixes	No	No
24. The existence of the unicorns	No	No
25. The existence of the griffins	No	No
26. The existence of the chimeras	No	No
27. The existence of the sphinxes	No	No
28. The existence of the hydrae	No	No
29. The existence of the centaurs	No	No
30. The existence of the minotaurs	No	No
31. The existence of the cyclopes	No	No
32. The existence of the satyrs	No	No
33. The existence of the fauns	No	No
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35. The existence of the naiads	No	No
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100. The existence of the cyclopes	No	No

1:200 A3 01/06/18

Submission	Submitters
04	Planning Submission

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Key / Notes

06 01/01/18 Planning Submission EA

Rev 001 2018 Notes

06 01/01/18 Planning Submission EA

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Client

Purplexed LLP

Project Name

1812 - Powerhouse

Stage

RIBA Stage 02

Drawing Title

Proposed Ground Floor Masterplan

Drawing Number

1812-PP-PH-00-DR-A-03-100

Scale

1:1000 A3

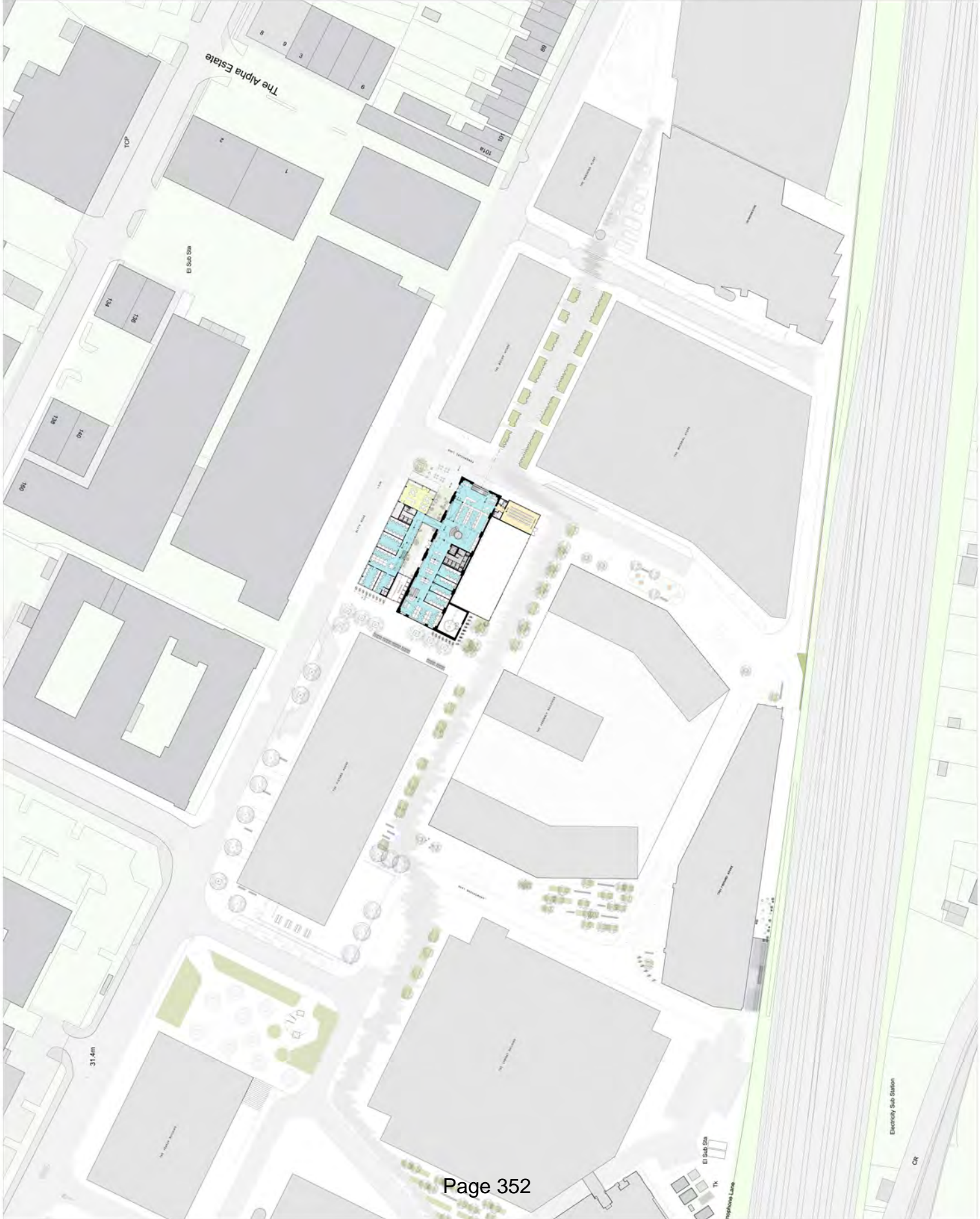
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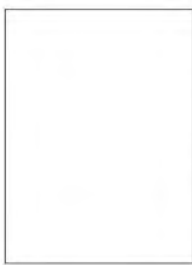
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Author

00 Planning Submission

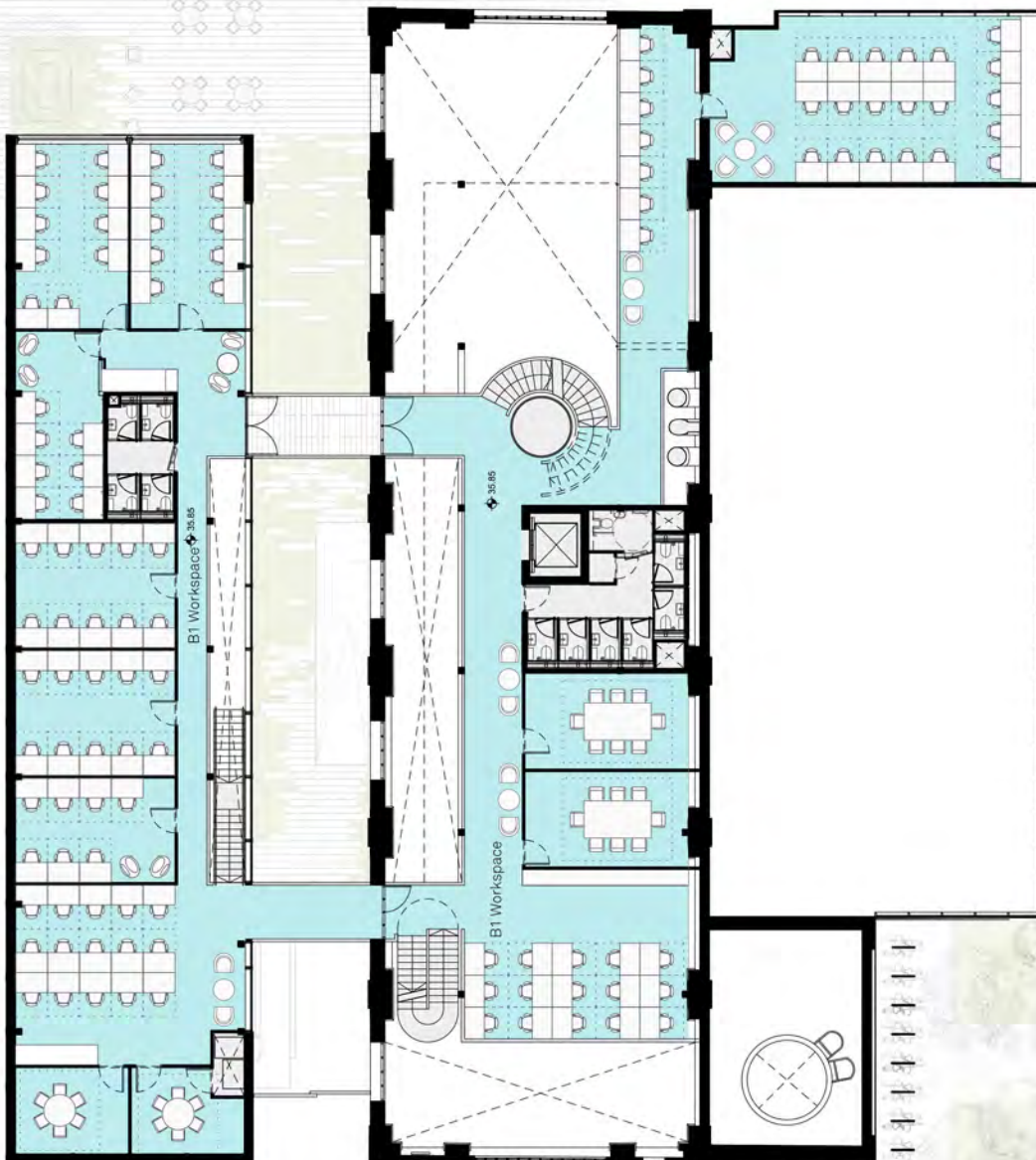
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All dimensions are in meters unless otherwise stated.
All dimensions are in meters unless otherwise stated.
Purplexed & Partners will be notified in writing of any inaccuracies.

POWERHOUSE LANE



24	01/02/19	Planning Submission	25
25	18/02/19	Pre planning Design House 2	26
26	28/02/19	Pre planning Design House	27
27	18/03/19	Design House	28
28	21/03/19	Design House	29
29	21/03/19	Design House	30
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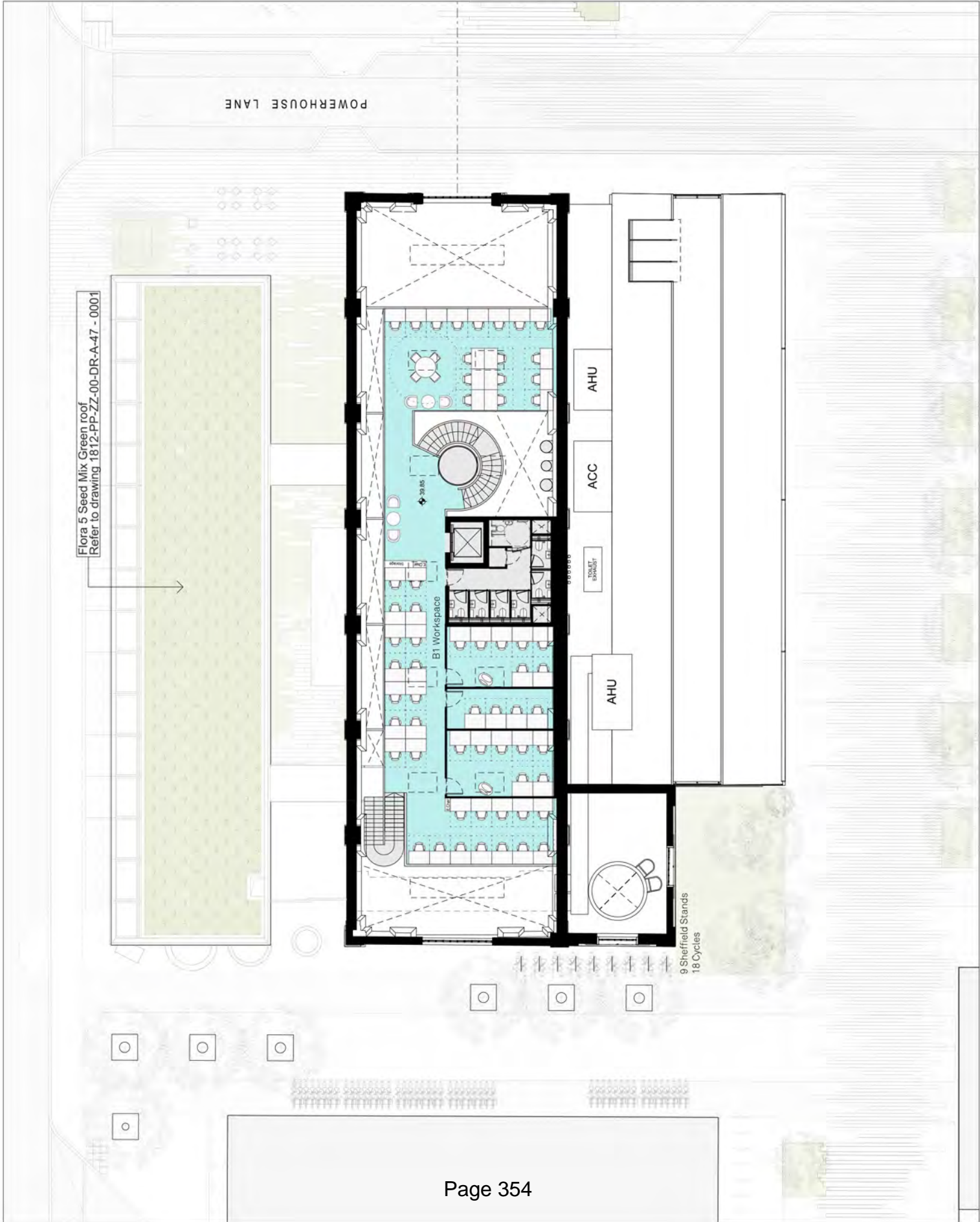
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Client	Purplexed LLP
Project Name	1812 - Powerhouse
Stage	RIBA Stage 02
Drawing Title	
Proposed First Floor Plan	
Drawing Number	1812-PP-PH-01-DR-A-10-101
Scale	1:200
Sheet Size	A3
Revision	01/06/18
Author	Submittal
Check	Submittal
Drawn	Submittal
Reviewed	Submittal
Approved	Submittal
04	Planning Submission

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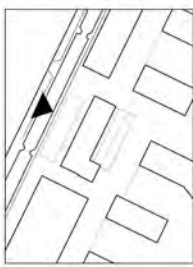


Flora 5 Seed Mix Green roof
Refer to drawing 1812-PP-02-DR-A-47 - 0001

POWERHOUSE LANE

02	21/05/19	Revision	18
04	01/03/19	Starting Submission	20
03	19/02/19	Pre planning Design House 2	19
03	28/01/19	Pre planning Design House	19
01	16/07/19	Design House	16
00	21/08/18	Stage 1	10
Rev	Date	Notes	step by





Do not scale drawings. The drawing is for information only.
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North Arrow

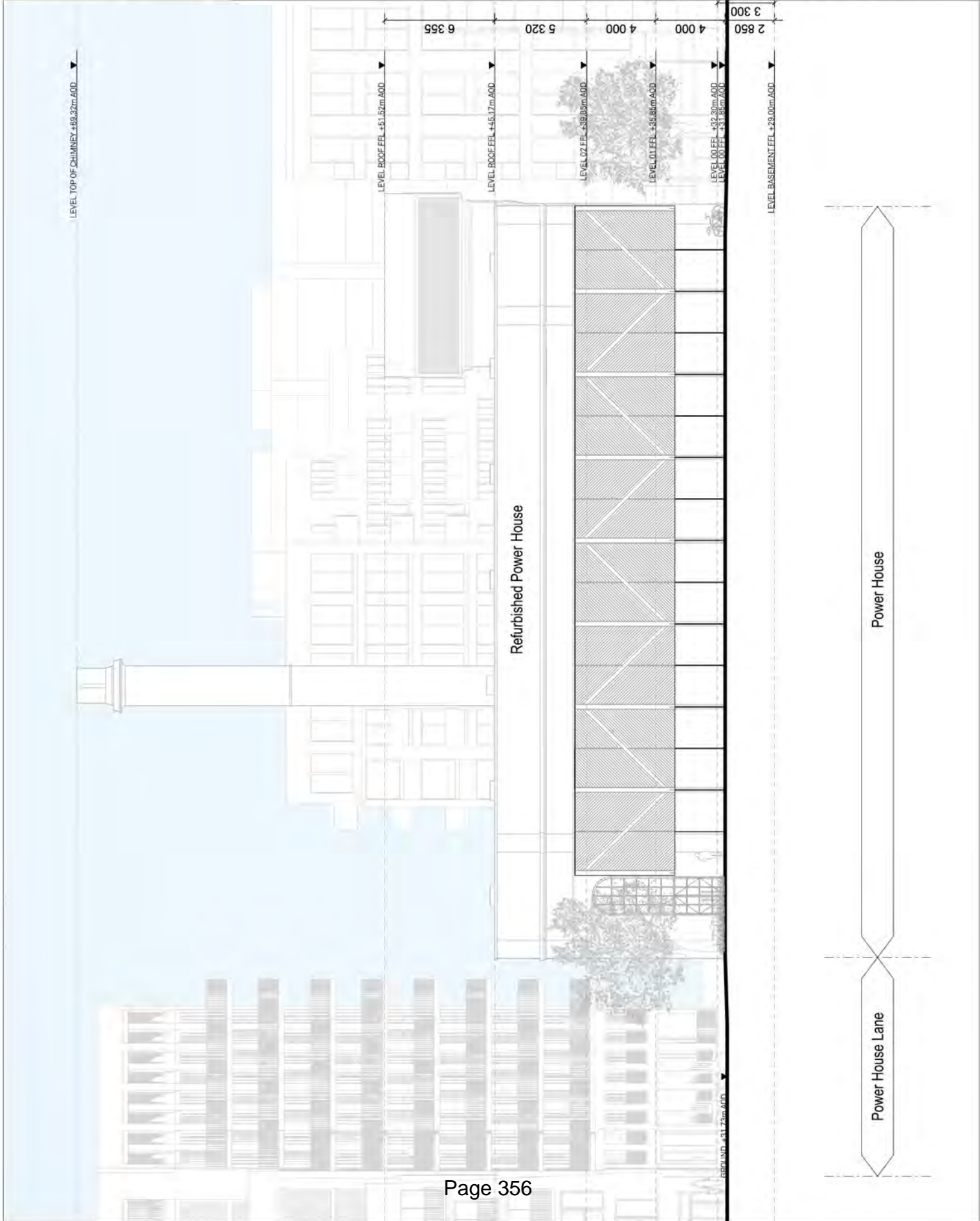
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Client	Purplexed LLP
Project Name	1812 - Powerhouse
Stage	RIBA Stage 02
Drawing Title	
Proposed North Elevation	
Project Number	1812-PP-PH-XX-DR-A-11-0002
Scale	1:200
Sheet Size	A3
Date	07/06/18
Author	
Checker	
Quantity	04
Planning Submission	

07/06/18





All drawings are to be submitted to the Local Planning Authority for approval. All drawings are to be submitted to the Local Planning Authority for approval. All drawings are to be submitted to the Local Planning Authority for approval.



Key / Notes

- 1 Plasterboard
- 2 Glulam column
- 3 Timber stud
- 4 Insulation
- 5 Timber bracing
- 6 Timber frame
- 7 Timber louvers

00 01/03/2018 Planning Submission 1:00
Rev Date Notes
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Client
Purplexed LLP

Project Name
1812 - Powerhouse

Stage
RIBA Stage

Drawing Title

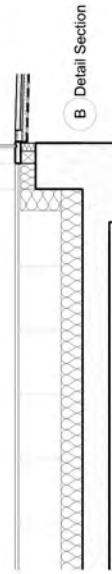
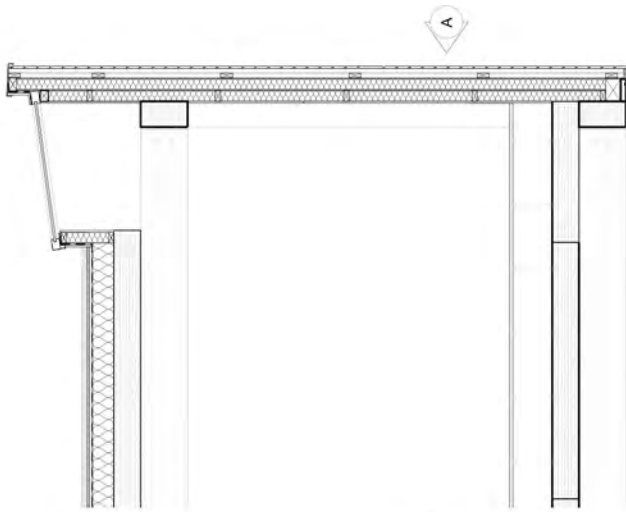
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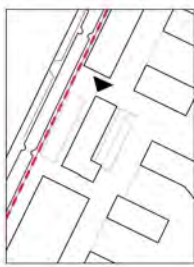
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Scale
1:50 A3 18/09/18

Revision
00 Planning Submission

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100% of the site is within the proposed extension area. The proposed extension area is shown in red. The existing site is shown in grey. The proposed extension area is shown in red. The existing site is shown in grey.



1:1000



Zone for Signage

Rev	Date	Description	By	App'd
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20	15/01/19	Proposed extension	PH	PH

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1812 - Powerhouse

RIBA Stage 02

04/18

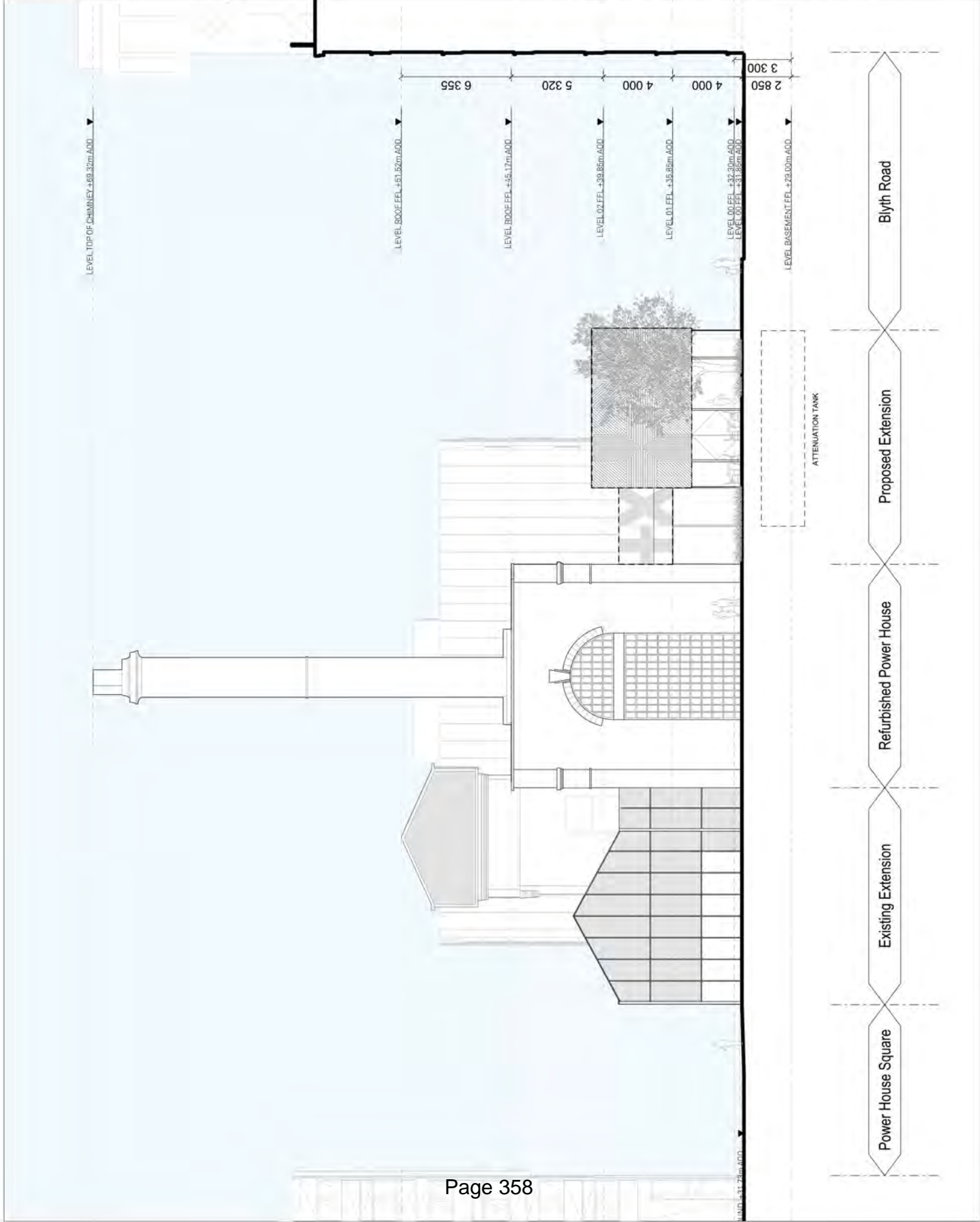
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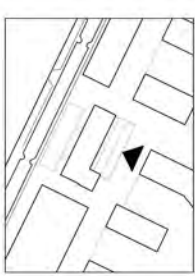
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1:200 A3 07/06/18

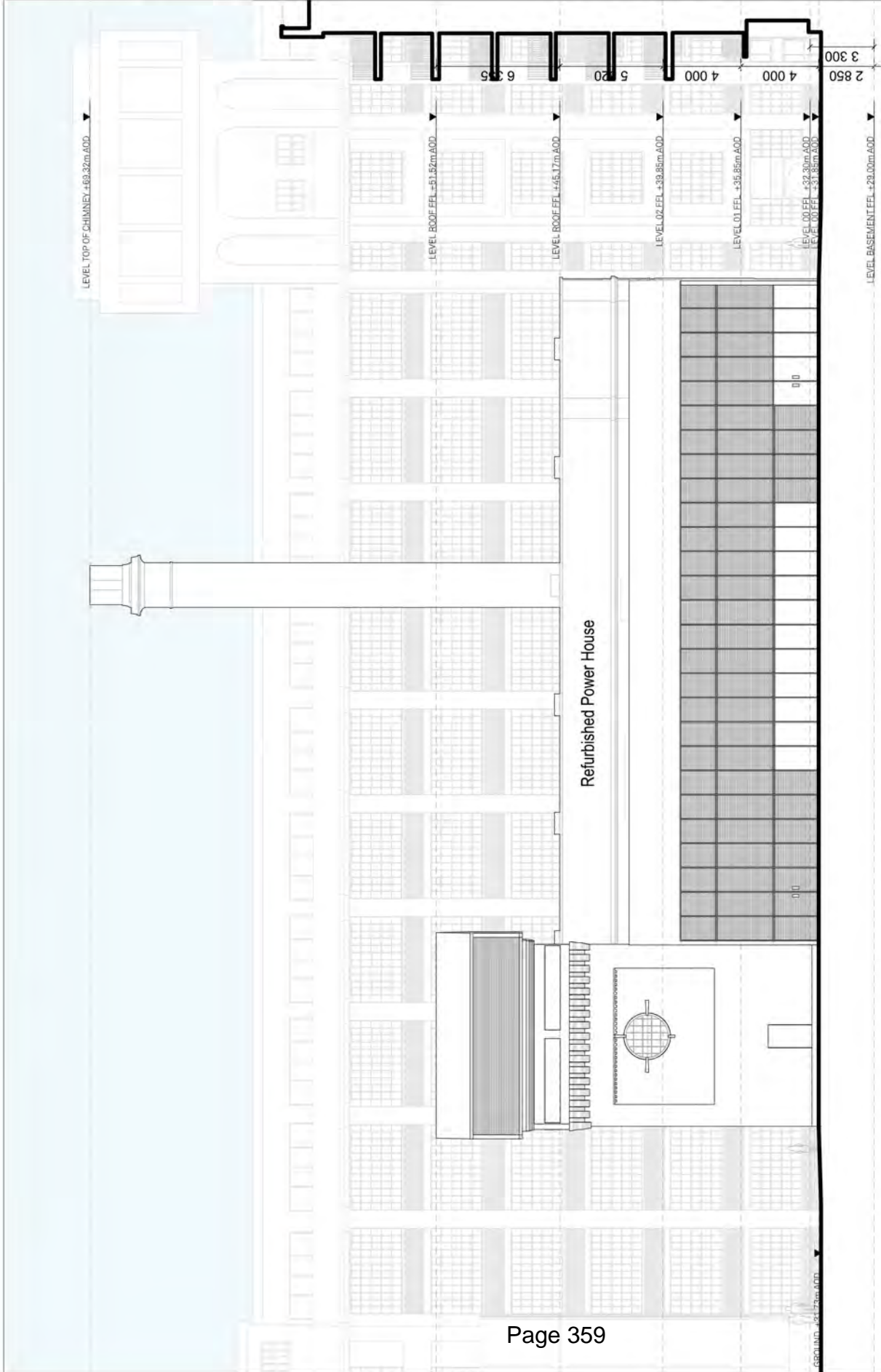
04 Planning Submission

07/06/18





All dimensions are in meters. The drawing is for information only. It is not to be used for construction. All dimensions are in meters. The drawing is for information only. It is not to be used for construction.



Refurbished Power House

Existing Extension

Power House Lane

24	01/01/19	Planning Submission
25	19/07/19	Pre planning (Stage 1) (Home 1)
26	28/01/19	Pre planning (Stage 1) (Home 2)
27	19/07/19	Design Progress
28	21/08/19	Stage 1
29	28/01/19	Home 1
30	28/01/19	Home 2

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Client	Purplexed LLP
Project Name	1812 - Powerhouse
Stage	RIBA Stage 02
Drawing Title	

Proposed South Elevation	
Drawn Number	1812-PP-PH-XX-DR-A-11-0003
Scale	Sheet Size
1:200	A3
Revision	07/06/18
Author	04 Planning Submission

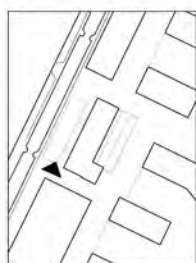


Table 1. Continued

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2

Purplexed LLP

1812 - Powerhouse

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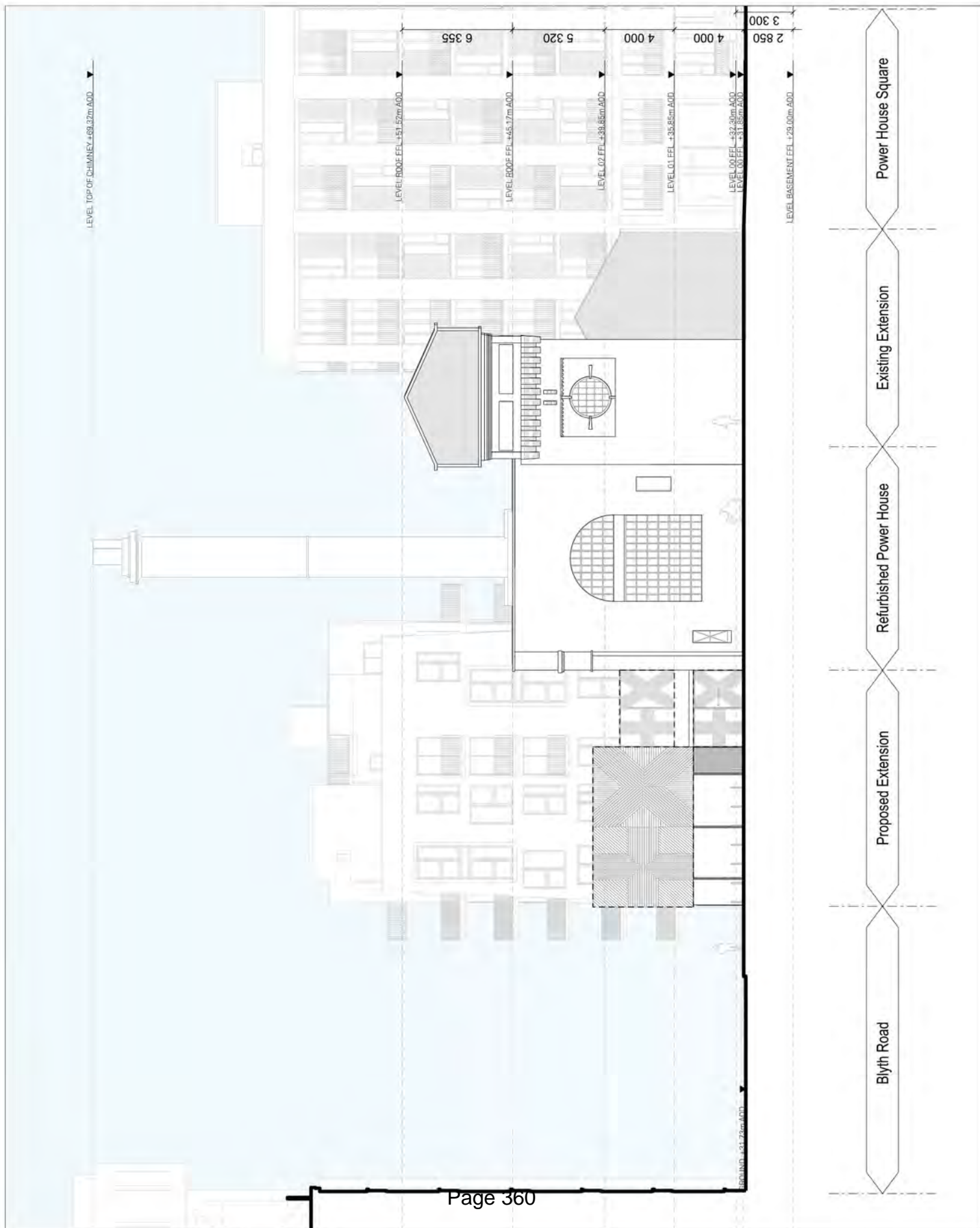
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Proposed West Elevation

1812-PP-PH-XX-DR-A-11-0000

Room	Student Code	Submission Date
1:200	A3	07/06/18

Submission	Supervisory	Planning Submission
04		



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Client:
Purpleplexed LLP

Project Report

1812 - Powerhouse

1990

1000

Proposed Section AA

Drying Number

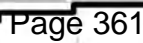
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Size	Sheet Size	(Dimensions)
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1:200 A3 30/05/11

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Not to scale. The location of the site is shown for reference only. The site is shown in red. The site is shown in red. The site is shown in red.



1:1000

Zone for Signage

Rev	Date	By	Description
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70	15/01/19	PP	Preparation of drawings
71	15/01/19	PP	Preparation of drawings
72	15/01/19	PP	Preparation of drawings
73	15/01/19	PP	Preparation of drawings
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77	15/01/19	PP	Preparation of drawings
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82	15/01/19	PP	Preparation of drawings
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99	15/01/19	PP	Preparation of drawings
100	15/01/19	PP	Preparation of drawings

Pilbrow & Partners

2-5 St. James Square
London EC1M 6DS
+44 (0) 20 2895 1702
info@pilbrow-partners.com
www.pilbrow-partners.com

Purplexed LLP

1812 - Powerhouse

RIBA Stage 02

Drawing Title

Proposed Section BB

1812-PP-PH-XX-DR-A-12-0001

1:200 A3 30/05/18

04 Planning Submission

01/10/2018 14:00:00

LEVEL TOP OF CHIMNEY +69.32m AOD

LEVEL ROOF FFL +51.52m AOD

LEVEL ROOF FFL +45.17m AOD

LEVEL 02 FFL +39.85m AOD

LEVEL 01 FFL +38.85m AOD

LEVEL 00 FFL +37.85m AOD

LEVEL 00 FFL +36.85m AOD

LEVEL BASEMENT FFL +29.00m AOD

ATTENUATION TANK

Blyth Road

Power House

Power House Square

[illegible]Pilbrow
& Partners

15 St. John's Square
London EC1M 4JG
44 (0) 20 3996 7000
Australia: 011 61 8 9411 4444
USA: 1 800 451 4444

Purplexed LLP

1812 - Powerhouse

RIBA Stage 02

—

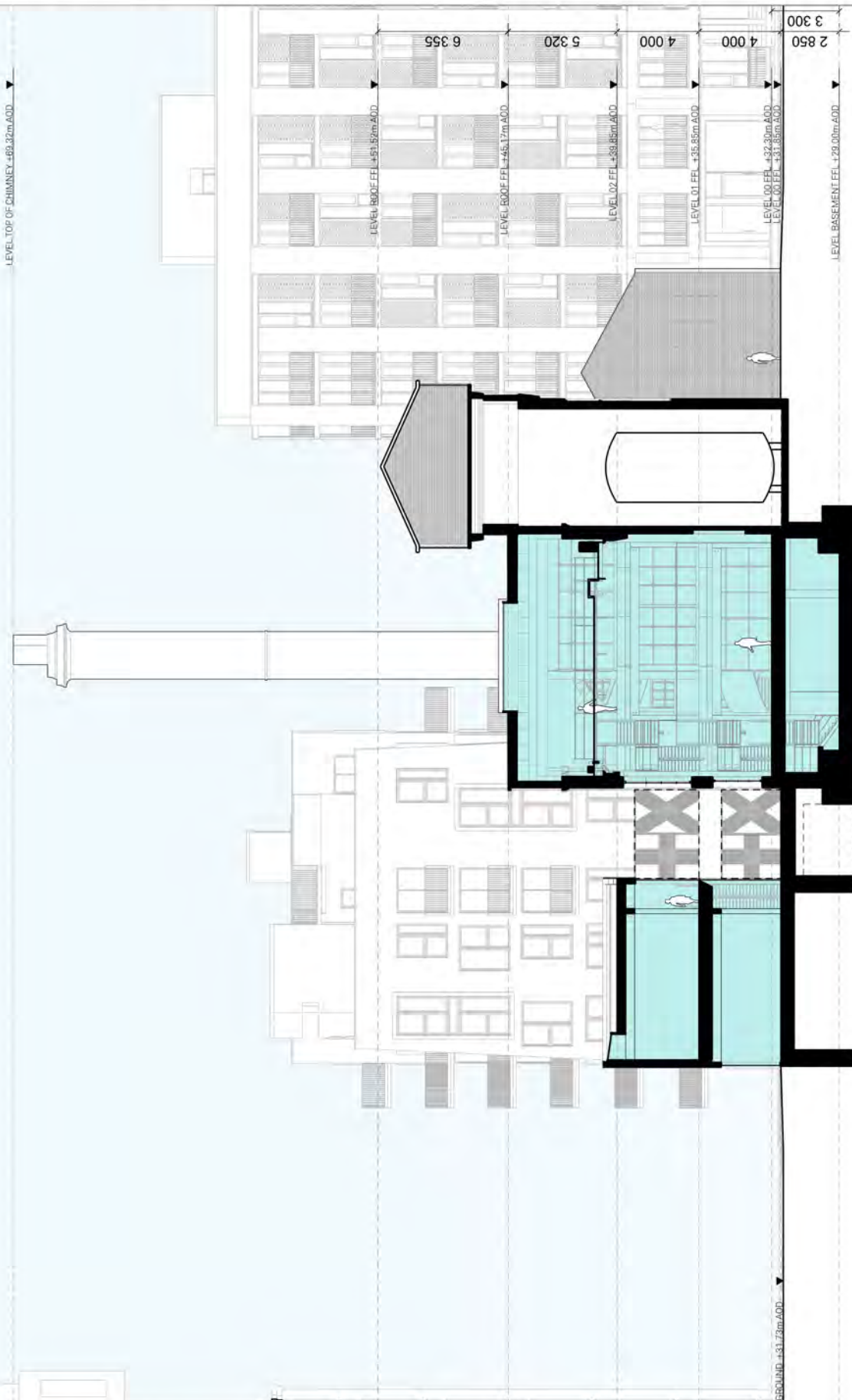
Proposed Section CC

1812-PP-PH-XX-DR-A-12-0002

1:200 A3 30/05/18

Journal Date	Journal Entry
04	Planning Submission

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Power House Square

Power House

Blyth Road

ATTENUATION TANK

Page 363



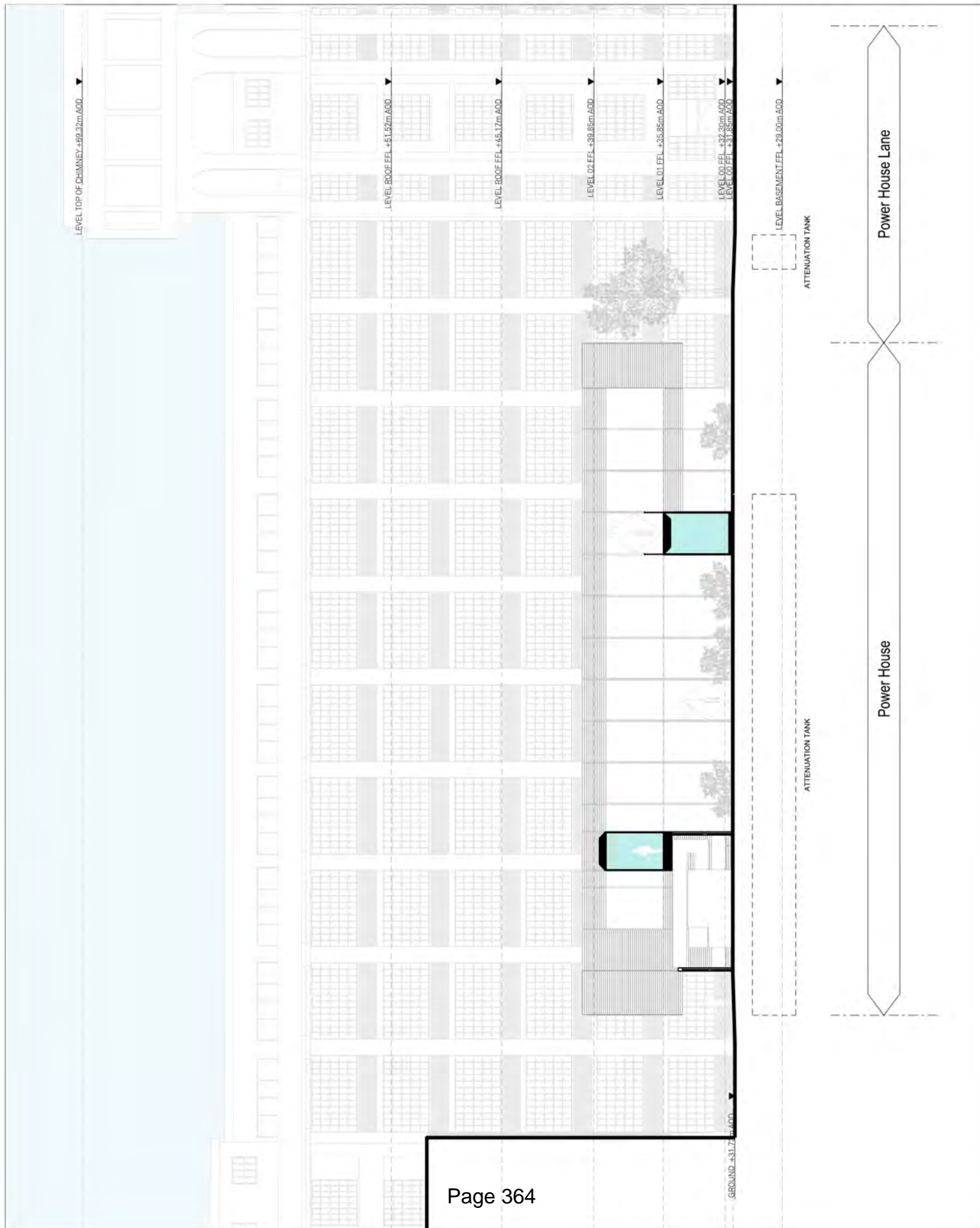
14.	01/03/19	Starting Customer	100
15.	18/02/19	Pre Planning Design Phase 2	100
16.	28/01/19	Pre Planning Design Phase 1	100
17.	16/07/19	Design Phase 1	100
18.	21/08/18	Stage 1	100
19.	06/06	Notes	1000

Pilbrow
& Partners

1-5 St. Julien Square
London EC1M 4DE
44 (0) 20 3696 7000
info@liverdgatehairs.com
liverdgatehairs.com

2.0000	Purplexed LLP		
	Project Name		
	1812 - Powerhouse		
	Page		
	RIBA Stage 02		
	Issued Date		

Proposed Section DD		
Planning Narrative		
1812-PP-PH-XX-DR-A-12-0003		
Sheet	Sheet Size	Contract Date
1:200	A3	07/06/18
Location	Authority	
04	Planning Submission	



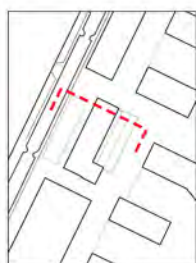


TABLE 1

Zone for Signature

[illegible]Pilbrow
& Partners

1-5 St. Jofina Square
London EC2M 4DE
44 (0) 20 3996 7000
info@stjofina.com
stjofina.com

Purplexed LLP

1812 - Powerhouse

RIBA Stage 02

—

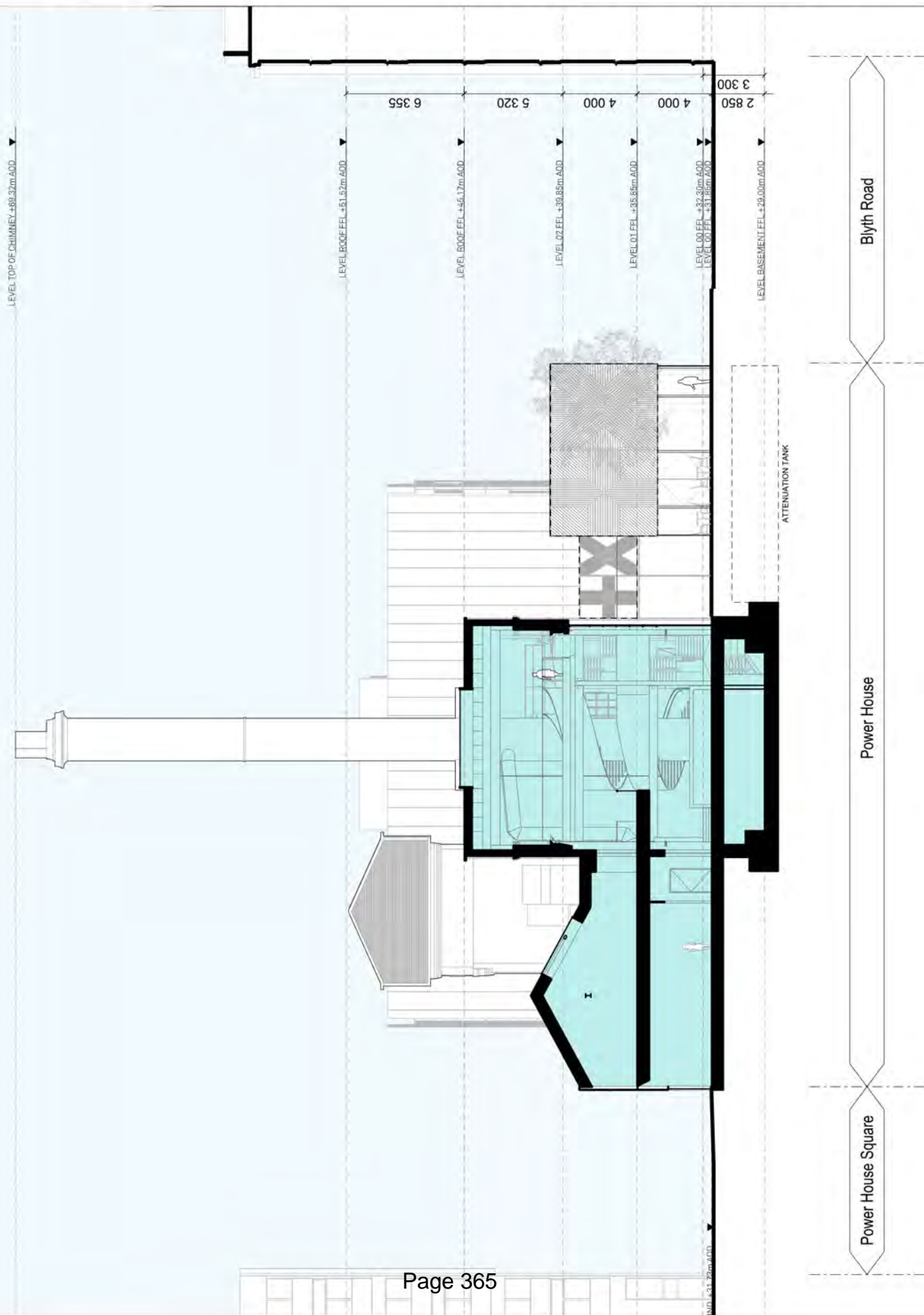
Proposed Section EE

1812-PP-PH-XX-DR-A-12-0004

1:200 A3 08/06/18

Activity	Supervisory	Planning Submission
04		

Downloaded At: 11:53 11 September 2009





Not to scale. The drawing is for information only. All dimensions are in millimeters unless otherwise stated. Purplexed & Partners is not responsible for any inaccuracies.



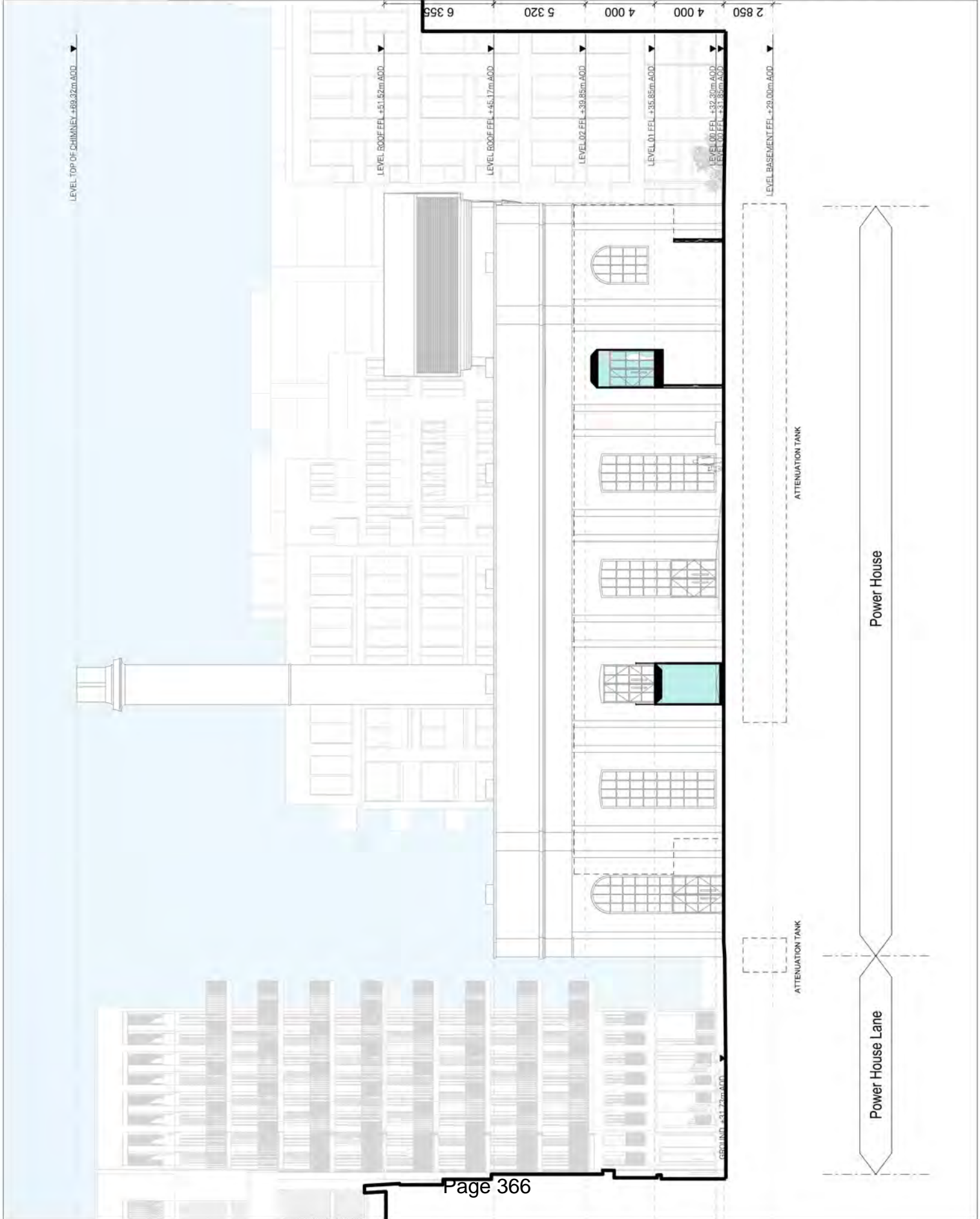
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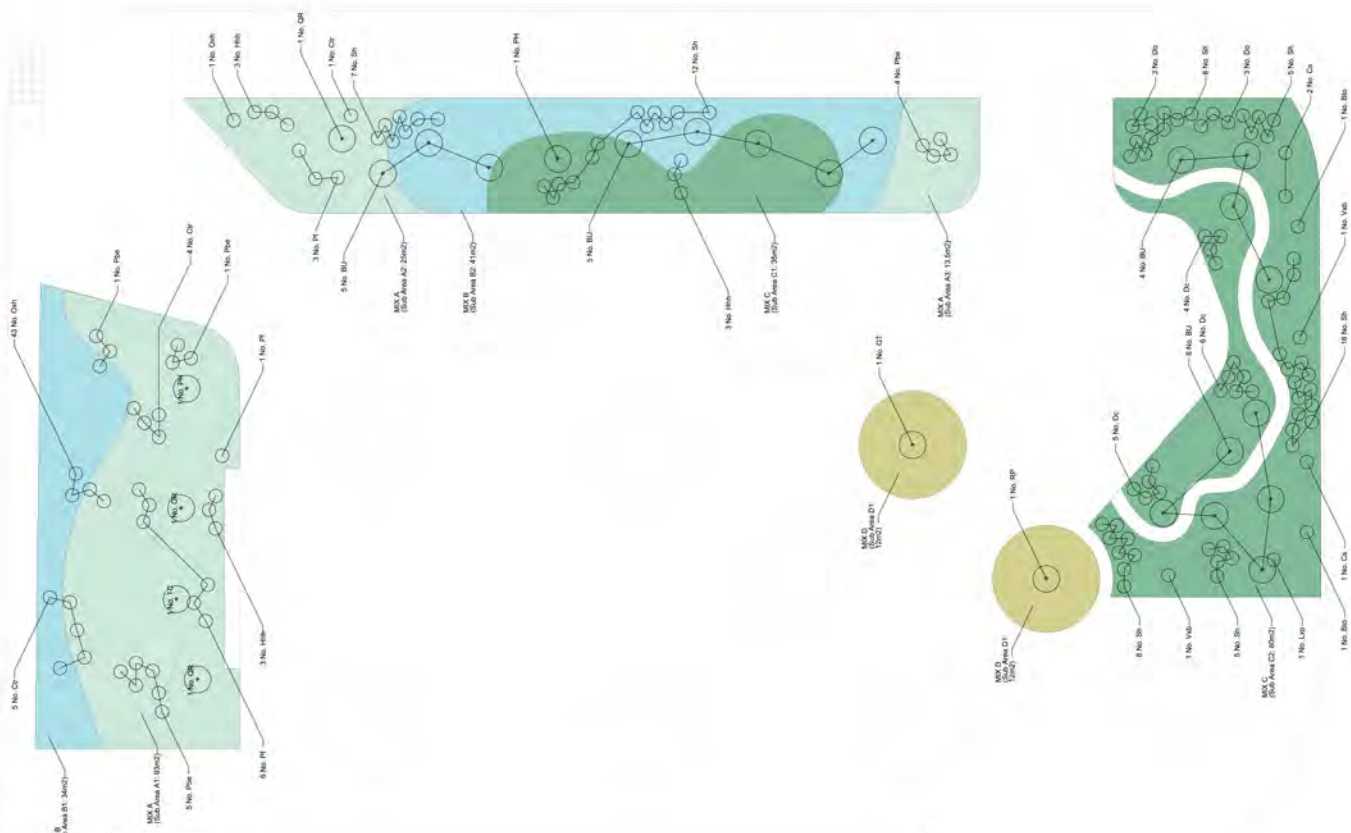
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02	18/02/19	Pre-planning stage (Week 1)	PH
03	28/07/19	Pre-planning stage (Week 2)	PH
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05	28/01/19	Design Review	PH

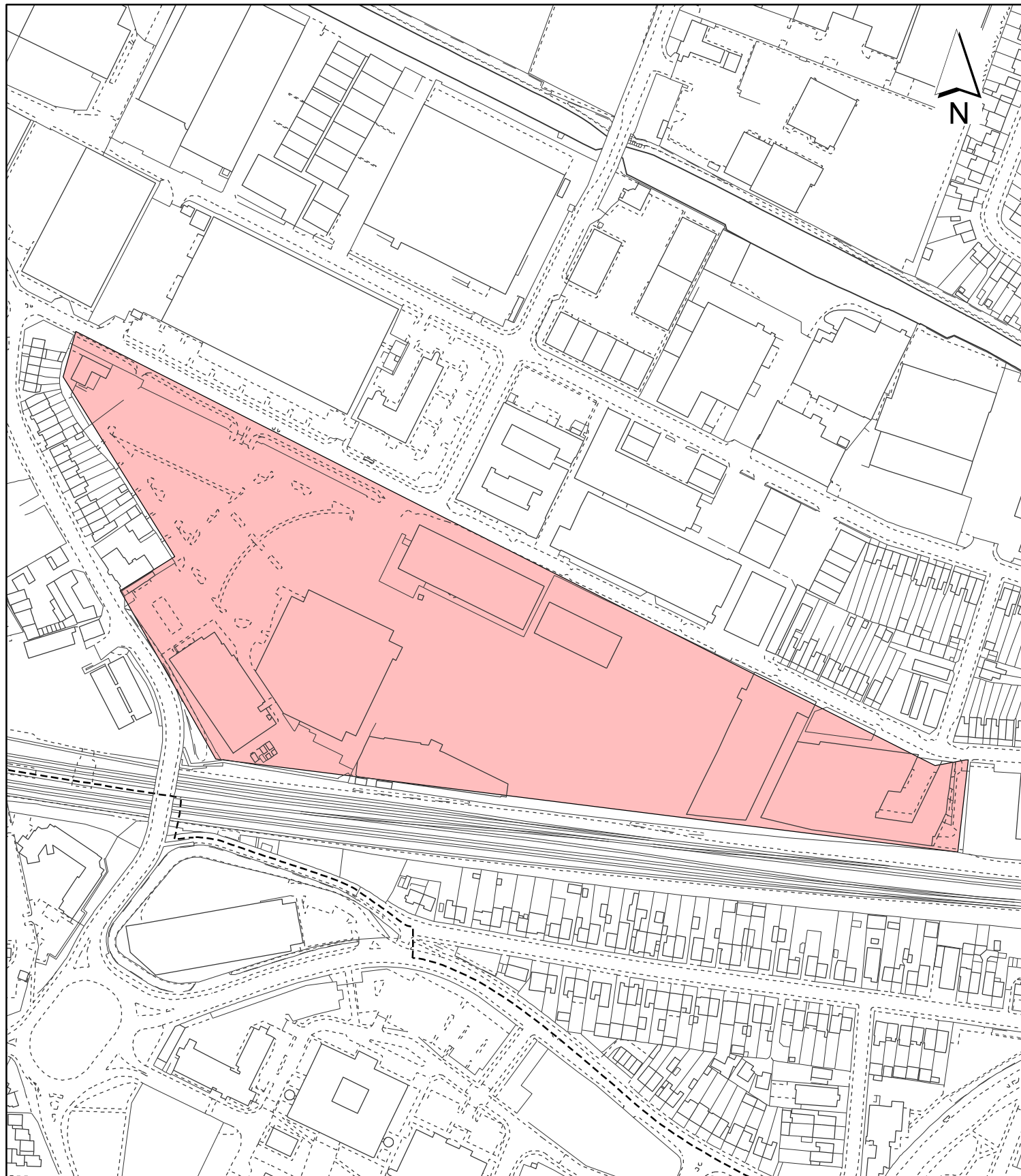
Pilbrow
& Partners

7-5 St. James Square
London EC1M 4JG
+44 (0) 20 2886 7000
info@pilbrow-partners.com
www.pilbrow-partners.com

Client	Purplexed LLP
Project Name	1812 - Powerhouse
Stage	RIBA Stage 02
Drawing Title	
Proposed Section FF	
Drawing Number	1812-PP-PH-XX-DR-A-12-0005
Scale	1:200
Sheet Size	A3
Revision	15/01/19
Author	
Checker	
Planner	
03	Planning Submission



[illegible]



Notes:

 Site boundary

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Site Address:

Powerhouse TOVF

Planning Application Ref:

59872/APP/2019/784

Planning Committee:

Major Page 370

Scale:

1:3,000

Date:

July 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 STANFORD HOUSE, 9 NESTLES AVENUE HAYES

Development: Demolition of existing buildings and redevelopment to provide a building up to 10 storeys, comprising 84 (44 x 1 bed, 28 x 2 bed and 12 x 3 bed) Build to Rent residential units, associated landscaping, access, car parking and cycle parking

LBH Ref Nos: 51175/APP/2019/187

id	date	given by	checked	description
1	18.12.16	JT	10003	Planning Issues



BRIMELOW
MCSWEENEY
ARCHITECTS

28 Great Queen Street, Covent Garden, London WC2B 8BE.
Tel: 016 7601 7631. email: admin@bion-abstracts.co.uk

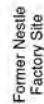
9 Nestles Avenue
Hayes UB3 4SA

Site Location Plan

Accession	Date	Editor
1:1250 G A3	12/12/18	BH

Drawing in
1820 - 1020





Nestles Avenue

Block Plan As Proposed

1820 - 1021

[illegible]

no.	date	sent by	checked	description
1	18.12.16	DB1	DB03	Training Initial

FOR PLANNING

BRIMELOW
MC SWEENEY
ARCHITECTS

201 Grand Central Street, Green in Camden, Camden NJ 08102
tel: 609/661-7161 • email: abrown@camden.org

9 Nestles Avenue
Hayes UB3 4SA

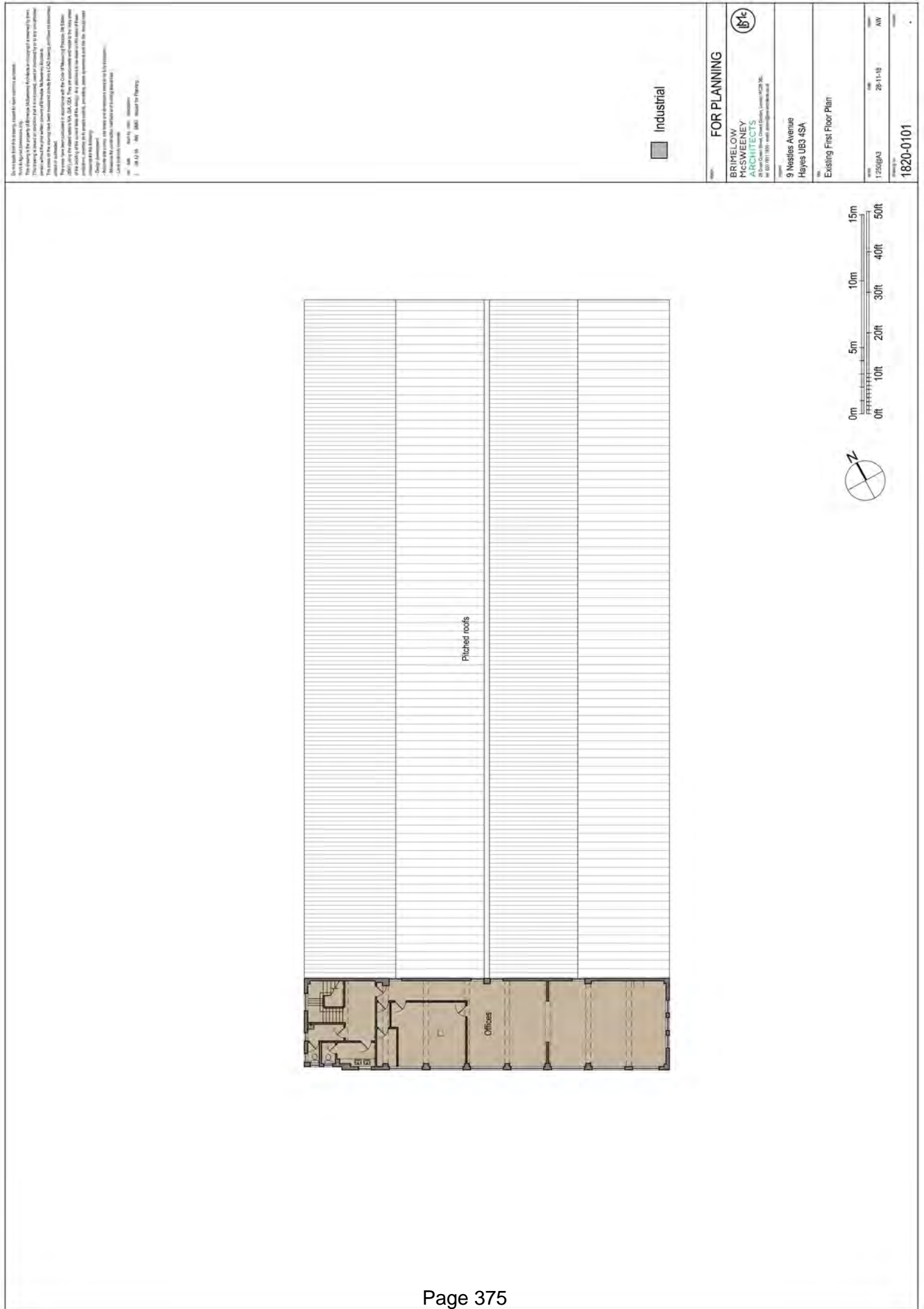
Block Plan As Proposed

Scale: 1:500 @ A3 Date: 12/12/18

1820 - 1021



1820-0100	Account No.	Account
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Pitched roofs below

Flat roof



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9 Nestles Avenue
Hayes UB3 4SA

Existing Roof Plan

250BA3

26-11-18

26-11-18

1820-0102

no	date	drawn by	check	description
1	6/6/12/18	JT	SMC	Draft Planning issue
2	20/12/18	JT	SMC	Planning issue

Case	Date
7	18.12
A	20.12

Legend

Residential
Balcony
Common Area
Plant Area
Stairs/ Lift



FOR PLANNING

BRIMELOW
MCSWEENEY
ARCHITECTS

Great Queen Street, Covent Garden, London WC2R 3BB.
Tel: 020 7401 7638; email: admin@jonesarchitect.co.uk

9 Nestles Avenue
Hayes UB3 4SA

Second Floor Plan
As Proposed

Scale	Date	Station
1:200 @ A3	12/12/18	JT
1:100 @ A1		

1820-1132 A



Angled bay windows to avoid overlooking adjacent flat

no.	date	given by	description
1	18.12.18	JT	Draft Planning Issue
A	20.12.18	JT	SMG Planning Issue

Residential
Balcony
Common Area
Plant Area
Stairs/ Lift



FOR PLANNING

BRIMELOW
McSWEENEY
ARCHITECTS

1st Great Queen Street, Court Garden, London WC2B 5UL
Tel: 020 7401 7636 • email: admin@tgm-architects.co.uk

9 Nestles Avenue
Hayes UB3 4SA

Third Floor Plan
As Proposed

Scale	Date	Drawn
1:200 @ A3	12/12/18	JT
1:100 @ A1		

1820 - 1133



Angled bay windows to avoid overlooking adjacent flat

ref	date	drawn by	description
1	18.12.18	JT	Drill Planning Issue
A	20.12.18	JT	SMO Planning Issue



FOR PLANNING

BRIMELLOW

MCSWEENEY
ARCHITECTS

28 Great Queen Street, Covent Garden, London WC2R 3SE.
Tel: 020 7 631 7636; email: info@b3000-architects.co.uk

9 Noctilos Avenida

Hayes UB3 4SA

Fourth Floor Plan

As Proposed

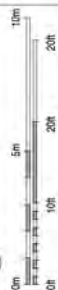
1000

1:2000 A3
1:1000 A1

1820-1134



no	date	drawn by	description
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A	20.12.18	JT	SMCI Planning Issue



status FOR PLANNING

BRIMELOW
MCSWEENEY
ARCHITECTS

28 Great Queen Street, Covent Garden, London WC2R 3AL
Tel: 020 7601 7656 • email: admin@qon.architects.co.uk

9 Nestles Avenue
Hayes UB3 4SA

**Fifth Floor Plan
As Proposed**

Author	Date	Grades
1 : 200 @ A3	12/12/18	JT
1 : 100 @ A1		

drawing in:
1820 - 1135

1820 - 1135

1820 - 1135



id	date	own by	description
1	15.12.18	JT	Draft Planning Issue
2	20.12.18	JT	SMG Planning Issue



status

**BRIMELOW
McSWEENEY
ARCHITECTS**

26 Royal Docks Street, Covent Garden, London WC2E 8BB
tel: 011 7601 7530 • email: advertising@brimelow.co.uk



9 Nestles Avenue
Hayes UB3 4SA

Sixth Floor Plan
As Proposed

DATE	DATE	DATE
1:200 @ A3	12/12/18	JT
1:100 @ A1		
drawing no.		1820-1136
		A

id	date	own by	description
I	15.12.18	JT	Draft Planning Issue
A	20.12.18	JT	SMG Planning Issue



status **FOR PLANNING**

BRIMELOW
MCSWEENEY
ARCHITECTS

28 Great Queen Street, Covent Garden, London WC2B 3AL.
Tel: 0161 831 7756 - email: transitions-architects.co.uk

9 Nestles Avenue
Hayes UB3 4SA

Seventh Floor Plan
As Proposed

ALARM 1: 200 @ A3 1: 100 @ A1	DATE 12/12/18	TIME JT
OPERATING IN: 1820 - 1137		NAME A

no	date	quantity	description
1	18.12.18	2T	Drill Planning Issue
2	20.12.18	2T	Drill Planning Issue



BRIMELOW
MCSWEENEY
ARCHITECTS

0000

Eighth Floor Plan
As Proposed

Case	Date	Drawn
1:200 @ A3	12/12/18	JT
1:100 @ A1		

Drawing No.	Accession
1820 - 1138	A



Legend

- Residential
- Balcony
- Common Area
- Plant Area
- Stairs/ Lift



FOR PLANNING

BRIMELOW
MCWEENEY
ARCHITECTS

25 West Quay Street, Covent Garden, London WC2E 8RL
Tel: 020 7 150 1500 Email: brimelow@mcwee.ie

Project:
9 Nettle Avenue
Hayes UB3 4SA

Site:
Ninth Floor Plan
As Proposed

Scale	Drawn	Check	Issue
1:100 (B A2)	12/12/18	JT	
1:100 (B A1)			

Drawn by:
1820 - 1139

Issue:
A

01 Brown/buff stock brick mix
in flemish bond

- | | |
|----|-------------------------------------------------------------------------------------------------------------|
| 02 | Brown/buff stock brick mix in
flemish bond to spandrel panel |
| 03 | Brown/buff stock brick mix
in soldier course to parapets,
window sills and window heads |
| 04 | Brown/buff stock bricks mix in
quarter turned feature panels |
| 05 | Dark grey balconies, railings
and privacy screens |
| 06 | Dark grey aluminium
window frames |
| 07 | Black opaque glass |
| 08 | Metal ventilation grilles coloured
to match surrounding brick |
| 09 | Dark grey ventilation louvres |
| 10 | Perforated metal roller shutter |
| 11 | 1.8m high louvered metal plant
screen, colour to match
brickwork, set back 2.8m from
building edge |

12 Translucent glass



FOR PLANNING

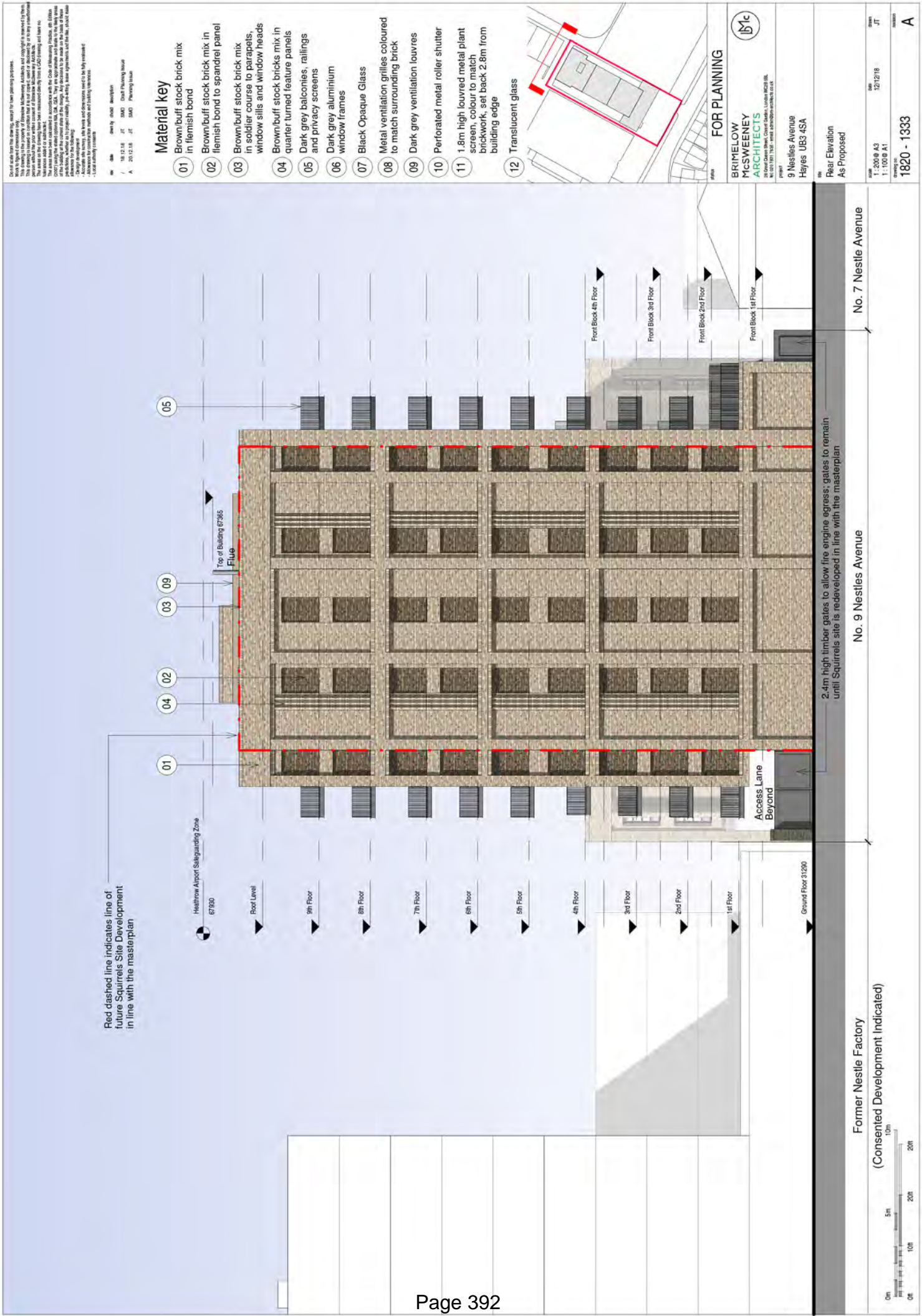
BRIMELOW
MC SWEENEY
ARCHITECTS

Project :
Nestles Avenue
Hayes UB3 4SA

East Elevation
As Proposed

DATE	DATE	DRIVEN
12/12/18	12/12/18	JT
1 : 200 @ A3	1 : 100 @ A1	
drawing no.		
1820 - 1332		
1820000		
A		





no	date	own by	description
1	16.12.16	JT	Draft Planning Issue
2	20.12.16	JT	Planning Issue

Legend

	Residential
	Common Area
	Plant Area
	Stairs/ Lift

FOR PLANNING

BRIMELOW
MCSWEENEY
ARCHITECTS

Great Britain, London WC2R 3SL.

0 Nestles Avenue
Hayes UB3 4SA

ong Section
As Proposed

Dashed line indicates pit for 3 tier car stacker and beyond

DATE	DATE	ITEM
1:200 @ A3	12/12/18	П
1:100 @ A1		

1820 - 1230

Deathrow Almost Safeguarding Zone

67930—

External Plant Area

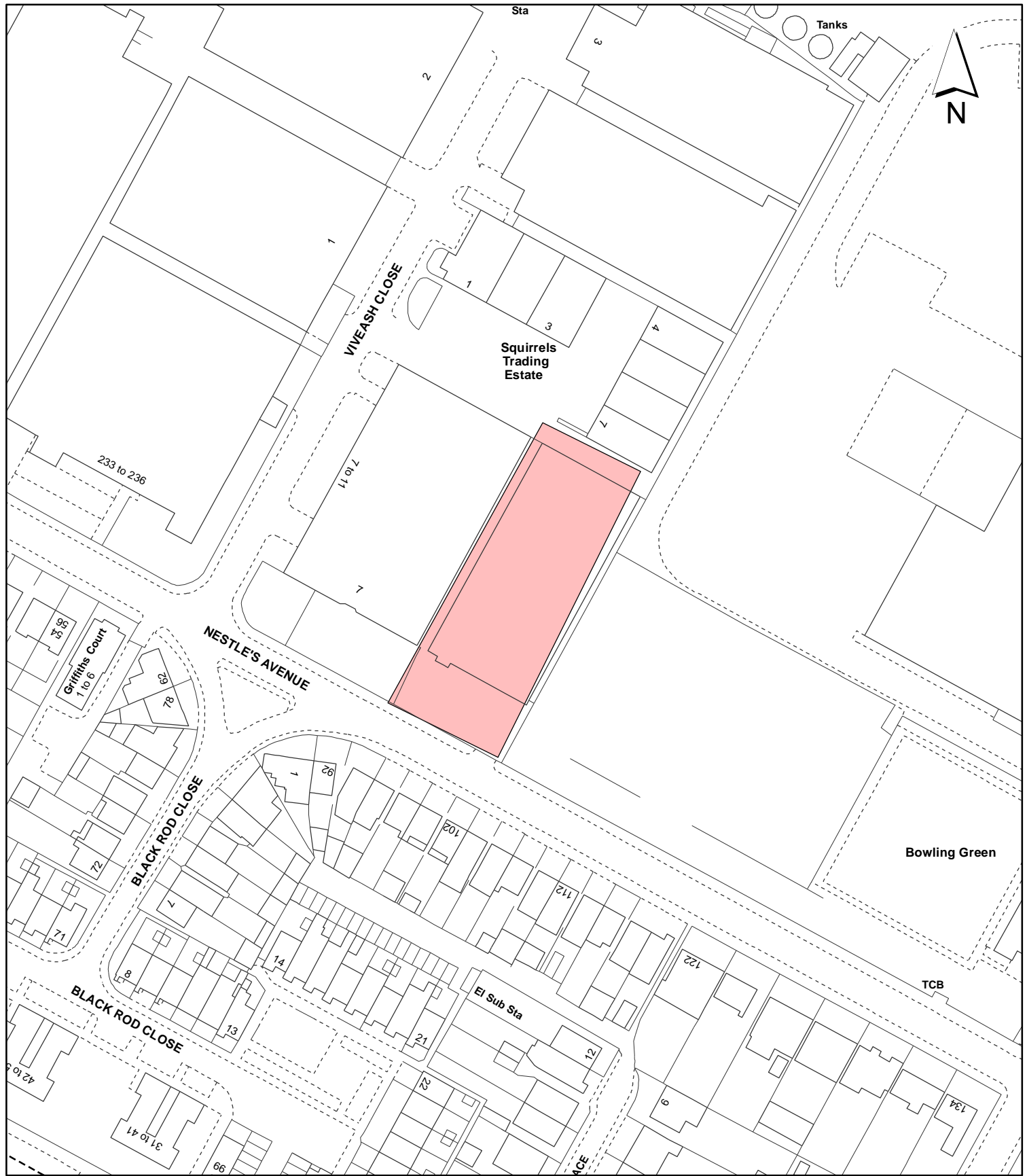
Communal Amenity Area

Childrens Play Area/ Communal Amenity Space

Communal

Residential

Can Sander 1991



Notes:



Site boundary

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Site Address:

Stanford House

Planning Application Ref:

51175/APP/2019/187

Planning Committee:

Major Page 395

Scale:

1:1,250

Date:

July 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

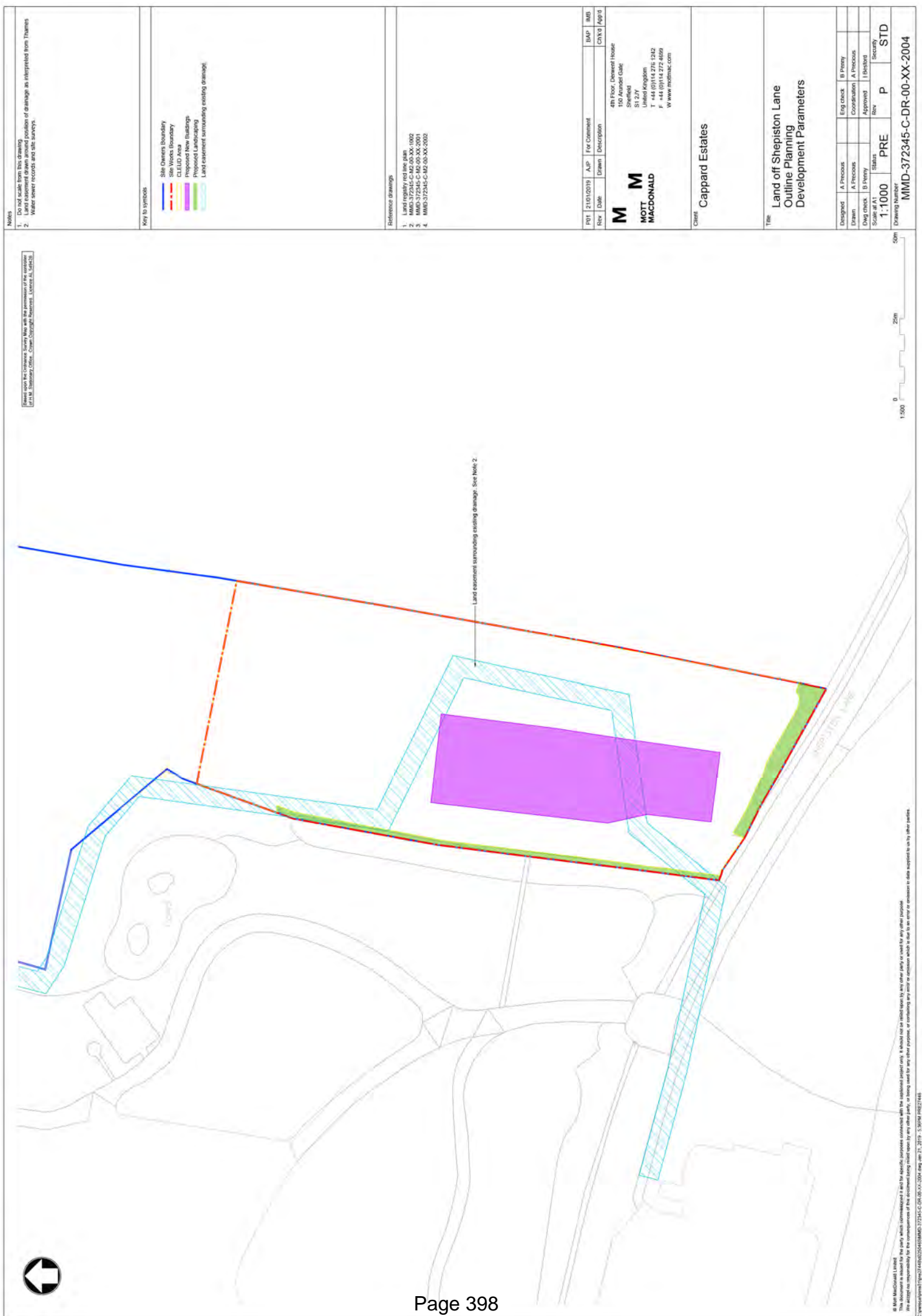
Address FROGSDITCH FARM SHEPISTON LANE HAYES

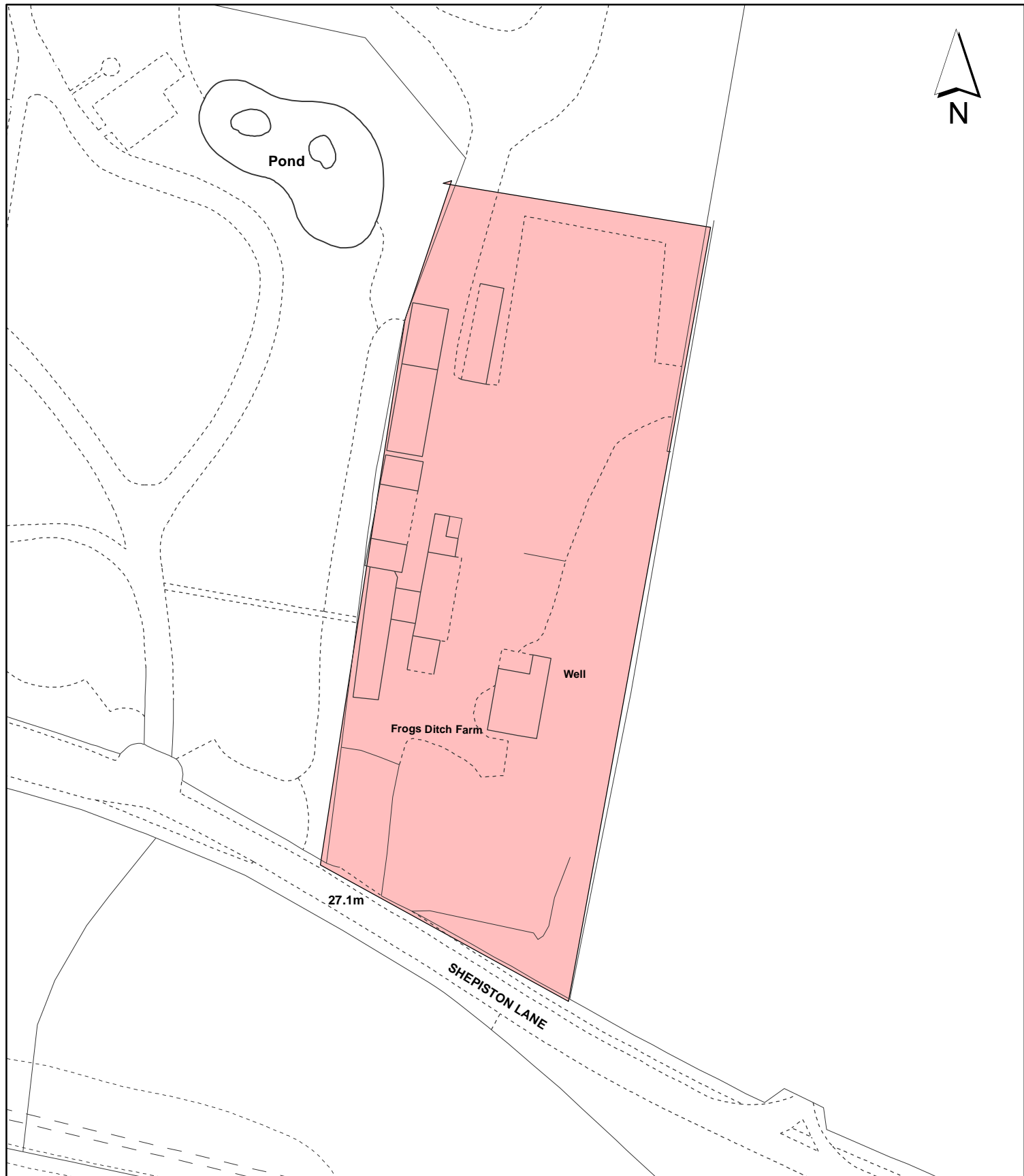
Development: Outline planning application for the demolition of 5 existing buildings and construction of replacement building/s with a combined floor space of 1,402.9 sqm and associated hard standing, fencing and landscaping for use class B8.

LBH Ref Nos: 10181/APP/2018/4485

Date Plans Received:	24/12/2018	Date(s) of Amendment(s):	28/12/2019
Date Application Valid:	24/12/2018		04/07/2019
			28/12/2018
			04/06/2019
			22/01/2019







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Site Address:

Frogditch Farm

Planning Application Ref:

10181/APP/2018/4485

Planning Committee:

Major Page 399

Scale:

1:1,250

Date:

July 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 THE CRANE PH WATERSPLASH LANE HAYES

Development: Redevelopment of the site to include the demolition of existing buildings (Use Class A3/A4) and replacement with a part 4-storey, part 3-storey and part 2-storey building comprising 27 (10 x 1 bedroom, 13 x 2 bedroom and 4 x 3 bedroom) self-contained units (Use Class C3) access and car parking with associated works (Re-consultation on amended site location plan)

LBH Ref Nos: 11026/APP/2018/3361

Date Plans Received:	17/09/2018	Date(s) of Amendment(s):	20/09/2011
Date Application Valid:	17/09/2018		28/11/2018
			20/09/2018
			12/06/2019

1. SUMMARY

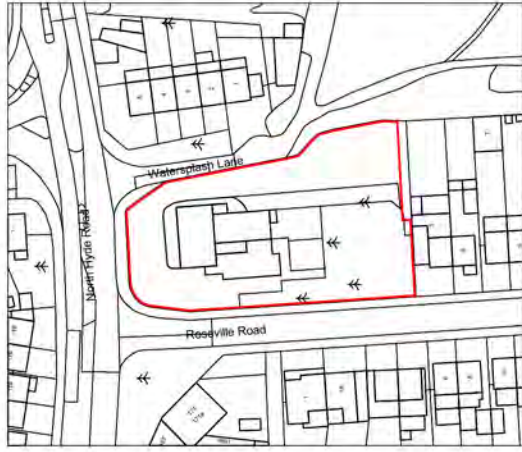
The application seeks permission for the redevelopment of the site to provide a part 2, part 3 and part 4 storey building comprising 27 self contained flats (10 x 1 bed, 13 x 2 bed and 4 x 3 bed) with associated landscaping works following demolition of existing building.

The proposed development has been sensitively designed and the building is proposed to be of an appropriate height, scale and mass that would enhance the streetscene in this

NOTES

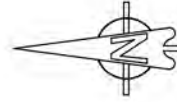
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1:1250 scale



1:500 scale



P3 14.5.19 PLANNING APPLICATION	JCB
P2 5.2.19 PLANNING APPLICATION	LW



Landmark House
25-29 Mansfield Road
Portsmouth PO1 2QB
Hampshire England
Tel: (023) 92 765 333
E-Mail: sales@plc.co.uk
Web: www.plc.co.uk

This Case
North Hyde Road
Hayes UB3 4DS

Location & Block Plan

Drawn By	Check By	Date	Drawn By	Check By	Date
JCB					
17 2315 109	P3	As Stated @ A3			

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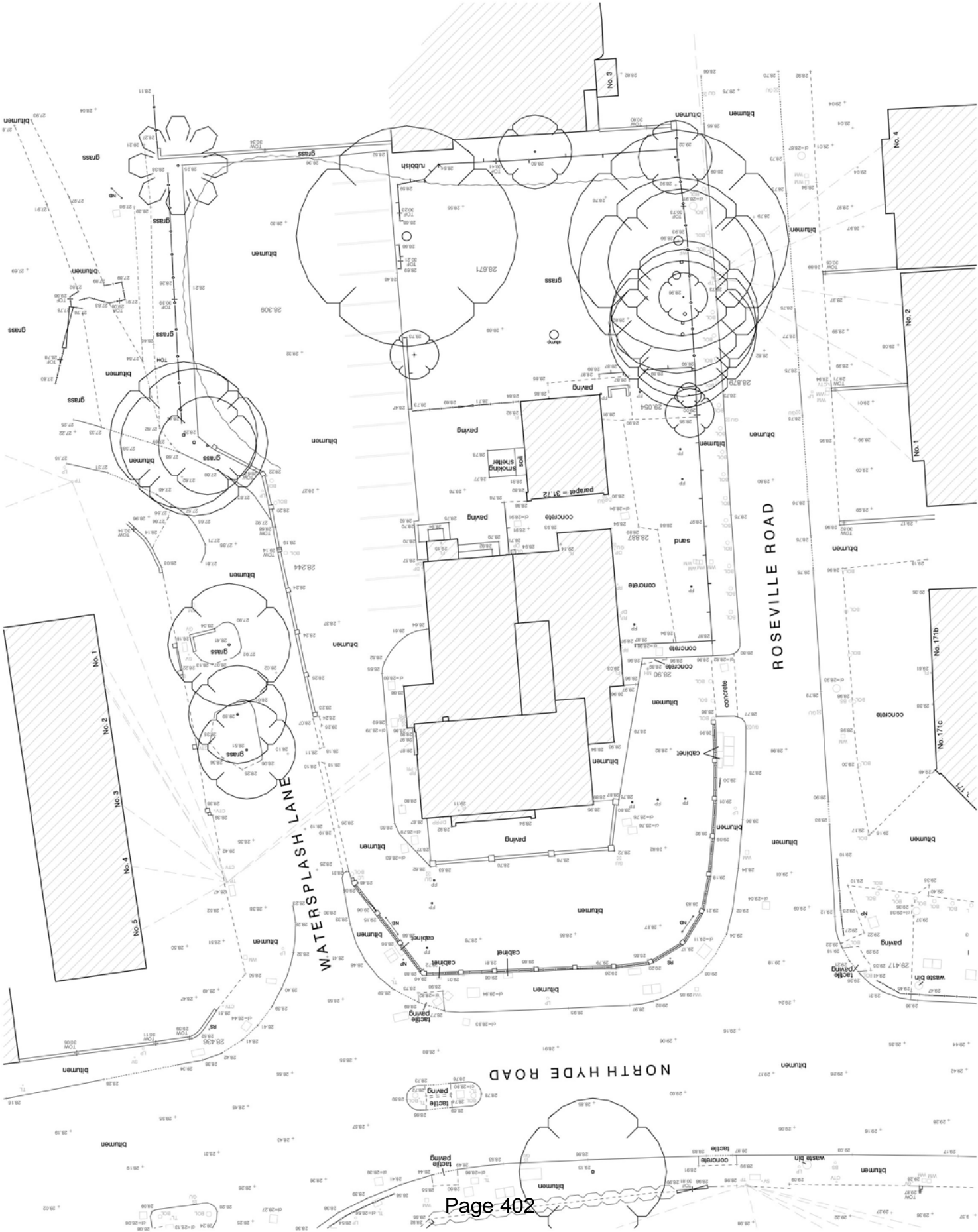
GENERAL NOTES:
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 9. ALL WORK IS TO BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.
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1:200 scale

PLC ARCHITECTS
 Landowne House
 100 High Road
 Portsmouth PO1 2PE
 Hampshire England
 Tel: (023) 92 750 333
 E-Mail: sam@plcarchitects.com
 Web: www.plcarchitects.com

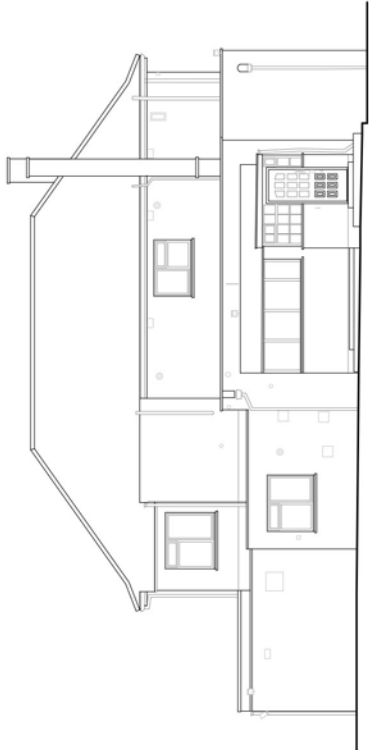
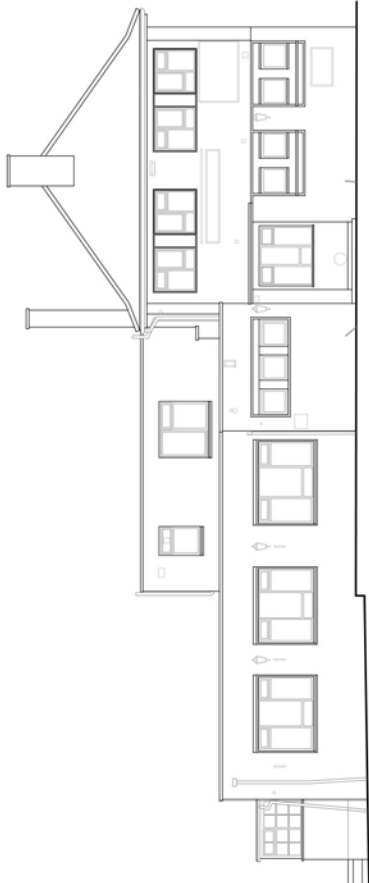
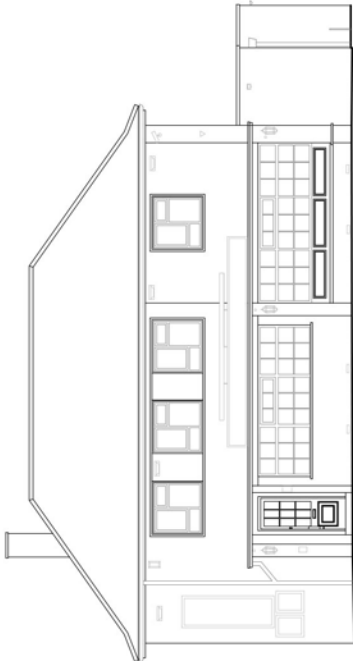
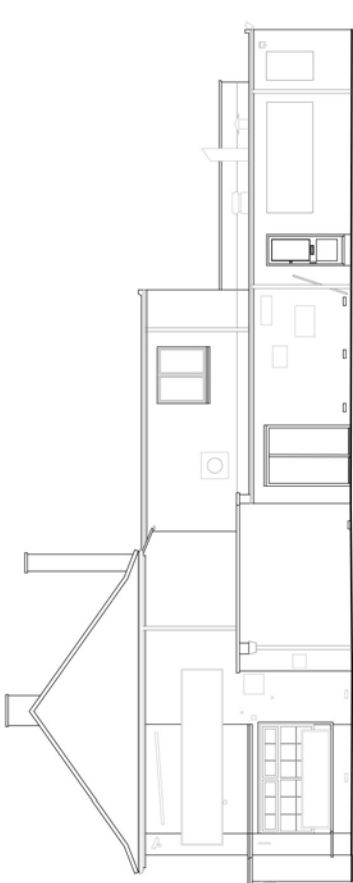
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Client:	Existing Site Layout		
Drawn By:			
Check:			
Revision:	Date	Quantity	Date
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2	17/2/15	107	
3	17/2/15	107	
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9	17/2/15	107	
10	17/2/15	107	



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1:100 scale



Revision	Date	Description	Author	Check
P1	17.11.18	PLANNING APPLICATION	JCB	DM

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PLC ARCHITECTS

Client:

Project:	The Crane North Hyde Road Hayes, UB3 4QS
Drawing No:	17.2315.106
Revision:	P1
Scale:	1:100 @ A2

Existing Elevations

Revision	Date	Description	Author	Check
JCB	18.11.18			

17.2315.106

PLC ARCHITECTS

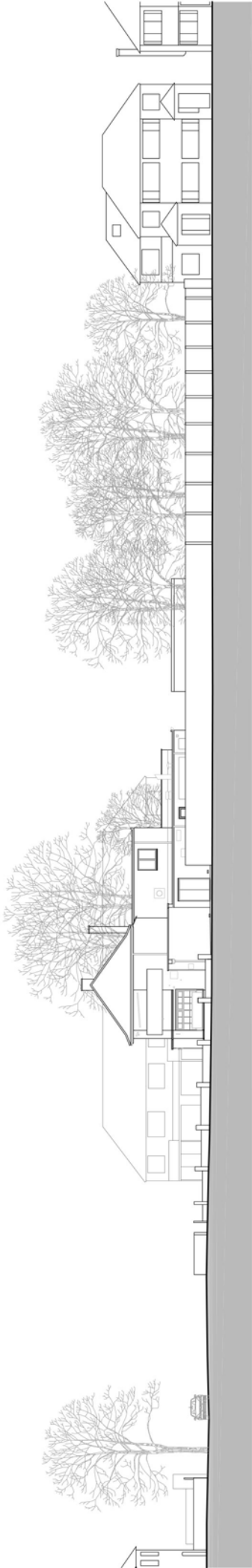
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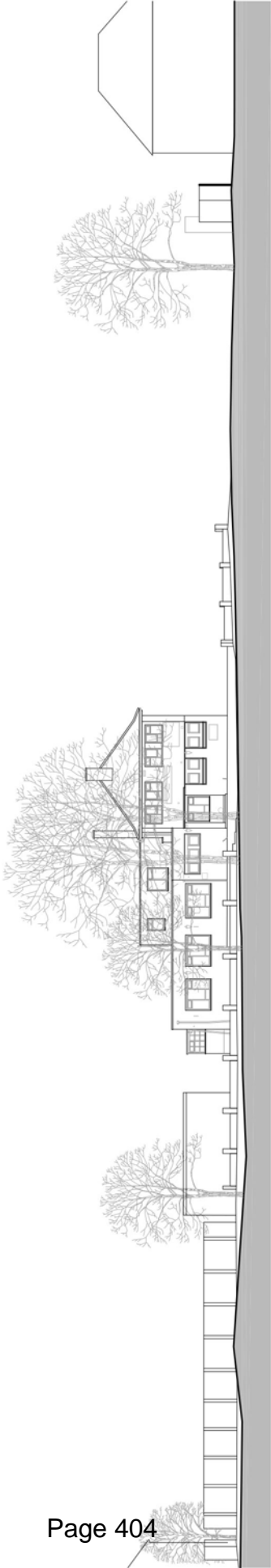
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NOTES

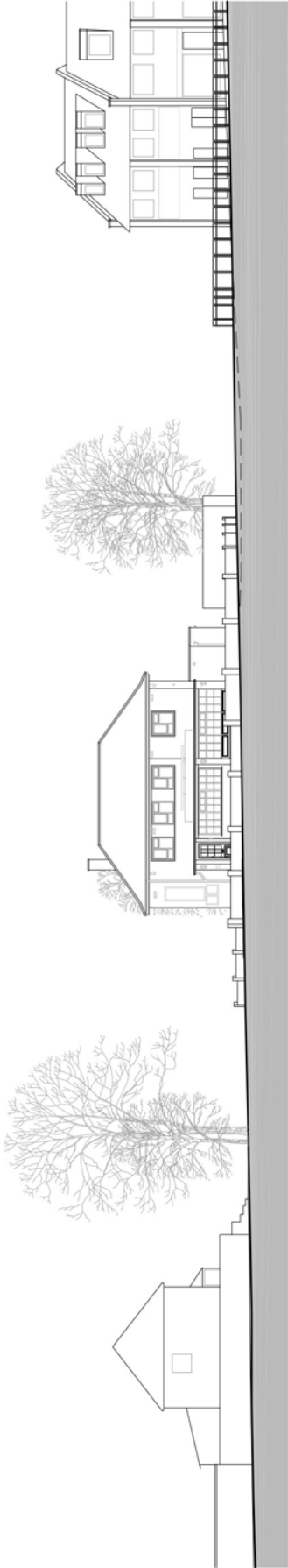
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ROSEVILLE ROAD CONTEXT ELEVATION



WATERSPLASH LANE CONTEXT ELEVATION



NORTH HYDE ROAD CONTEXT ELEVATION

Revision	Date	Description	Author	Check
P1	17.11.18	PLANNING APPLICATION	JCB	DM

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Project:
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North Hyde Road
Hays, Wiltshire

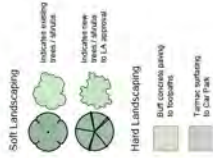
Drawing Title:
Existing Context Elevations

Revision	Date	Description	Author	Check
JCB	18.11.18			

Scale:
17.11.18
P1
1:100 @ A2
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NOTES

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10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED



Boundary treatment details



1:200 scale

Item	Description	Quantity	Unit
P10	4.7.10 TERRACES ADDED	1.00	LIN
P11	4.7.10 ACCESS ADDED	1.00	LIN
P12	4.7.10 DRIVE M COMPLIANCE	1.00	LIN
P13	4.7.10 BALCONIES ADDED	1.00	LIN
P14	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P15	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P16	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P17	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P18	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P19	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P20	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P21	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P22	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
P23	4.7.10 AMPHIBIOUS ADDED	1.00	LIN
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P100	4.7.10 AMPHIBIOUS ADDED	1.00	LIN

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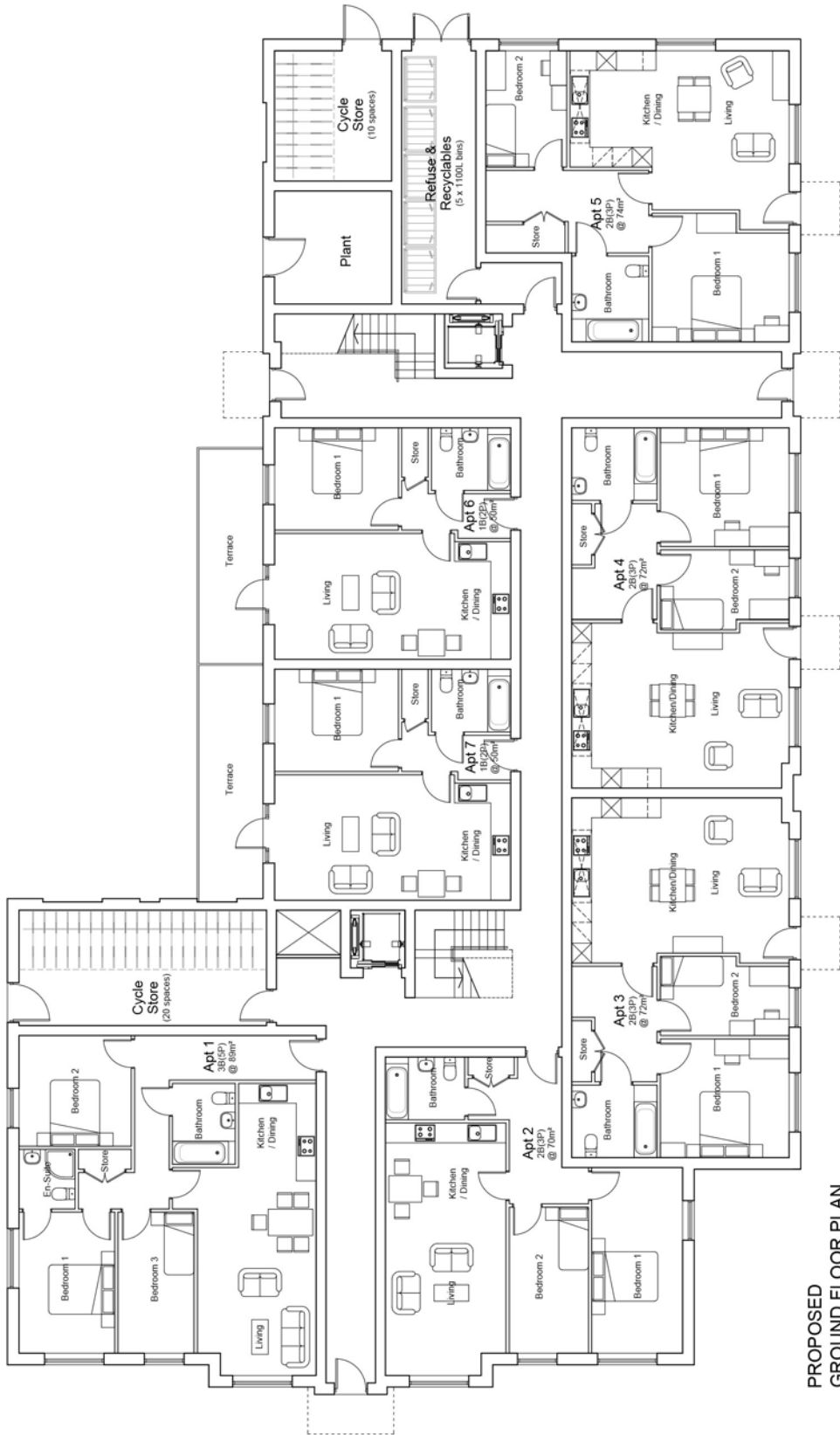
Proposed Ground Floor & Site Layout

Drawn By	Date	Checked By	Date	Issued By	Date
JCB	Oct 17				
Project No.	17 2315 100	Revision	P10	1:200 @ A2	
Client	PLC ARCHITECTS	Contract Ref	CONTRACT REF 0017		
Scale	NOT TO BE SCALED. DIMENSIONS TO BE CHECKED ON SITE				
Notes	SCALING ONLY FOR LOCAL AUTHORITY PURPOSES				



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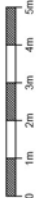
PROPOSED
GROUND FLOOR PLAN

ALL APARTMENTS
PART M4(2) COMPLIANT

APARTMENTS 3-5
PART M4(3) COMPLIANT



1:100 scale



Revision	Date	Description	Drawn
PS	4.7.19	TERRACES ADDED	LW
PS	6.6.19	PART M COMPLIANCE	LW
PT	21.2.19	BALCONIES ADDED	LW
PS	5.2.19	AMENDED SCHEME	LW
PS	14.1.19	AMENDED SCHEME PRELIMINARY ISSUE	TH
PS	9.3.19	PLANNING APPLICATION	JCB

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Project:
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Hayes, UB3 4QS

Client:
Proposed Ground Floor Layout

Drawn By	Date	Checked By	Date	Approved By	Date
JCB	May 18				
Drawing No.	17 2315 101	Revision	P0	Scale	1:100 @ A2

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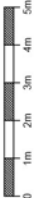


PROPOSED
FIRST FLOOR PLAN

ALL APARTMENTS
PART M4(2) COMPLIANT
APARTMENTS 3-5
PART M4(3) COMPLIANT



1:100 scale



Revision	Date	Description	Drawn
01	17/03/15	PLANNING APPLICATION	JCB
02	17/03/15	AMENDED SCHEME PRELIMINARY ISSUE	TJB
03	17/03/15	AMENDED SCHEME	LW
04	17/03/15	BALCONIES ADDED	LW
05	17/03/15	BALCONIES REMOVED	LW
06	17/03/15	PART M COMPLIANCE	LW

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Hayes, UB3 4QS

Drawing No:
Proposed First Floor Layout

Drawn By	Date	Checked By	Date	Issued By	Date
JCB	17/03/15	MJR	18/03/15		
17/03/15	102	P9	1:100 @ A2		

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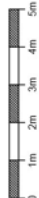


**ALL APARTMENTS
PART M4(2) COMPLIANT**

APARTMENTS 3-5 PART M4(3) COMPLIANT



1:100 scale



PID	4.7.19	TERRACES ADDED	LW
P9	6.6.19	PART M COMPLIANCE	LW
P8	19.3.19	BALCONIES REMOVED	LW
P7	21.2.19	BALCONIES ADDED	LW
P6	5.2.19	AMENDED SCHEME	LW
P5	14.1.19	AMENDED SCHEME PRELIMINARY ISSUE	TH
P4	9.3.18	PLANNING APPLICATION	JCB
Revision	Date	Description	Drawn



Chad

1

The Crane
North Hyde P
Hayes, UB34

1

Proposed Second Floor Layout

Drawn By JCB	Date Mar 18	Checked By	Date	Approved By	Date
Quantity No. 17.2315.103		Revision P10		Scale 1:100 @ A2	

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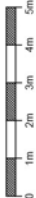
PROPOSED
THIRD FLOOR PLAN

ALL APARTMENTS
PART M4(2) COMPLIANT

APARTMENTS 3-5
PART M4(3) COMPLIANT



1:100 scale



Revision	Date	Description	Drawn
P10	4.7.19	TERRACES ADDED	LW
P9	6.6.19	PART M COMPLIANCE	LW
P8	10.3.19	BALCONIES REMOVED	LW
P7	27.2.19	BALCONIES ADDED	LW
P6	5.2.19	AMENDED SCHEME	LW
P5	14.1.19	AMENDED SCHEME PRELIMINARY ISSUE	TH
P4	9.3.18	PLANNING APPLICATION	JCB

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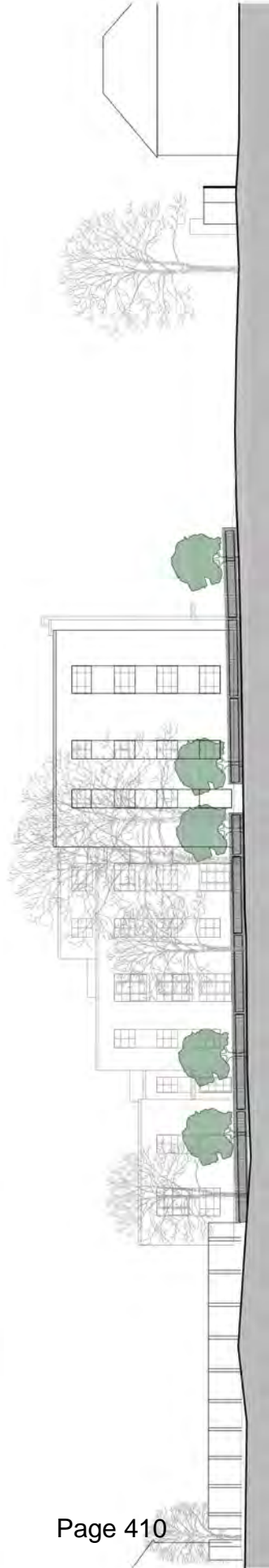
Drawing No:
Proposed Third Floor Layout

Drawn By	Date	Checked By	Date	Issued By	Date
JCB	Mar'19				
Drawn By	Date	Checked By	Date	Issued By	Date
JCB	17.2.15			P10	1.100 @ A2

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3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNER'S RISK ASSESSMENT.
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PP	4.7.10	TERRACES ADDED	LW
P8	4.7.10	ACCESS AMENDED	LW
P5	10.3.10	BALCONIES REMOVED	LW
P4	21.2.10	AMENDED SCHEME	LW
P3	5.2.10	AMENDED SCHEME	LW
Revision	Date	Comments	Drawn

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Project: The Crane
North Hyde Road
Hayes, UB3 4QS

Drawing Title:

Proposed Context Elevations

Drawn By JCB	Date Mar 18	Checked By	Date	Approved By	Date
Drawing No. 17 2315 111		Revision P7		Scale 1:100 @ A2	

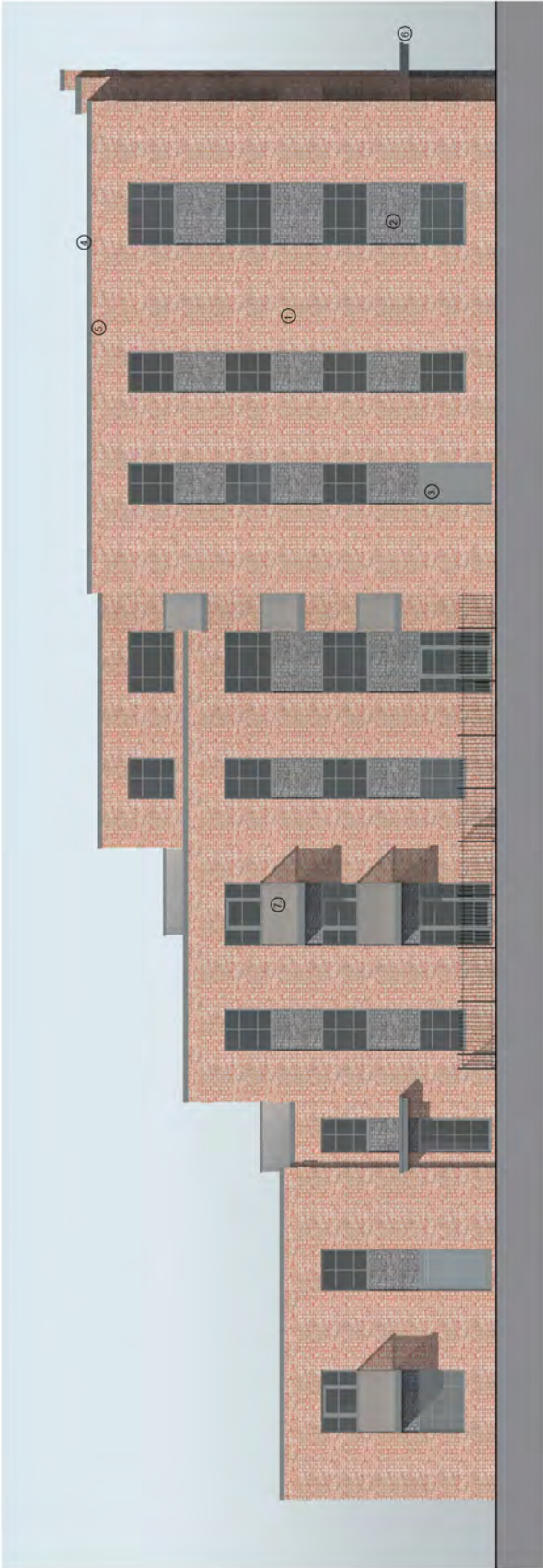
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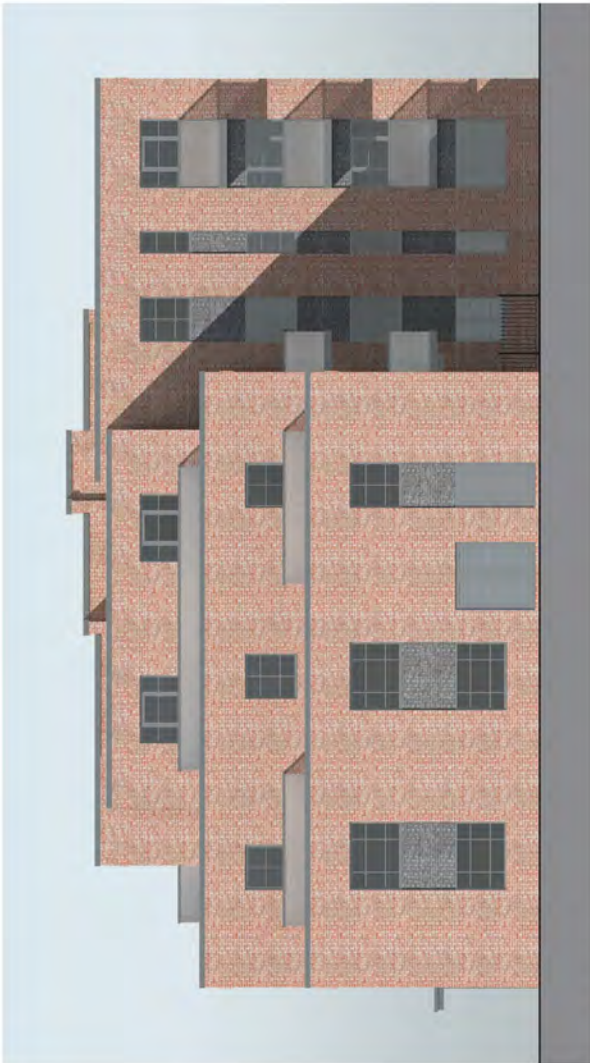
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External Materials

- 1 Red facing brickwork (to LA approval)
- 2 Grey facing brickwork (to LA approval)
- 3 Grey powder coated aluminium windows and doors
- 4 Grey powder coated aluminium capping
- 5 Single-ply membrane roof
- 6 Grey powder coated aluminium canopy
- 7 Stainless steel and obscured glass balustrading



East Elevation



South Elevation

1:100 scale



Revision	Date	Description	Drawn	Checked
01	17.03.15	TERMINAL ADDITION	LW	
02	19.03.15	BALCONIES REMOVED	LW	
03	21.03.15	BALCONIES ADDED	LW	
04	22.03.15	ELEVATIONS REGENERATED	LW	
05	23.03.15	PLANNING APPLICATION	JCB	

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Drawn By: JCB
Proposed Elevations

Drawn By	Date	Checked By	Date	Approved By	Date
JCB	17.03.15				
Drawn By	Date	Checked By	Date	Issued By	Date
JCB	17.03.15				
Drawn By	Date	Checked By	Date	Issued By	Date
JCB	17.03.15				

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17.03.15
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NOTES

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2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
3. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.
4. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.
5. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.
6. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.
7. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.

External Materials

- 1 Red facing brickwork (to LA approval)
- 2 Grey facing brickwork (to LA approval)
- 3 Grey powder coated aluminium windows and doors
- 4 Grey powder coated aluminium capping
- 5 Single-ply membrane roof
- 6 Grey powder coated aluminium canopy
- 7 Stainless steel and obscured glass balustrading.



West Elevation



North Elevation

1:100 scale



Revision	Date	Description	Drawn	Checked
01	17.03.15	TERMINES ADDED	LW	
02	19.03.15	BALCONIES REMOVED	LW	
03	21.03.15	BALCONIES ADDED	LW	
04	22.03.15	ELEVATIONS REDESIGNED	LW	
05	23.03.15	PLANNING APPLICATION	JCB	

Landscape House
25-27 The Quadrant
Preston PO1 2JF
Lancashire England
Tel: (023) 92 755 333
E-Mail: adam@plcarchitects.com
Web: www.plcarchitects.com

Client:

Project:
The Crane
North Hyde Road
Hayes, UB3 4QS

Drawn By: JCB
Proposed Elevations

Drawn By	Date	Checked By	Date	Issued By	Date
JCB	17.03.15	JCB	17.03.15	JCB	17.03.15
Drawn By	17.03.15	Checked By	17.03.15	Issued By	17.03.15
Drawn By	17.03.15	Checked By	17.03.15	Issued By	17.03.15

PLC ARCHITECTS
17.03.15
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3. REFER TO 3. SEPARATE DOCUMENT FOR THE DISBURSED RAMP ASSESSMENT.
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P3	10.3.19	BALCONIES REMOVED	LW
P2	21.2.19	BALCONIES ADDED	LW

PLC ARCHITECTS	Legenders House 25-26 Hammoen Terrace Portsmouth PO1 2QF Hampshire England
ARCHITECTS	Tel (023) 92 755 333 E-Mail admin@plc-architects.com Web www.plcarchitects.com

Project	The Clarks New Clarks Road Hayes UB8 4QS
Drawn By	Proposed Visualisations Sheet 1 of 2

Drawn By	Date	Check By	Date	Approved By	Date
LW	Feb 19				

Drawing No.	17 2315 112	Revision	P3	NTS @ A3
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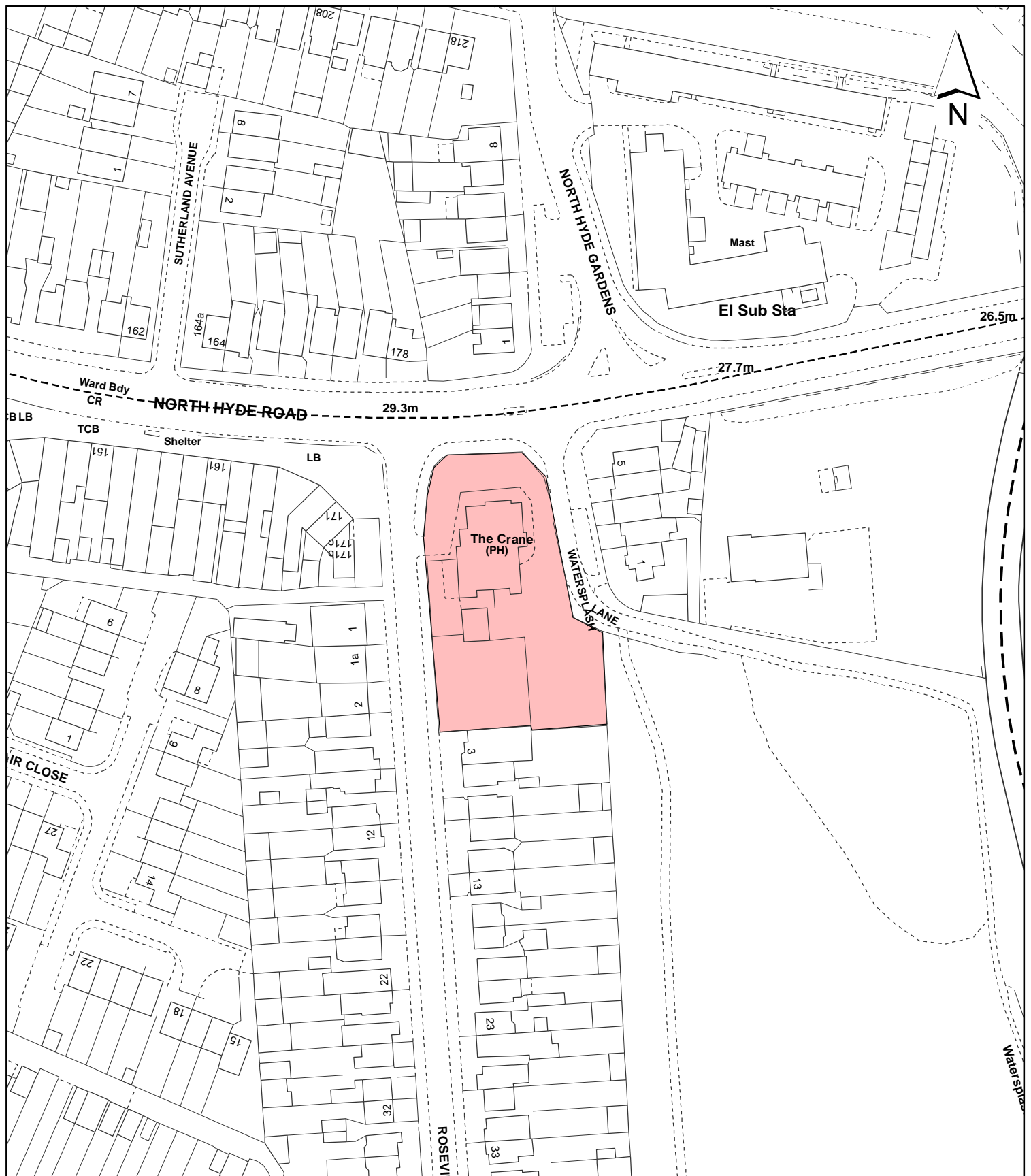
NOTES

GENERAL NOTES:
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2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
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4. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE DISPERSED RISK ASSESSMENT AND THE SEPARATE DOCUMENT FOR THE DISPERSED RISK ASSESSMENT.
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10. THE DRAWING IS TO BE USED IN CONJUNCTION WITH THE DISPERSED RISK ASSESSMENT AND THE SEPARATE DOCUMENT FOR THE DISPERSED RISK ASSESSMENT.



P3	10.3.19	BALCONIES REMOVED	LW
P2	21.2.19	BALCONIES ADDED	LW
PLC ARCHITECTS Landscape House 25-26 Harrogate Terrace Portsmouth PO1 2QF Hampshire England Tel (023) 92 755 333 E-Mail info@plc-architects.com Web www.plcarchitects.com			
Client:			

Project: The Clarks New Clarks Road Hayes UB8 4QS			
Drawing No: 17 2315 113			
Drawing Title: Proposed Visualisations Sheet 2 of 2			
Drawn By: LW	Date: Feb 19	Checked By: Date: Approved By: Date:	Revision: 1
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Notes:

 Site boundary

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Site Address:

**The Crane
Public House**

Planning Application Ref:

11026/APP/2018/3361

Planning Committee:

Major Page 415

Scale:

1:1,250

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



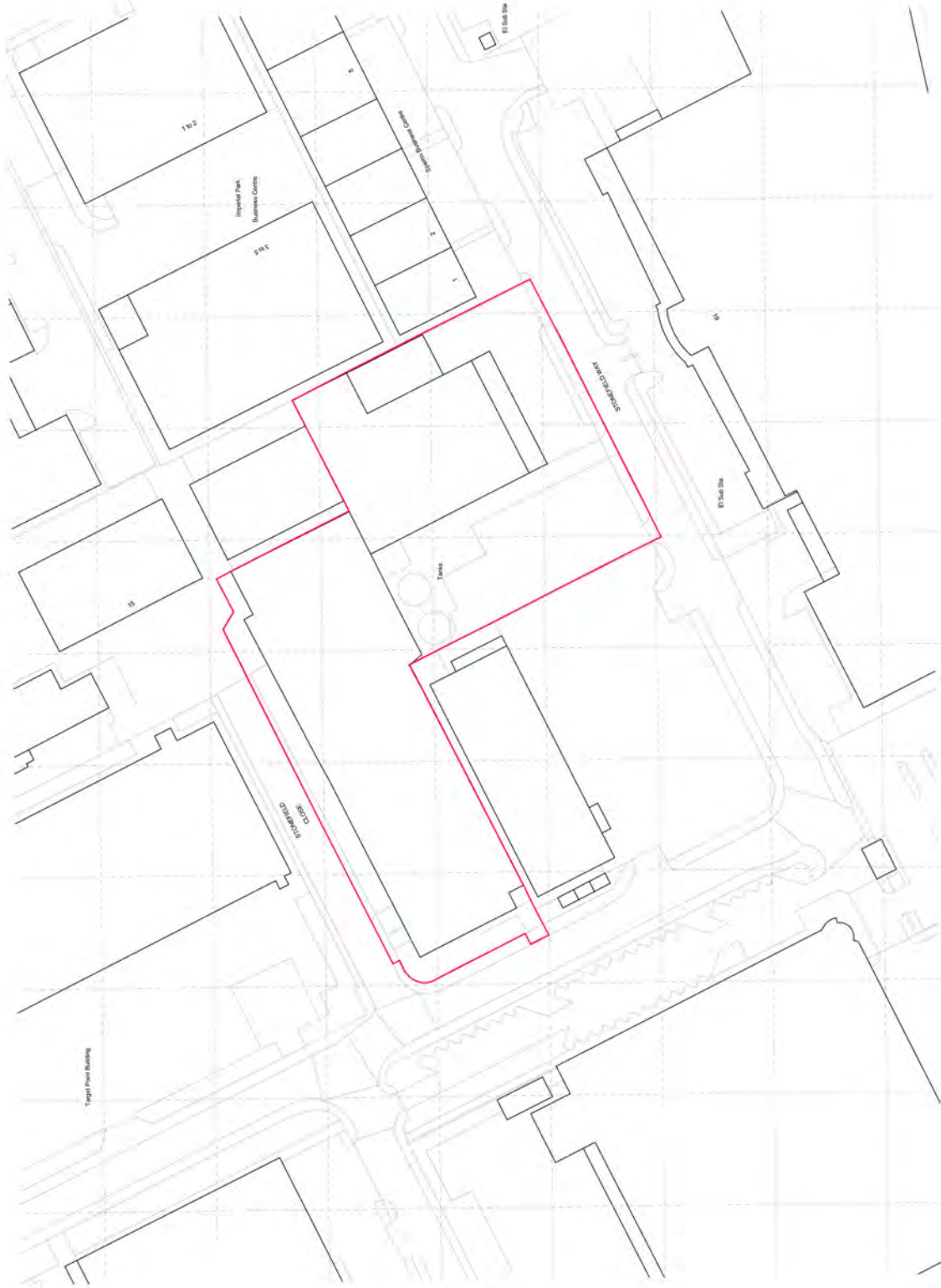
HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address PRODUCTION FACILITY STONEFIELD CLOSE RUISLIP

Development: Redevelopment of the existing site including the demolition of the existing building and the erection of 7 new commercial units across two separate buildings (Use Class B1(c)/B2/B8 at Units 1,2,3 6 and 7 and Use Class B1(c)/B2/B8 and Sui Generis at Units 4 and 5) including ancillary office space at first floor level at Units 01-03 (Use Class B1a) with associated car parking, landscaping and associated works (re-consultation on the amended description of development).

LBH Ref Nos: 1660/APP/2019/1018



Rev 011: Issued for Planning 02.11.2018 TMA

Drawing Name:
PLANNING SUBMISSION

CMP
Architects

Client

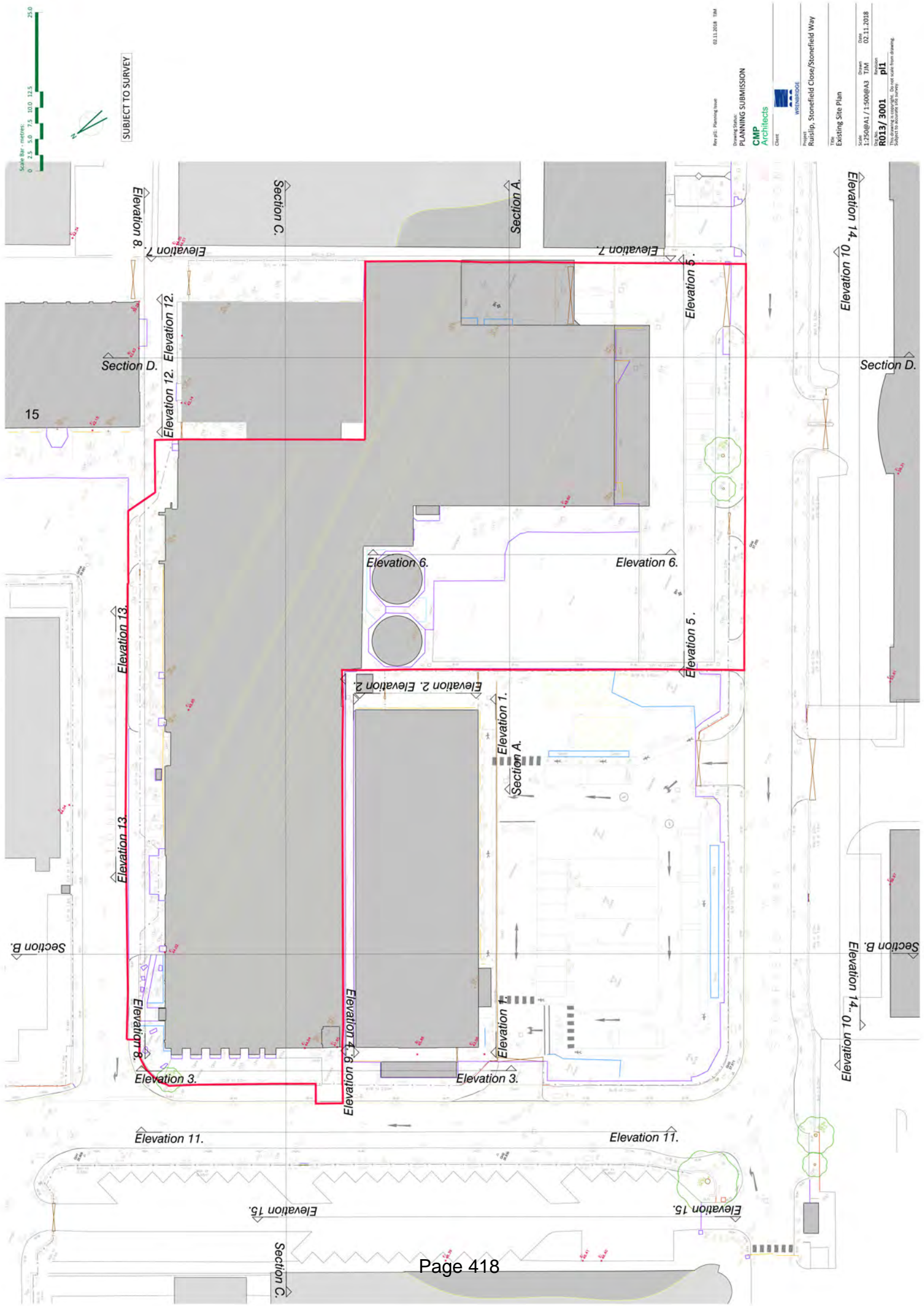


Project:
Ruislip, Stonefield Close/Stonefield Way

Title:
Proposed Site Location Plan

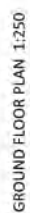
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1:1000@A3	JTM		02.11.2018
Drawing Number: R013/ 3000			
Revision: p11			

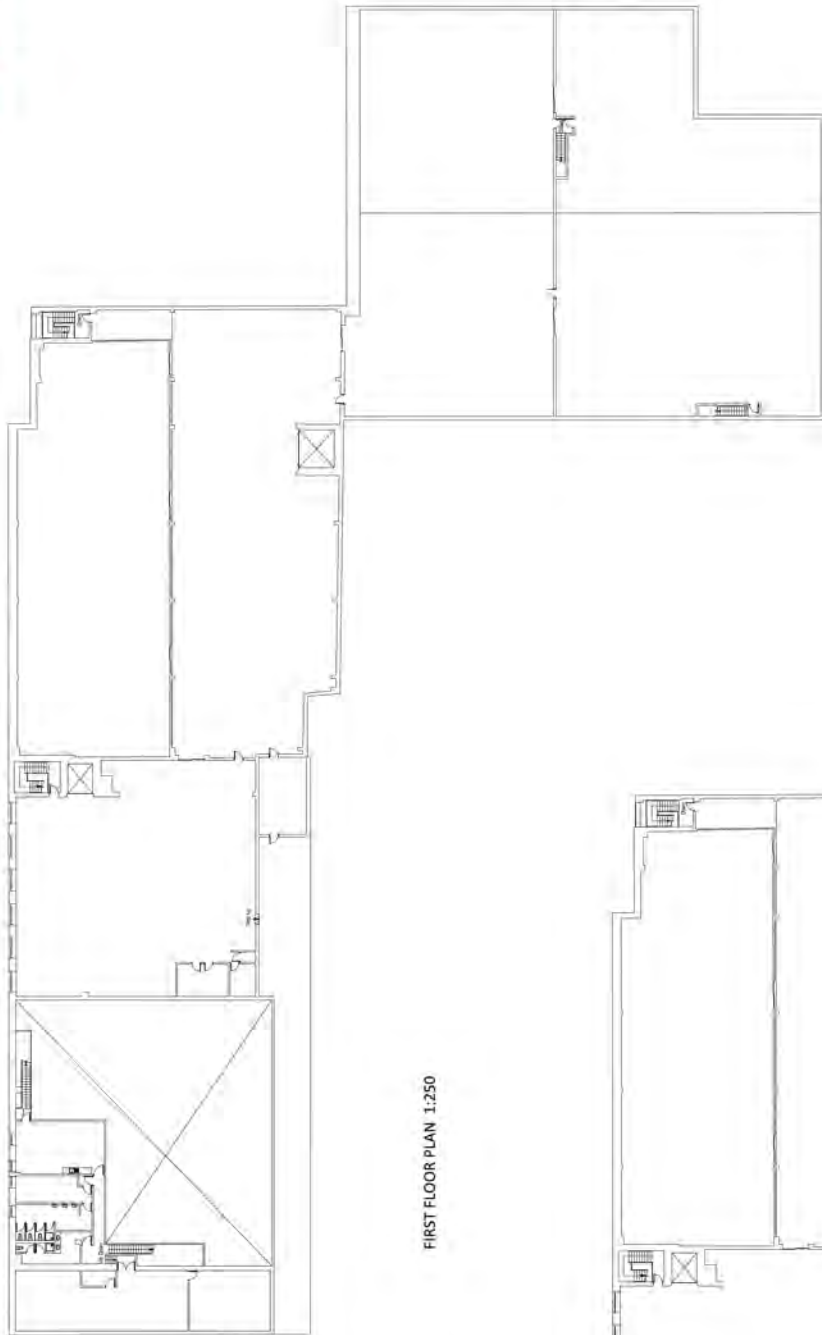
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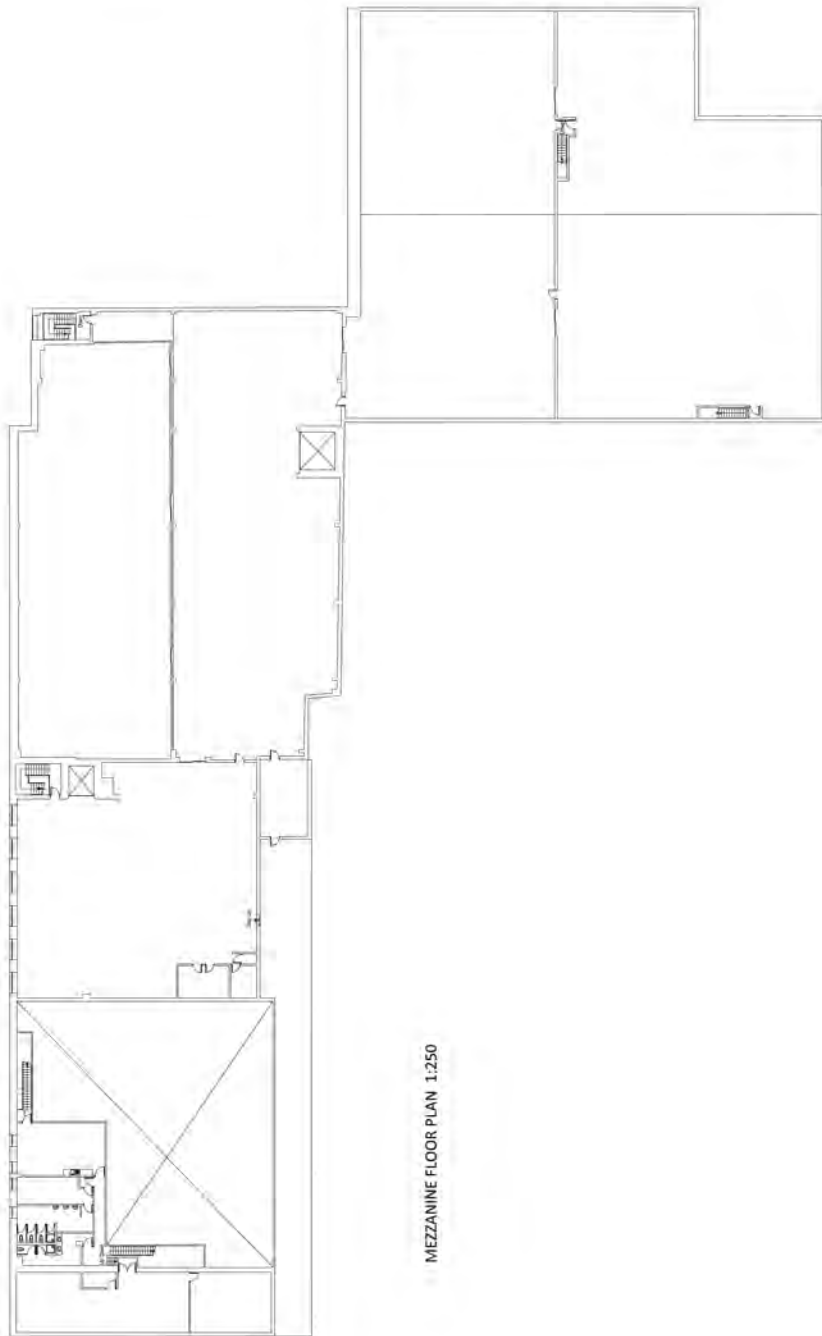
SUBJECT TO SURVEY

Reg 911 - Planning Issue
02.11.2018
Drawing Status: PLANNING SUBMISSION
Client: WRENSHOLDE
Project: Ruislip, Stonefield Close/Stonefield Way
The Existing Site Plan
R013/3001
p11
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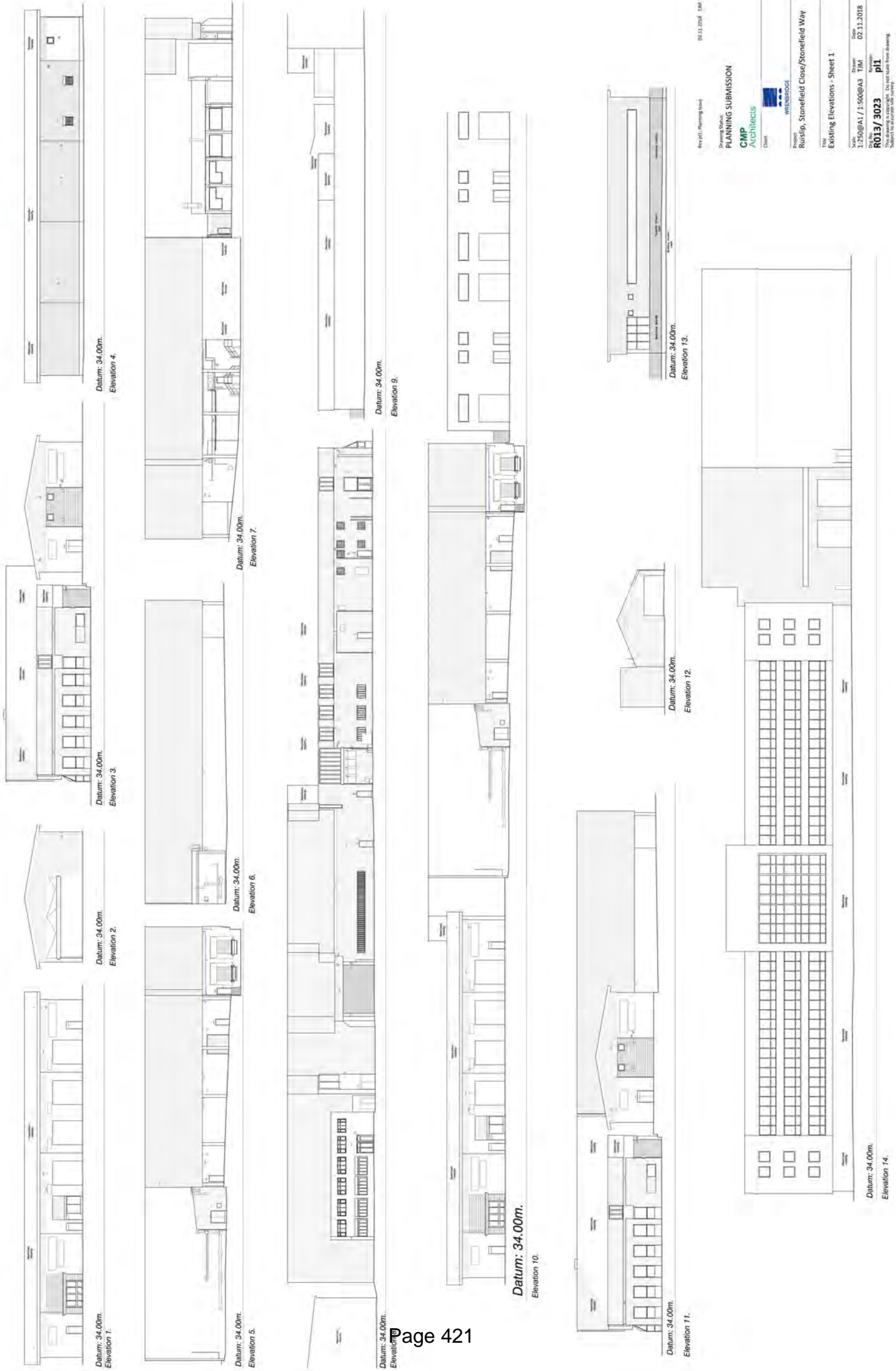


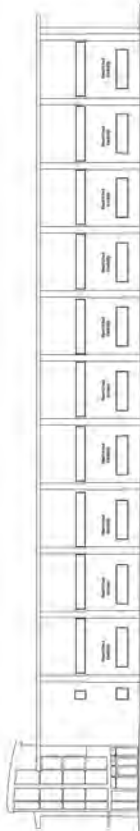


FIRST FLOOR PLAN 1:250



MEZZANINE FLOOR PLAN 1:250





Datum: 34.00m.

Elevation 15.



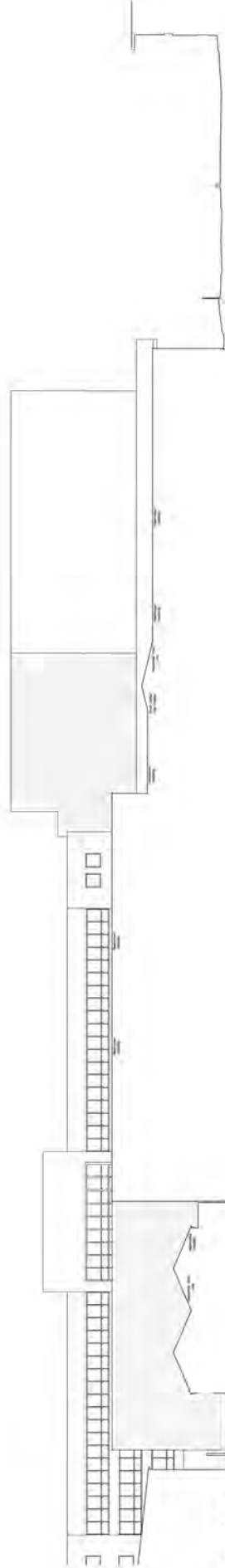
Datum: 34.00m.

Section A.



Datum: 34.00m.

Section B.



Datum: 34.00m.

Section C.



Datum: 34.00m.

Section D.

Rev: 01 - Planning (only)

08/11/2018 14M

Planning Service
PLANNING SUBMISSION

CMP
Architects

Client

WINDMILL

Project
Ruislip, Stonefield Close/Stonefield Way

Title
Existing Elevations - Sheet 2

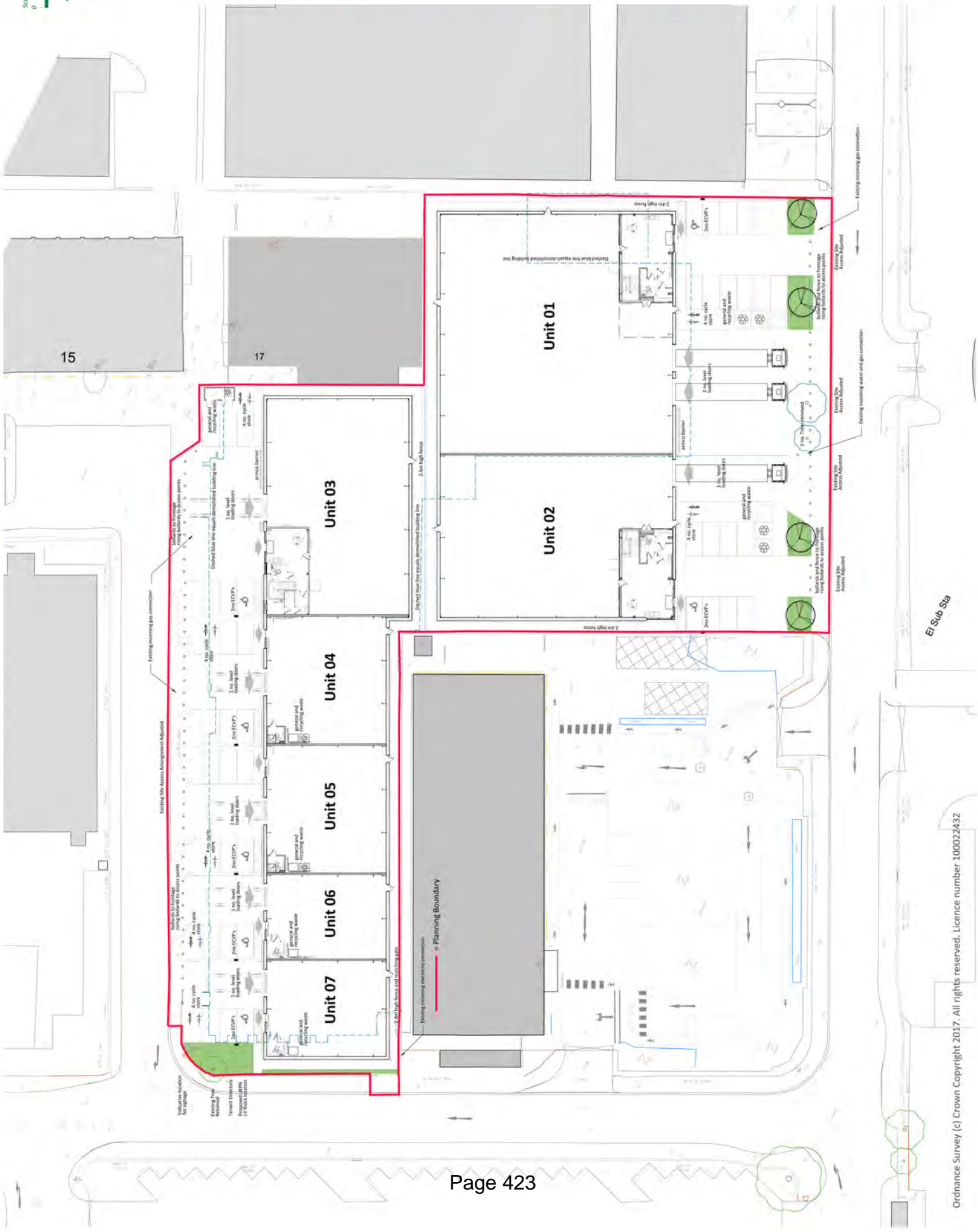
Scale
2:250@A1 / 1:500@A3

Date
07.11.2018

Project
R013/ 3024

Author
p11

Notes
Subject to the usual conditions of sale and contract terms and conditions.



GROSS AREA: 0.7 hectares 1.92 acres

Unit	Area (m ²)	Area (ft ²)
Unit 01	250	2,691
Unit 02	200	2,150
Unit 03	200	2,150
Unit 04	200	2,150
Unit 05	200	2,150
Unit 06	200	2,150
Unit 07	200	2,150
Unit 01 Total	250	2,691
Unit 02 Total	200	2,150
Unit 03 Total	200	2,150
Unit 04 Total	200	2,150
Unit 05 Total	200	2,150
Unit 06 Total	200	2,150
Unit 07 Total	200	2,150
Gross Total	1,450	15,641
Gross Area (m²)	1,450	15,641

GROSS EXTERNAL AREA:

Unit	Area (m ²)	Area (ft ²)
Unit 01	272	2,928
Unit 02	222	2,407
Unit 03	222	2,407
Unit 04	222	2,407
Unit 05	222	2,407
Unit 06	222	2,407
Unit 07	222	2,407
Unit 01 Total	272	2,928
Unit 02 Total	222	2,407
Unit 03 Total	222	2,407
Unit 04 Total	222	2,407
Unit 05 Total	222	2,407
Unit 06 Total	222	2,407
Unit 07 Total	222	2,407
Gross Total	1,450	15,641
Gross Area (m²)	1,450	15,641

PARKING SPACES:

Unit	No.	Ratio
Unit 01	3	1:84
Unit 02	3	1:74
Unit 03	3	1:66
Unit 04	3	1:66
Unit 05	3	1:66
Unit 06	3	1:66
Unit 07	3	1:66
Total Spaces	21	1:66

ADDITIONAL TO BE ADDED:
GFA calculations based on an external wall built up to 4.0m to Warehouse measured from ground.

Rev A1: Revised based on survey
Rev A2: Revisions incorporated
Rev A3: Planning issue

PLANNING SUBMISSION
CMP Architects
Client: **WINDFORD**

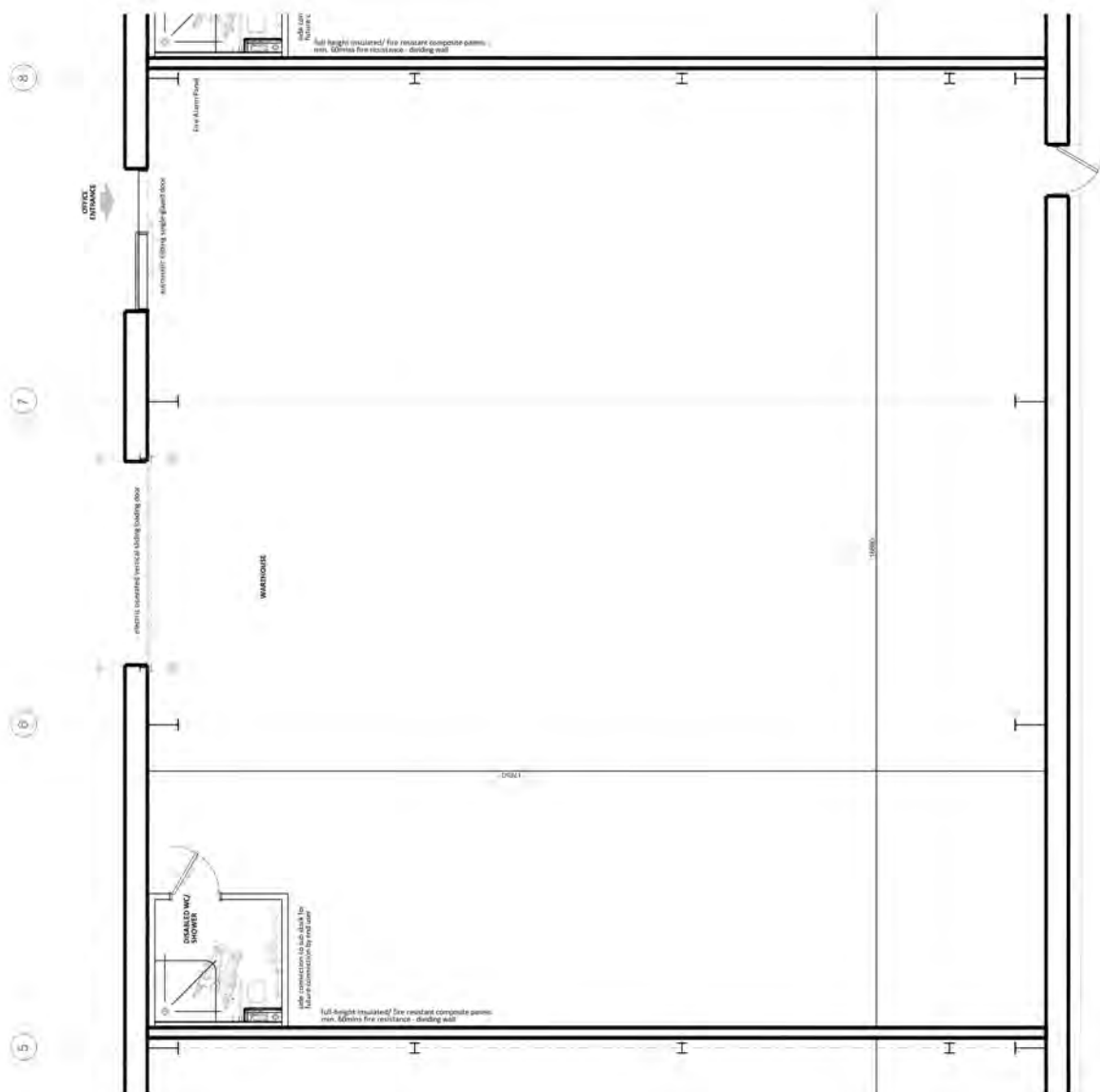
Project: **Ruislip, Stonefield Close/Stonefield Way**

Proposed Site Plan

Scale: 1:250 @ A1 / 1:500 @ A3
Date: 02.11.2018
Drawing: **R013/3002**
Revision: **P13**
Author: **DR**
Check: **DR**
Drawn: **DR**
Scale: **1:250 @ A1 / 1:500 @ A3**
Date: **02.11.2018**







Rev p02: Scan updated
Rev p01: Issued for Planning

04.07.2017 TAA
03.11.2018 TAA

Drawing Status:
PLANNING SUBMISSION

CMP
Architects

Client:

WSPNARDGE

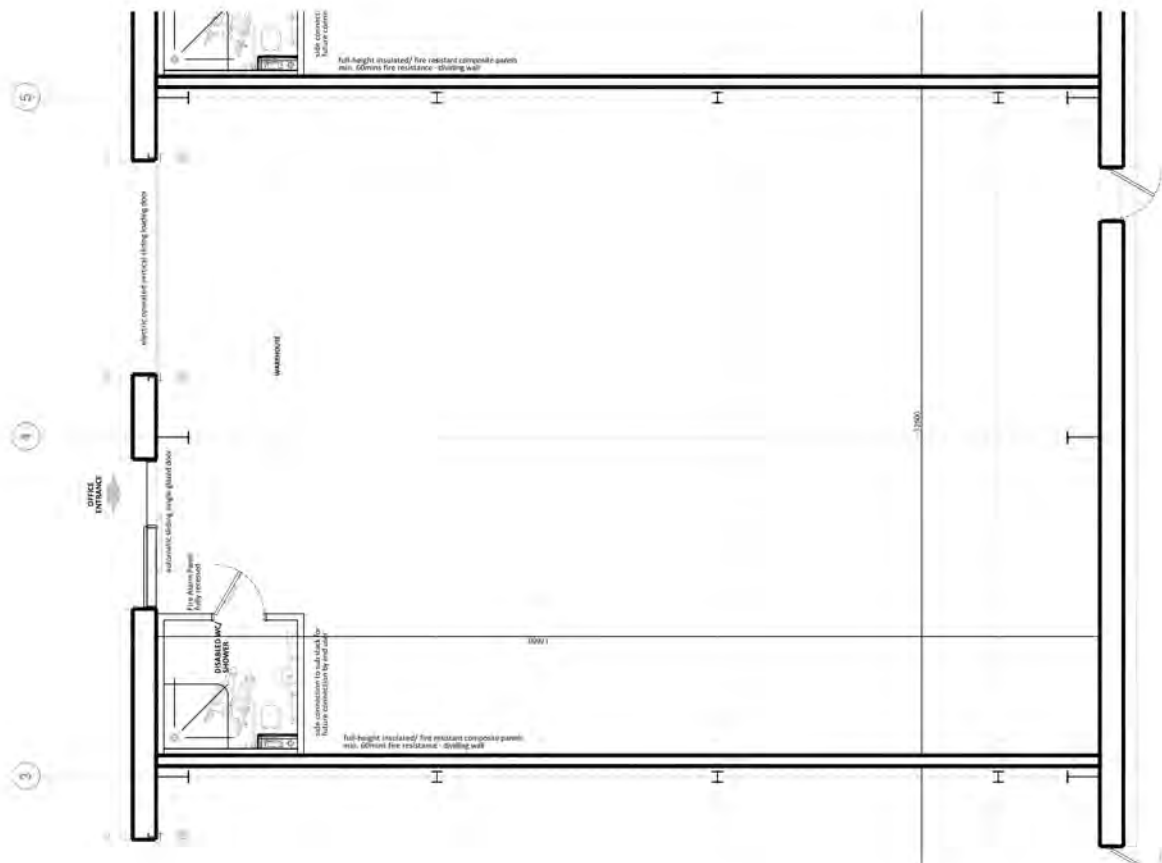
Project:
Ruslip, Stonefield Close/Stonefield Way

Type:
Proposed Ground Floor Plan
Unit 5

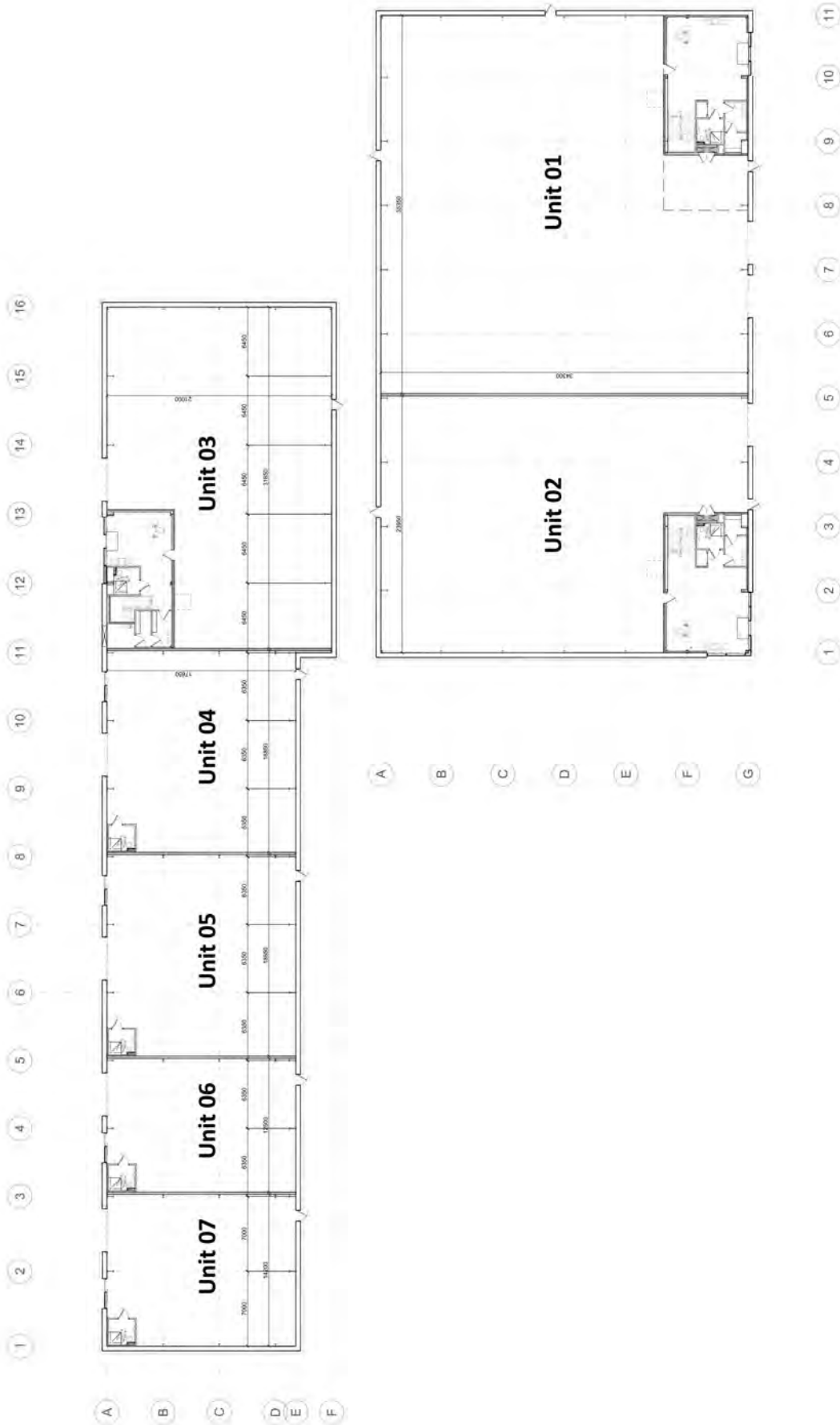
Scale:
1:100@A3
Date:
02.11.2018

Drawn:
R013/ 3018
Revised:
p02

Notes:
1. This drawing is a proposed plan. It is not a final plan. It is not to be used for construction. It is for planning purposes only.







Rev (1) Planning Issue 02.11.2018 TIM

Drawing Status:
PLANNING SUBMISSION

CMP Architects

Client

Project
WHEATBROOK
Ruislip, Stonefield Close/Stonefield Way

Title
Proposed Ground Floor Plan

Scale
1:200@A1 / 1:400@A3

Drawn
TIM

Date
02.11.2018

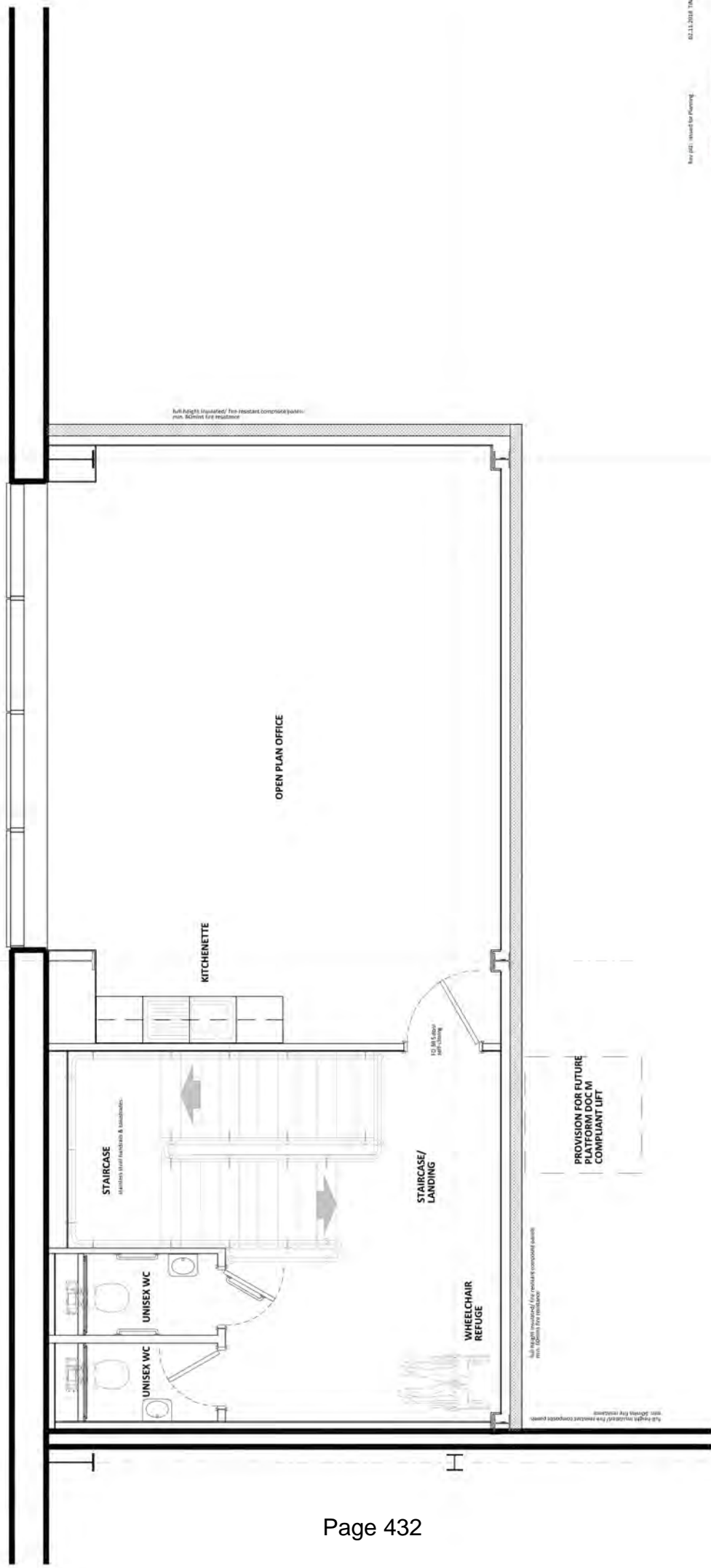
Revision
R013/ 3006
p11

Notes
This drawing is a part of a set of drawings. It should be read in conjunction with the other drawings in the set.

13

12

11



Rev: 01: Issued for Planning 02.11.2018 TM

Drawing Status
PLANNING SUBMISSION

CMP Architects
Client: **WARRINGTON**

Project:
Ruslip, Stonefield Close/Stonefield Way

Title:
Proposed First Floor Plan
Unit 3

Scale:
1:500/A3

Drawn:
TJM

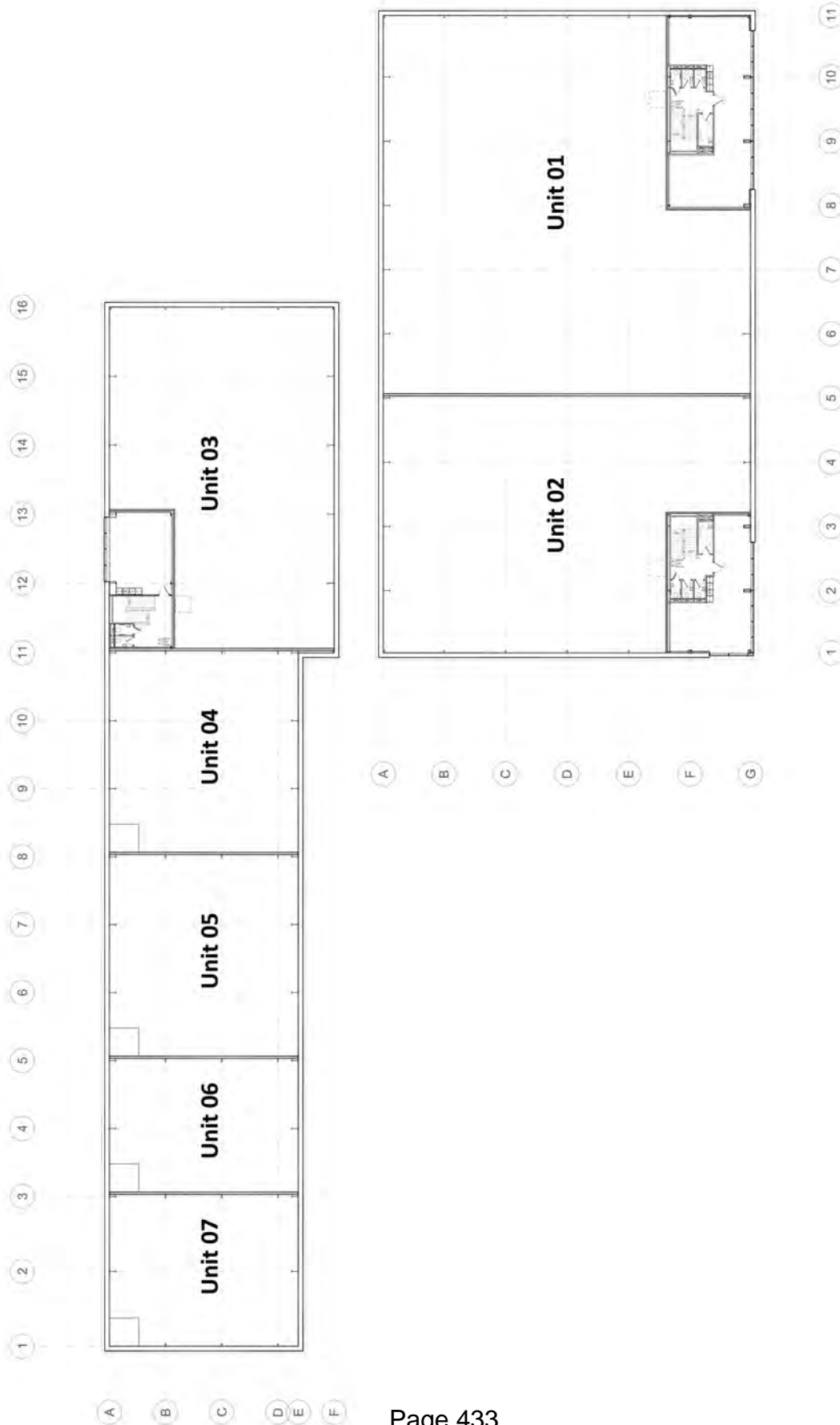
Date:
02.11.2018

Rev:
R013 / 3016

Drawn by:
p11

Check by:
[Signature]

Subject to accurate site survey



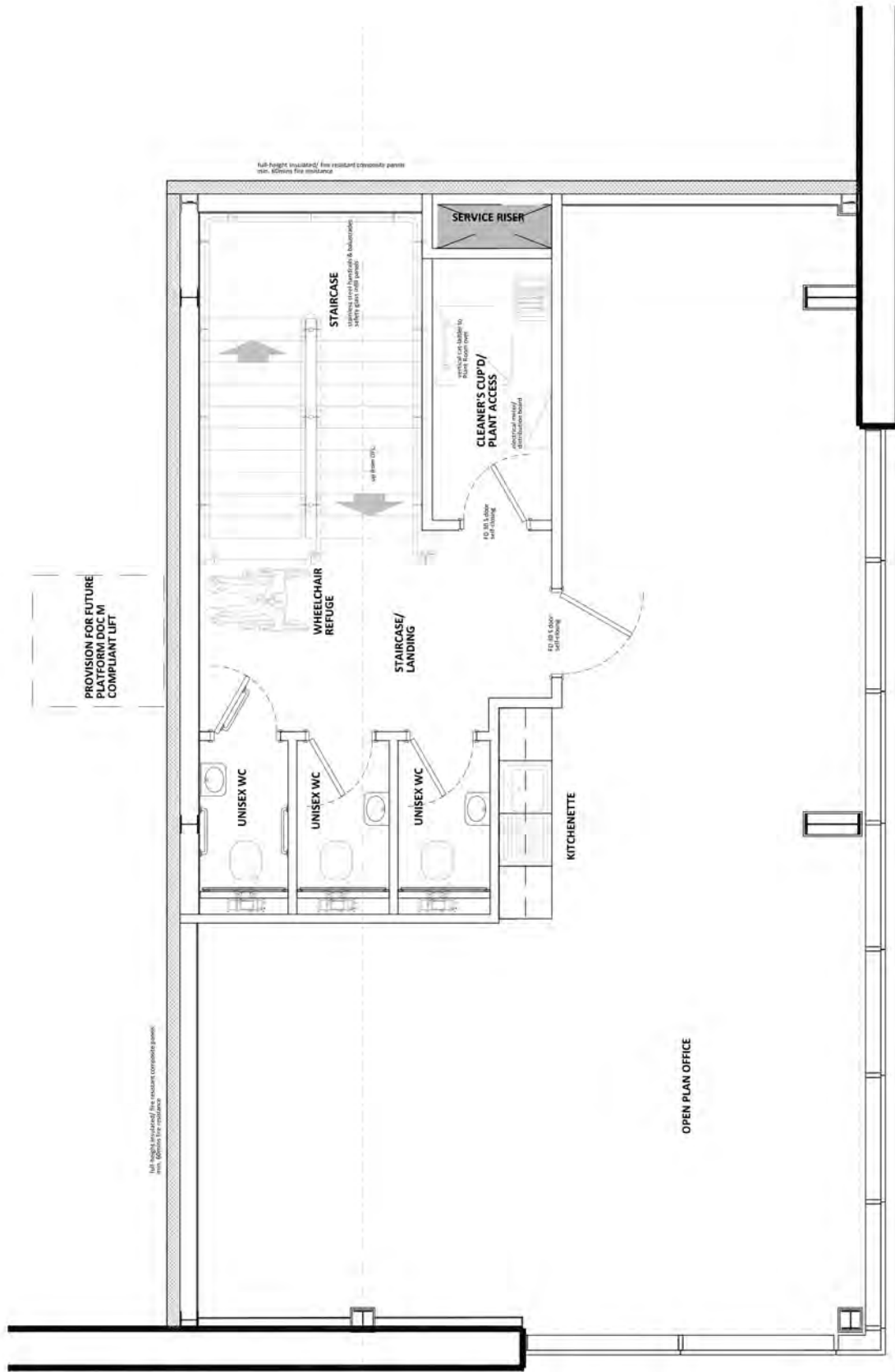
Rev 01: Planning Issue 02.11.2018 TM

Drawing Status:
PLANNING SUBMISSION
CMP Architects
Client:

Project:
Ruislip, Stonefield Close/Stonefield Way

Title:
Proposed First Floor Plan

Scale: 1:2000(A1 / 1:4000(A3 TM
Drawing No: **R013/ 3007**
Revision: **p11**
Author: [Name]
Check: [Name]
Drawn: [Name]
Date: 02.11.2018
Project: [Name]
Drawing: [Name]
Support: [Name]
Survey: [Name]
Drawing: [Name]



Rev 01: 11.11.2018 TM

Drawing Status:
PLANNING SUBMISSION

CMP
ARCHITECTS

Client

Project:
Ruislip, Stonefield Close/Stonefield Way

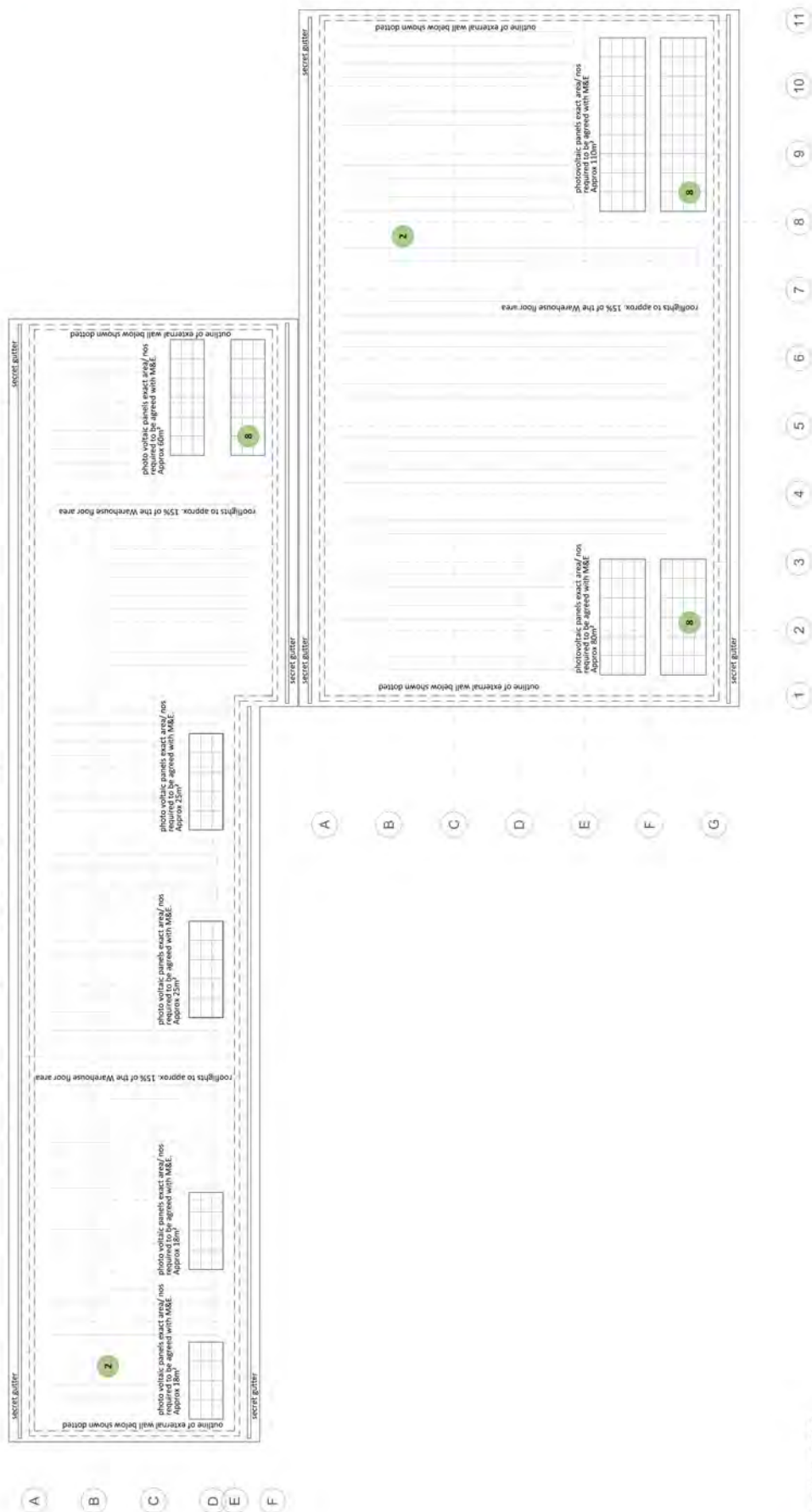
Title:
Proposed First Floor Core Plan
Unit 2

Scale:
1:500/A3

Date:
TM 02.11.2018

Revision:
R013/3013 p11

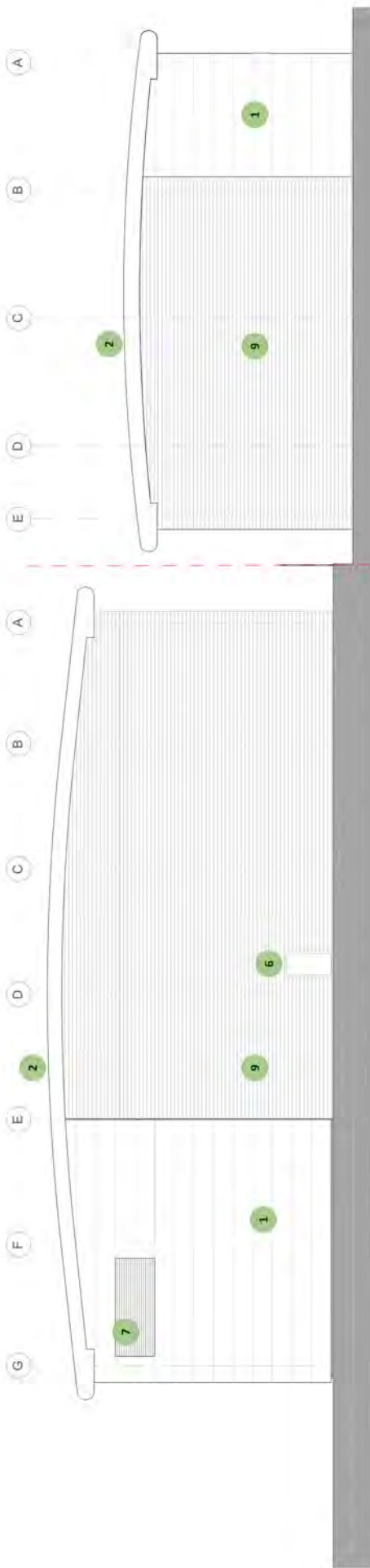
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All colours to be agreed with LPA.

- 1 Micro-ribbed composite paneling
Colour: Anthracite Grey - RAL 7016
(colour cost prima solid metallics range)
- 2 Profiled steel rooflights at 6 deg
Rooflights to 15% of the Warehouse floor area
Colour: Merin Grey - RAL 100 40 00, BS 18620
- 3 Vertical sliding, insulated loading doors
Colour: Anthracite Grey - RAL 7016
(colour cost prima solid metallics range)
- 4 Half-round profiled steel twin-skin cladding system fixed horizontally
Colour: Silver (colour cost prima solid metallics range)
- 5 Aluminium curtain walling window system with internal structural
beam and anti-sun glazing units and external panels
Colour: Anthracite Grey - RAL 7016
(colour cost prima solid metallics range)
- 6 Metal louvre for rooflights to be agreed with BOO
Exact numbers to be agreed with BOO
Colour: To match adjacent cladding
- 7 Aluminium ventilation louvers to Plant Room with polymer
powder coat finish
Colour: Anthracite Grey - RAL 7016
- 8 Photovoltaic roofing panels
Exact requirements to specialist details' specification





SIDE ELEVATION (UNIT 01)

SIDE ELEVATION (UNIT 03)

SIDE ELEVATION (UNIT 07)

SIDE ELEVATION (UNIT 02)

- All colours to be agreed with LPA.
- 1 Monochrome composite cladding, Colour: Anthracite Glass - RAL 7016 (colour coat prima solid metallic range)
 - 2 Profiled steel roofing glulam at 6 deg. Roofing to 15% of the Warehouse roof area
 - 3 Colour: Matt Grey - RAL 7040 (BS 18625)
 - 4 Vertical sliding, insulated loading doors Colour: Matt Grey - RAL 7040 (BS 18625) (colour coat HP200 Ultrarange)
 - 5 Half round profiled steel twin-skin cladding system fixed horizontally Colour: Silver (colour coat prima solid metallic range)
 - 6 Aluminium curtain walling system with internal structural box sections with polyester powder coat finish and double-glazed units. Colour: Anthracite Glass - RAL 7016
 - 7 Metal fixed fire escape security doors Exact finishes to be agreed with BOD Colour: To match support cladding
 - 8 Aluminium ventilation louvers to Plant Room with polyester Colour: Anthracite Glass - RAL 7016
 - 9 Photovoltaic roofing panels Exact requirements to specialist details specification
 - 10 Translucent polycarbonate sheet with cladding system fixed horizontally Colour: Matt Grey - RAL 7040 (BS 18625)

Rev A/2: Minor alterations to area overlaid
Rev A/1: Minor alterations to area overlaid
Rev A/0: Planning issue

30.03.2018 TM
02.11.2018 TM
02.11.2018 TM

PLANNING SUBMISSION

CMP Architects

Client

WRENBRIDGE

Project: Rudlip, Stonefield Close/Stonefield Way

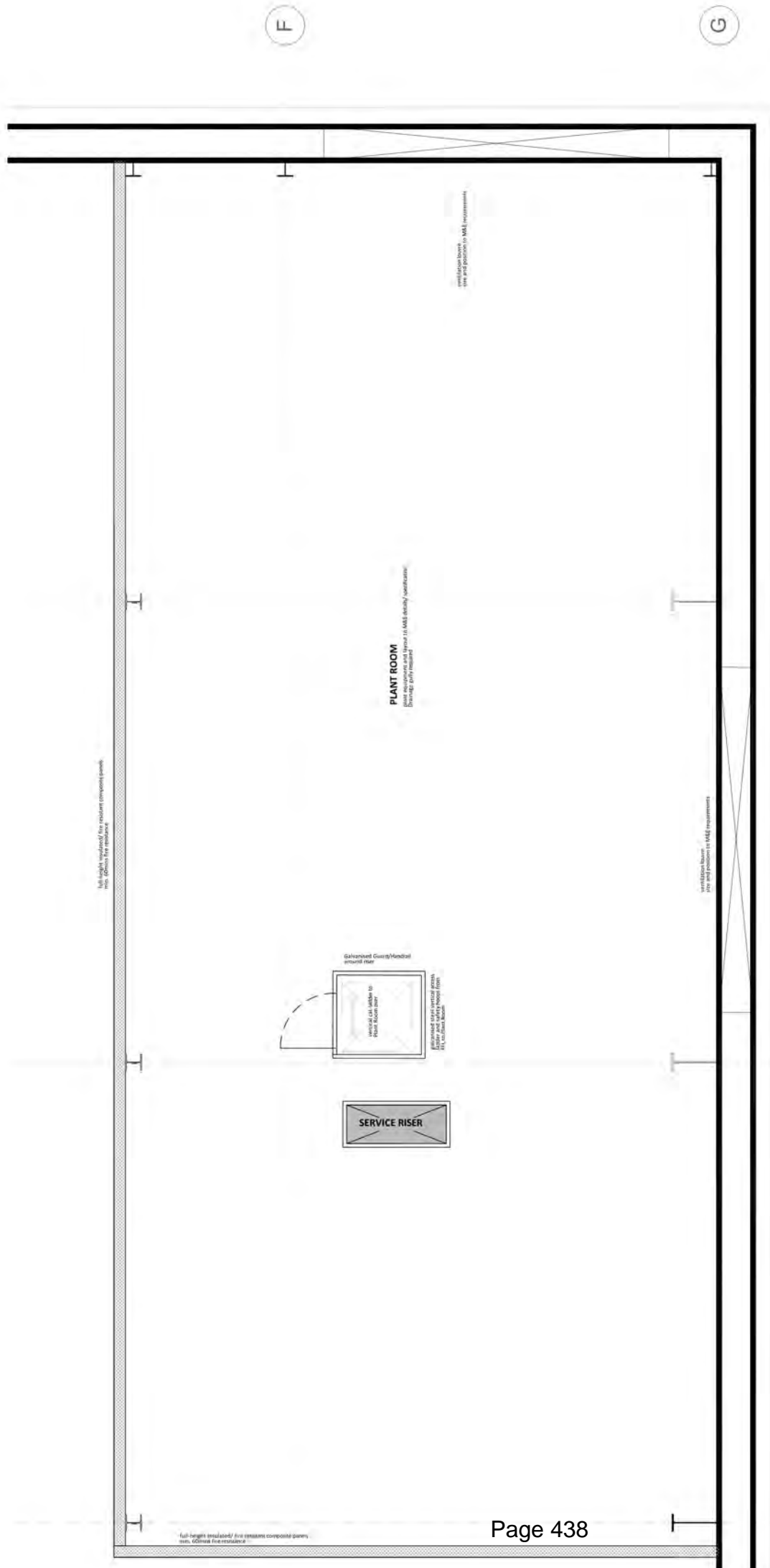
Proposed Elevations - Sheet 2

Scale: 1:100 @ A1 / 1:200 @ A3

Date: 02.11.2018

Revision: R013/3004

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Full-height insulating/ fire-resistant composite panels.

full-height insulated/ fire resistant composite panel
over, 60mm fire resistance

PLANT ROOM

Population Source

ventilation source

Vertical cat ladders to plant room (see)

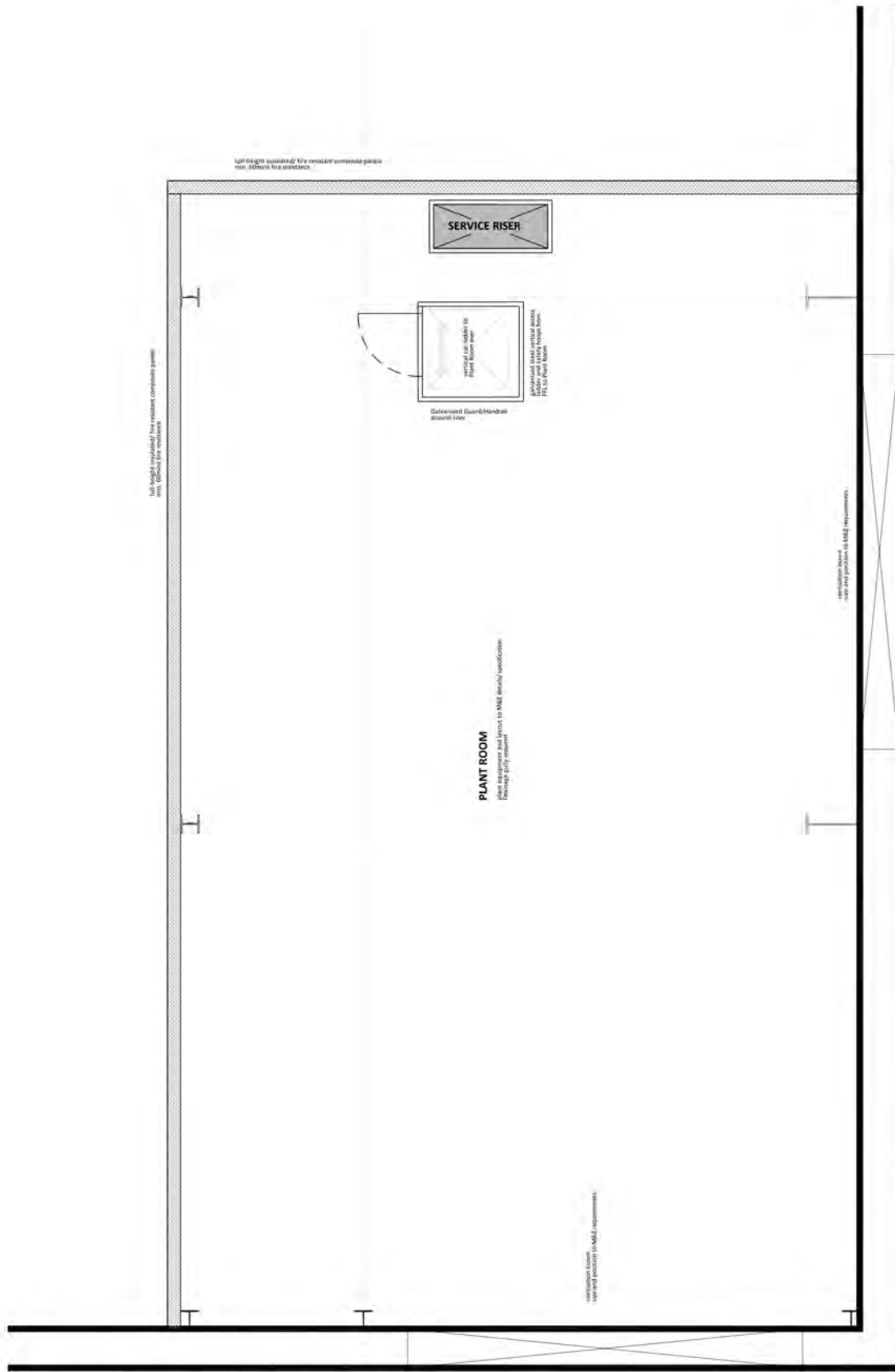
Vertical cat-jumpers to
Nant. Room only

Full-sized steel vertical access ladder and safety hoops from 114 to 228 inches

SERVICE RISER

10

9



Key ref: 10000 for Planning 02.11.2018 TM

Drawing Status:
PLANNING SUBMISSION

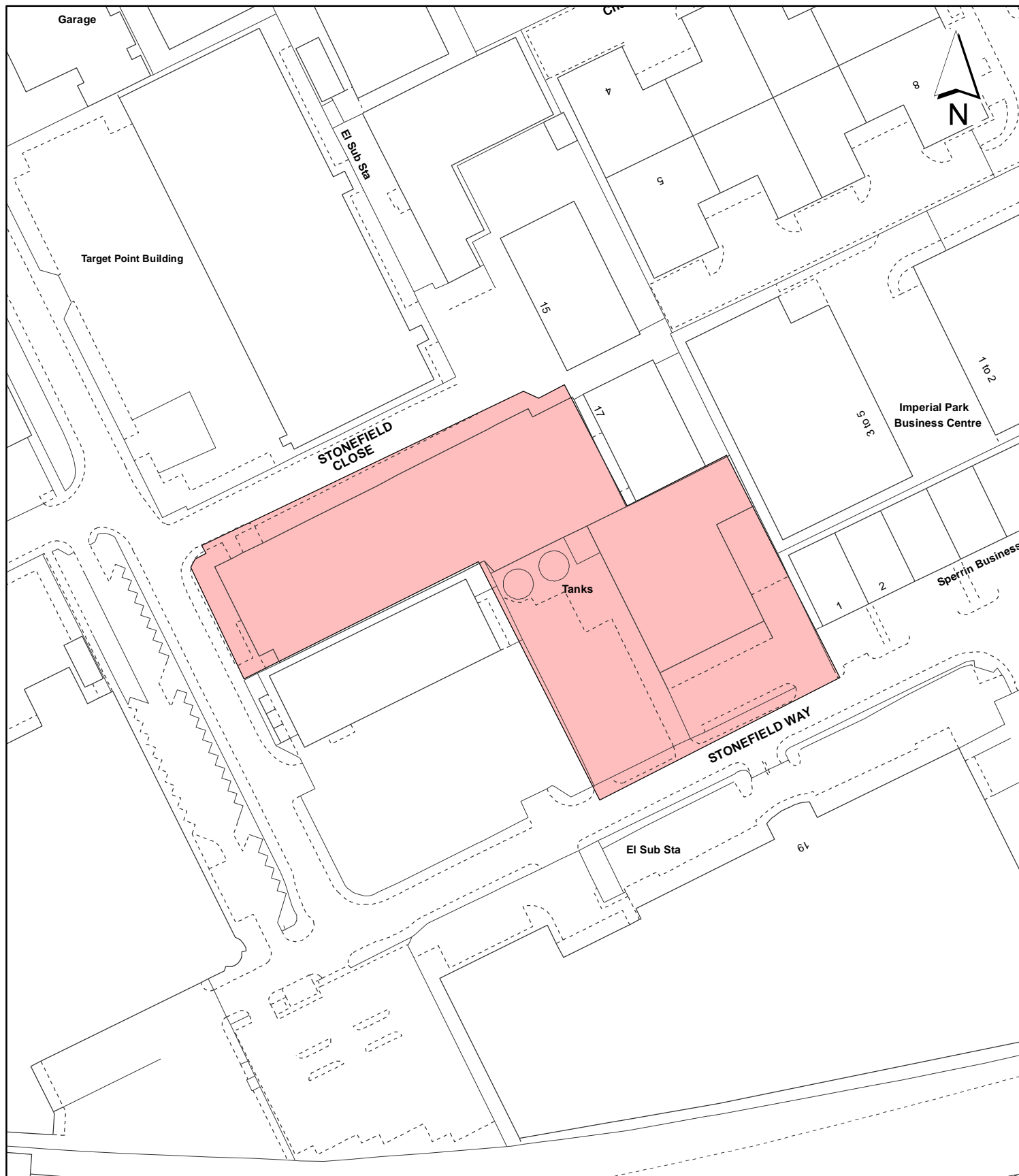
CMP
ARCHITECTS

Client: WSPNBRIDGE

Project: Ruislip, Stonfield Close/Stonfield Way

Title: Proposed Plant Level Core Plan Unit 2

Scale:	1:500/A3	Drawn:	TM	Date:	02.11.2018
Drawn:		Revised:			
R013/3014 p11					
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Site Address:

Stonefield Close

Planning Application Ref:

1660/APP/2019/1018

Planning Committee:

Major Page 440

Scale:

1:1,250

Date:

July 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 BRIDGE HOUSE, RIVERVIEW HOUSE AND WATERSIDE HOUSE
OXFORD ROAD UXBRIDGE

Development: Section 73 application seeking a Minor Material Amendment to revise Approved Plans relating to planning application reference 40050/APP/2017/2438 dated 01-09-17 for Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage namely to allow the change in the mix of units at Bridge House from 3 x Studio and 120 x 1 bedroom to 10 x studios, 56 x 1 bedroom and 57 x 2 bedroom and a change to the description of development to note: Prior Approval Application for the change of use from office (Use Class B1a) to 237 residential units (16 x studio, 162 x 1 bedroom and 59 x 2 bedroom) (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage

LBH Ref Nos: 40050/APP/2019/1865

Date Plans Received: 04/06/2019

Date(s) of Amendment(s): 03/06/2019

Date Application Valid: 04/06/2019

Patel Taylor
48 Rawstorne Street
London EC1V 7ND
T +44 (0)20 7278 2323
www.patel-taylor.co.uk



Key Plan

Colour Code	studio / 1 bed	2 beds	3 beds

Scale 1:100 @ A1

Issue Record	By	Chk Date
--------------	----	----------

	JA	AC	06.08.2019
P03 For information	JA	AC	06.08.2019
P02 For information	JA	POJAC	03.08.2019
P01 For information	JA	POJAC	31.05.2019

Title
Bridg
TypiProject
Xerox Campus

Scale
1:100 @ A1 1:200 @ A3

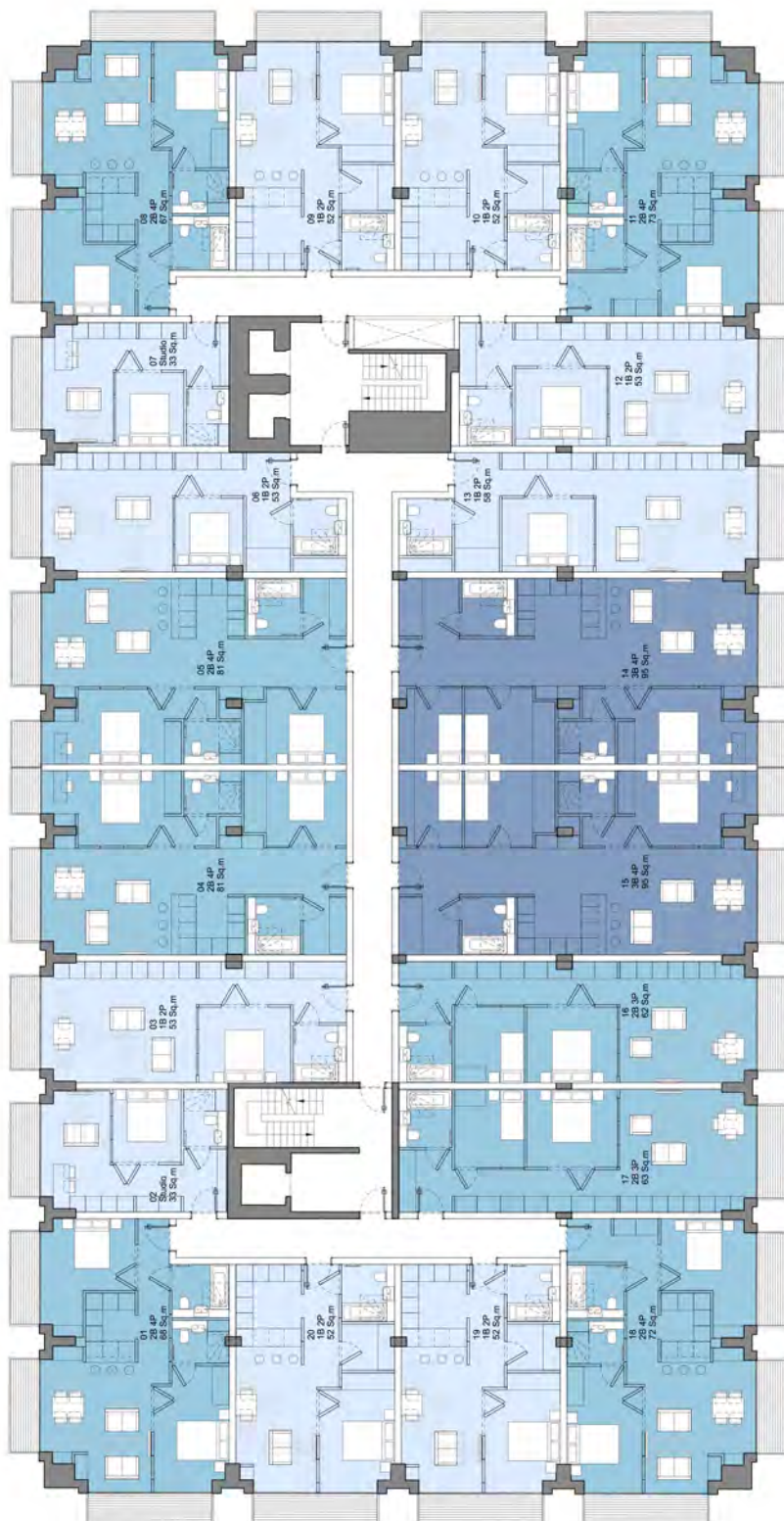
Status
For information

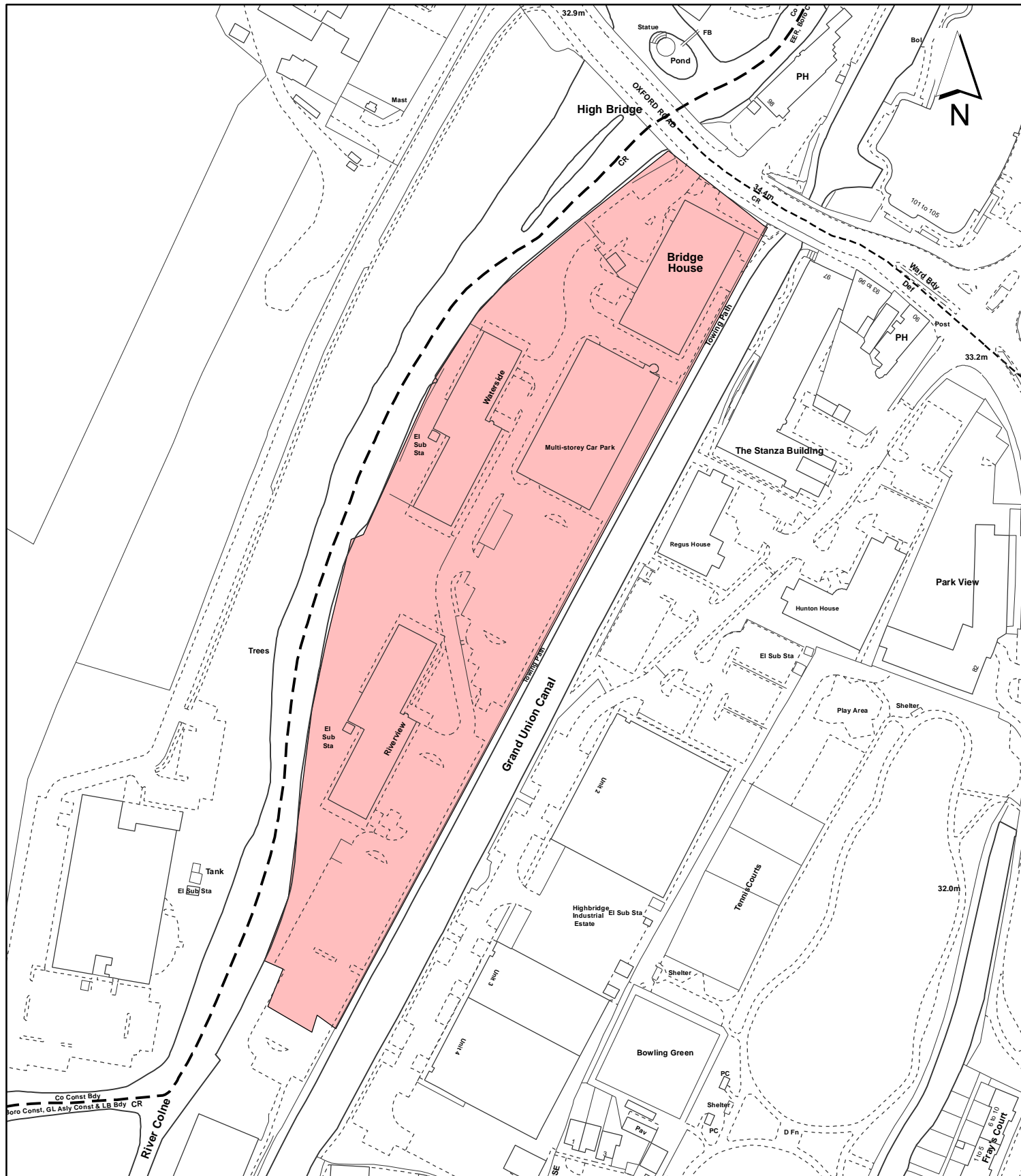
Drawing Number
568-PTA-ZZ-ZZ-DR-A-1001

Revision
P03

Patel Taylor
48 Rawstorne Street
London EC1V 7ND
T +44 (0)20 7278 2323
www.pateltaylor.co.uk

Patel Taylor





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Site Address:

**Bridge House
Riverview House and Waterside House
Oxford Road**

Planning Application Ref:

40050/APP/2019/1865

Planning Committee:

Major Page 445

Scale:

1:2,000

Date:

July 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 OLD VINYL FACTORY BLYTH ROAD HAYES

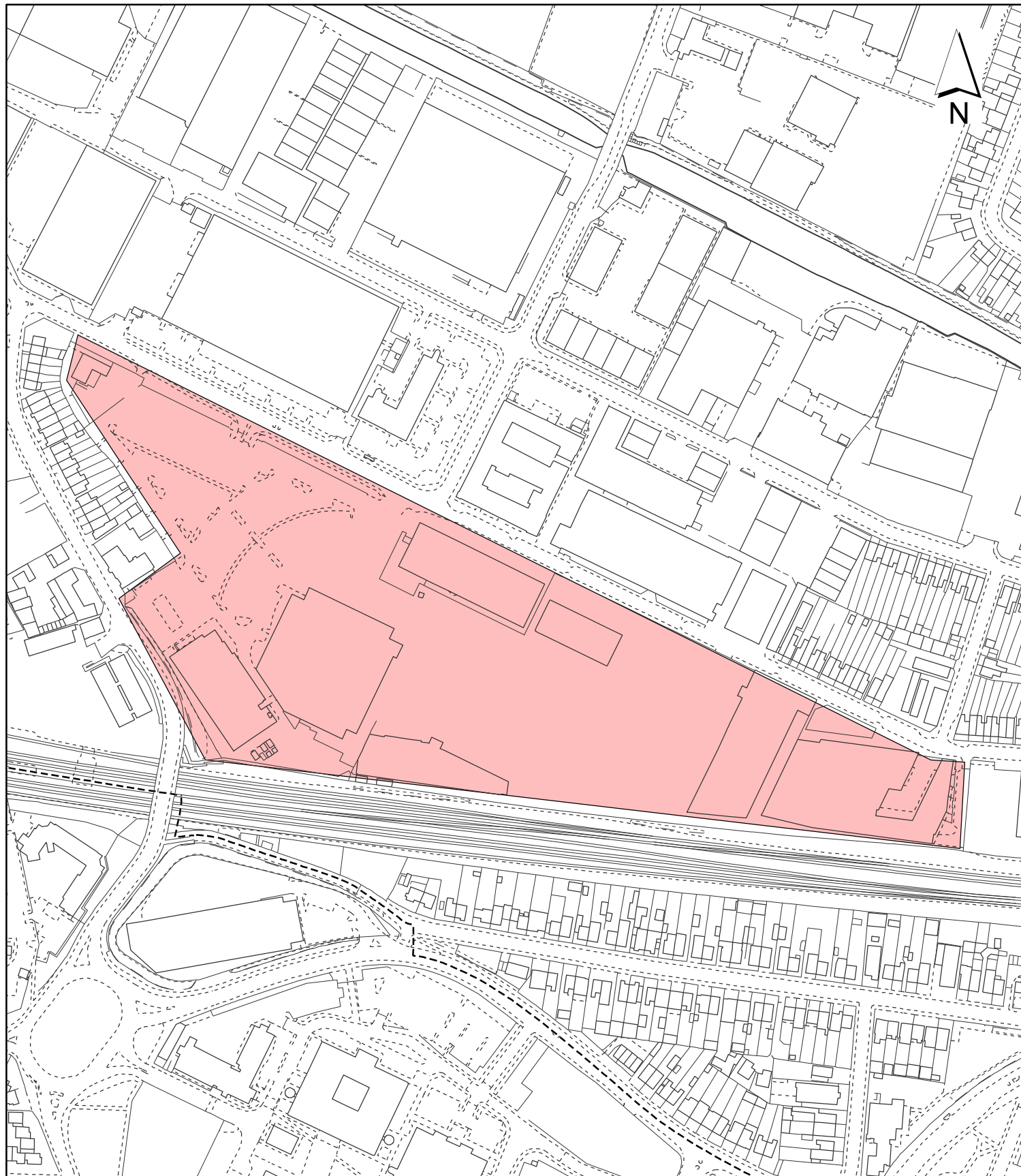
Development: Modification of S106 Planning Obligation relating to Planning Application 59872/APP/2013/3775 dated 31st July 2014 (Variation of Condition 4 (Phasing of planning permission 59872/APP/2012/1838 dated 19/04/2013, -Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping) to remove The Machine Store and Pressing Plant Phase from the legal obligations except in relation to Energy Strategy and Travel Plan.

LBH Ref Nos: 59872/APP/2018/2841

Date Plans Received: 01/08/2018

Date(s) of Amendment(s):

Date Application Valid: 11/09/2018



Notes:

 Site boundary

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Site Address:

Old Vinyl Factory

Planning Application Ref:

59872/APP/2018/2841

Planning Committee:

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Scale:

1:3,000

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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