



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, 20
NOVEMBER 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,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for residents and visitors

Watching & recording this meeting

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

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

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



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

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

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Centre. Uxbridge underground station, with the Pic and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on how to book a parking space, please contact Democratic Services.

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Emergency procedures

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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 - 8
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Watercress Beds, Spring Lane, Harefield - 24597/APP/2018/2373	Harefield	Change of use of site to a camping site (Use Class D2), alteration of existing building to provide visitors' centre, erection of seven camping pods, associated landscaping and car parking with 18 spaces. Recommendation: Refusal	9 – 50 224-232
7	Land Adjacent to Whiteheath Junior School, Whiteheath Avenue, Ruislip - 64510/APP/2019/1412	West Ruislip	Erection of 4 dwellings with associated parking, new crossover and all external works. Recommendations: Approval	51 – 80 233-241

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
8	Land at Cessna Road, Heathrow Airport, Hounslow - 62360/APP/2018/3381	Heathrow Villages	<p>Reserved matters (landscaping) pursuant to condition 2 of outline planning permission ref: 62360/APP/2017/3000 dated 27-06-19 (Section 73 application to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport. Changes include alterations to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal re-arrangements).</p> <p>Recommendations: Approval</p>	81 – 96 242-250
9	Unit 2-4, Airport Gate Business Centre, Bath Road, Heathrow - 54794/APP/2019/2421	Heathrow Villages	<p>Application for the change of use from B1c and B8, to B1c, B2 and B8 for Units 2-4, including the replacement of external cladding, and internal alterations to the first-floor and alterations to access, car parking layout serving Units 5-7 and landscaping and service yards together with associated works.</p> <p>Recommendations: Approval</p>	97 – 116 251-266
10	World Business Centre 5, Newall Road, Heathrow Airport - 74351/APP/2018/4098	Heathrow Villages	<p>Erection of office building (Outline application with all matters reserved).</p> <p>Recommendations: Approval</p>	117-170 267-273

11	51 Belmont Road, Uxbridge - 34151/APP/2019/3459	Uxbridge North	Variation to Conditions 1 and 2 of planning application reference 34151/APP/2017/3332 (Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval) Recommendations: Approval	171-184 274-278
12	Packet Boat Marina, Packet Boat Lane, Cowley - 53216/APP/2018/4179	Yiewsley	Change of use of 25 existing moorings from leisure to residential use, with associated works Recommendations: Approval	185-222 279-292

**PART I - Plans for Major Applications Planning Committee –
pages 223 - 292**

Agenda Item 3

Minutes



MAJOR Applications Planning Committee

16 October 2019

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Janet Duncan, Martin Goddard, Henry Higgins, Carol Melvin, John Oswell, Steve Tuckwell and Jas Dhot</p> <p>LBH Officers Present: Chris Brady (Assistant Planning Officer), Glen Egan (Office Managing Partner - Legal Services), Richard Phillips (Principal Planning Officer), James Rodger (Head of Planning, Transportation and Regeneration), Luke Taylor (Democratic Services Officer) and Alan Tilly (Transport, Planning and Development Manager)</p> <p>Ward Councillors Present: Councillor Jan Sweeting (West Drayton Ward)</p>
61.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor John Morse, with Councillor Jas Dhot substituting.</p>
62.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Duncan declared a non-pecuniary interest in Item 7 of the agenda as she was involved with the local Residents' Association, and left the room during the discussion of the item.</p>
63.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting on 18 September 2019 were approved as a correct record.</p>
64.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
65.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were marked Part I and would be considered in public.</p>

Outline planning application for demolition of two existing buildings, including a banqueting / conference hall (Use Class D2) and office / warehouse (Use Class B1/B8), and erection of a five-storey, 192-bedroom hotel (Use Class C1), with associated works (landscaping reserved for subsequent approval).

Officers introduced the application and noted the addendum, which included an amendment to Condition 5, replacement of Conditions 11, 22 and 24, the removal of Condition 31 and an additional informative.

A petitioner spoke in objection to the application, and stated that while the petitioners were not opposed to the application in principle, there were concerns regarding parking, noise, and the use of the premises as a party venue. Members heard that local homes would also be impacted by dust during the construction, and there were fears that concrete and other waste would end up on the local roads during construction. The petitioner commented that there were already concerns regarding litter in the area due to a fast food restaurant and coffee shop, and Craneswater is also already used as parking for other sites, and this may amplify if the application is approved. The Committee were informed that if they were minded to approve the application, petitioners would like to see conditions imposed regarding CCTV, street cleaning seven days a week, obscured glass for the affected homes, a parking permit scheme for local residents and the central reservation to be maintained.

The agent for the application addressed Councillors and noted that that current scheme is almost identical to a scheme which lapsed on the site previously. The agent confirmed that the scheme is nearly 60m from homes, and noise, litter and anti-social behaviour are all issues that are related to existing properties, and not the application itself. The Committee heard that a noise report had been prepared, and found that there was no unacceptable effect on local amenity, while a full travel plan will be submitted to the Council in due course to solve parking concerns. The agent stated that the application provided a high quality, well-designed hotel, which retained and enhanced the green spaces and would generate jobs and provide sufficient parking.

Responding to Councillors' questioning, the agent stated that the hotel would have a restaurant, but takeaways would not be an option, and there were two conference rooms and five meeting rooms on the basement level, but these would not specifically be a banqueting room.

Members asked whether there would be a charge for parking, and were informed by the agent that this would be provided in a car parking and traffic plan, to which the Committee responded that the Council should be strict on details to ensure that there was no airport parking, and parking should be accessible to users of the facilities to alleviate local residents' concerns. Councillors agreed that the Council should not accept prohibitive parking charges at the premises, and that this should be delegated to the Chairman and Labour Lead to ensure.

The Committee agreed that landscaping should include species of trees that included high pollution absorbing trees, and noted the low emission strategy that followed bespoke discussions with applicants. The Head of Planning, Transportation and Regeneration noted that Condition 25 would be amended to reflect this.

Councillors noted that to prevent waste on the highways during the construction period, wheel washing should be included in conditions, and dust should also be limited via Condition 9. Members noted that CCTV should be included in the application, but there

was no need for obscured glass due to the distance from neighbouring buildings.

The Head of Planning, Transportation and Regeneration stated that there was a bespoke tree protection condition in the application which could be expanded to ensure that the construction did not encroach on the Green Belt. Officers also confirmed that the proposed building was larger than the previously approved scheme, but that it was closer to the road and would not go further into the Green Belt.

The Chairman noted that a Parking Management Scheme did not fall under the remit of the Committee and stated that petitioners should discuss this issue with their local Ward Councillors ahead of presenting a possible petition to the Cabinet Member for Planning, Transportation and Recycling.

The officer's recommendation was moved, subject to the changes specified in the addendum, delegated authority to the Head of Planning, Transportation and Recycling to agree the enhancement of Condition 5 to include pollution absorbing trees, the enhancement of Condition 6 to protect the Green Belt, and the enhancement of Condition 9 to include dust suppression and wheel washing, and delegated authority to the Chairman and Labour Lead to strengthen Condition 24, with regards to low emissions and car parking.

This recommendation was seconded, and upon being put to a vote, was unanimously agreed.

RESOLVED: That the application be approved, subject changes outlined in the addendum and delegated authority to:

- 1. The Head of Planning, Transportation and Recycling to agree the enhancement of Condition 5 to include species of high pollution absorbing trees;**
- 2. The Head of Planning, Transportation and Recycling to agree the enhancement of Condition 6 to ensure that the Green Belt was protected throughout the construction period;**
- 3. The Head of Planning, Transportation and Recycling to agree the enhancement of Condition 9 to include dust suppression and wheel washing;**
- 4. The Chairman and Labour Lead Member to agree the enhancement of Condition 24 with regards to low emissions and car parking; and,**
- 5. The addition of a Condition detailing a low-emission strategy to state: "No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The measures in the agreed scheme shall be maintained throughout the life of the development".**

67. **CIVIC AMENITY SITE, OLD COAL DEPOT, TAVISTOCK ROAD, YIEWSLEY - 18736/APP/2019/2343** (*Agenda Item 7*)

Proposed use of the site to provide a Civic Amenity facility at weekends only (Saturdays and Sundays – 0900 to 1700) accommodating public recycling area with a circular access arrangement, associated waste drop zones and container storage and installation of palisade fencing with gates for a five year period.

Councillor Duncan declared a non-pecuniary interest and left the room during the discussion of this item.

Officers introduced the report and noted the addendum.

A petitioner spoke in objection to the application, and noted that residents would live within 50m of a site that would have a capacity for 48,000 tons of waste. This would lead to a huge increase in the levels of waste at the site and residents would have no respite from the noise of vehicles arriving at the site, in addition to smell and pollution. The Committee heard that the site was excluded from the West London Waste Plan and designated for a mixed-use residential site, and was not acceptable for waste. The petitioner stated that the application would lead to an unacceptable level of traffic at the junction of Tavistock Road, and increase waste traffic in the area from one weekend a month to all weekends.

Responding to the Committee's questioning, the Head of Planning, Transportation and Regeneration confirmed that the plans outlined did not differ from the "Golden Weekend" and the difference from a previous scheme was that this would not allow trade waste, and would be solely a civic amenity site for residents.

Members stated that the principal of the application was good, but there were concerns regarding the location of the site and its proximity to residential properties. The Head of Planning, Transportation and Regeneration stated that there were currently no rail movements over the weekend, but could not say that this would not change, and Network Rail were content that it only affected weekends.

The Council's Transport, Planning and Development Manager noted that the application would lead to a projected increase of 24 two-way lorry movements per week, which totalled 1,248 per year and, if spread evenly, would average five movements per day.

The Committee asked whether there were any reports from residents regarding noise, traffic or dust from the current Golden Weekends, and were informed by officers that there had been none, and the only query was regarding a pothole.

Councillors discussed the opening hours on Sunday, and a majority of the Committee agreed that the proposed opening hours should remain as they were in the report, and the Head of Planning, Transportation and Regeneration noted that Condition 8 would ensure that there were no traffic movements to and from the site during sensitive hours.

Members noted that the concept of the application had been established over a long period of use for residents, and that the benefits would be strong and reduce fly-tipping in the Borough. As such, the officer's recommendation was moved, subject to changes to Conditions, and seconded.

Upon being put to a vote, five Members voted in favour of the recommendation, and two Members voted against.

RESOLVED: That the application be approved, subject to:

- 1. The enhancement of Condition 8 to avoid traffic movements during sensitive hours; and,**

2. The addition of a Condition detailing a low-emission strategy to state: “No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The measures in the agreed scheme shall be maintained throughout the life of the development”.

68. **SLOUGH BOROUGH COUNCIL, OUT OF BOROUGH - 39710/APP/2019/2503**
(Agenda Item 8)

Out of Borough consultation for the replacement Energy from Waste (EfW) facility, including a High Temperature Incinerator (HTI), provision of a new access road and a new junction with the A4, visitor centre, car parking, temporary construction compound, associated works, ancillary buildings and structures at Land West of the Iver, South Sludge Dewatering Centre, South of M4, Slough.

Officers moved, seconded, and unanimously agreed the officer’s recommendation.

RESOLVED: That the Council register its objection to the application.

69. **UNIT 7B, HAYES BRIDGE RETAIL PARK, UXBRIDGE ROAD, HAYES - 71371/APP/2019/2699** *(Agenda Item 9)*

Physical works to reconfigure and extend Unit 7B to create a foodstore (Class A1).

Officers introduced the application and noted the addendum, which included an amendment to Condition 7.

Members sought clarification on the definition of a limit assortment discount unit, and were informed by Officers that it restricted the assortment of goods on sale, and therefore the goods on sale tended to be more specialised, and were not sold over counters like at other stores.

The Committee expressed concerns regarding the limitation of methods of sale, The Head of Planning, Transportation and Recycling noted that the conditions tied the use of the building to findings from the retail assessment.

Responding the Councillors’ questioning regarding parking, officers confirmed that there would be a loss of 77 parking spaces, but the store would require between 150-750 parking spaces based on Hillingdon’s Parking Standards, and this application would still have 385 spaces.

The officer’s recommendation was moved and seconded, and upon being put to a vote, was agreed with seven votes in favour and one abstention.

RESOLVED: That the application be approved, subject to

1. Changes outlined in the addendum; and,

2. The addition of a Condition detailing a low-emission strategy to state: “No

development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The measures in the agreed scheme shall be maintained throughout the life of the development”.

70. **51 BELMONT ROAD, UXBRIDGE - 34151/APP/2019/1179** (*Agenda Item 10*)

Removal of undercroft parking, single-storey, third-floor level extension, and rearrangement of lower and upper ground floor levels, to provide 16 residential units and external alterations, including landscaping.

Officers introduced the report, and noted the addendum, which included an amended plan.

The Head of Planning, Transportation and Recycling confirmed that the ground floor unit on the right of the site now reached the required levels of day and sunlight.

Members expressed their dissatisfaction with the application, and noted that premises should have more natural light and this reduced the need to leave lights on, and thus improved sustainability. Officers noted the concerns regarding light affected one unit, but there was a gain of 16 units, and it would be difficult to defend at appeal.

The Committee stated that the unit on the right of the ground floor should not be used for affordable housing, due to the lack of windows and natural day and sunlight that the property would receive.

Members agreed that it would not be possible to reject the application, and moved the officer’s recommendation, but asked the Legal Officer to look at the possibility of restricting the use of the lower right unit to prevent it being used for affordable housing.

The officer’s recommendation was seconded, and upon being put to a vote, was unanimously agreed.

RESOLVED: That the application be approved, and the Legal Officer consider the restriction of the use of the lower, right unit to prevent its use for affordable housing.

71. **SOUTHLANDS ART CENTRE, THE GREEN, WEST DRAYTON - 12569/APP/2019/2541** (*Agenda Item 11*)

Seal chimney flue and fit air brick, fit ventilated cowls to chimney pots, replace felt roof covering to bay window, replace one window with new, replace section of lead parapet gutter with enlarged outlet, replace gate posts, add buttresses to North boundary wall, re-build collapsed wall, the removal of wastepipes and additional external and internal repair work.

Officers introduced the application and noted the addendum, which included an additional condition.

Members moved, seconded and unanimously agreed the officer’s recommendation.

RESOLVED: That the application be approved, subject to amendments outlined in the addendum.

72.	<p>SOUTHLANDS ART CENTRE, THE GREEN, WEST DRAYTON - 12569/APP/2019/2499 (<i>Agenda Item 12</i>)</p> <p>Seal chimney flue and fit air brick, fit ventilated cowls to chimney pots, replace felt roof covering to bay window, replace one window with new, replace section of lead parapet gutter with enlarged outlet, replace gate posts, add buttresses to North boundary wall, re-build collapsed wall, the removal of wastepipes and additional external and internal repair work (Application for Listed Building Control).</p> <p>Officers introduced the application and noted the addendum, which included an additional condition.</p> <p>Councillors moved, seconded and unanimously agreed the officer's recommendation at a vote.</p> <p>RESOLVED: That the application be approved, subject to amendments outlined in the addendum.</p>
73.	<p>PROLOGIS PARK WEST, HORTON ROAD, YIEWSLEY - 37977/APP/2019/1453 (<i>Agenda Item 13</i>)</p> <p>Full planning application for proposed attached tiered gantry structure to unit DC4 to provide 47 plants and erection of 16 generators within the loading area, alongside associated green wall screening, landscaping and security fencing.</p> <p>Officers introduced the application and noted the addendum, which included the amendment of Condition 2 and an additional Condition.</p> <p>The Committee moved and seconded the officer's recommendation, which was unanimously agreed.</p> <p>RESOLVED: That the application be approved, subject to amendments outlined in the addendum.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 8.00 pm.</p>

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

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

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Report of the Head of Planning, Transportation and Regeneration

Address WATERCRESS BEDS SPRINGWELL LANE HAREFIELD

Development: Change of use of site to a camping site (Use Class D2), alteration of existing building to provide visitors' centre, erection of seven camping pods, associated landscaping and car parking with 18 spaces.

LBH Ref Nos: 24597/APP/2018/2373

Drawing Nos: GA1004
GA2001
GA2000
GA1000
GA1003
GA1002
GA1001
Flood Risk & SUDS Assessment with appendices A-E
Arboricultural Impact Assessment and Tree Protection Survey
Preliminary Ecological Appraisal and Bat Roost Assessment
Sustainability Statement
Transport Statement
Design & Access Statement

Date Plans Received: 26/06/2018 **Date(s) of Amendment(s):**
Date Application Valid: 05/11/2018

1. SUMMARY

Planning permission is sought for the change of use of the site known as Watercress Beds, Springwell Lane to a camping (or 'Glamping' site) Use Class D2.

Overall the development would result in an increase of built footprint of approx. 127sqm. The footprint of the visitors centre would be 328sqm which is considered excessive for the proposed use. Furthermore the height of visitors centre would be approx. 5.3m which is unjustified for a single storey building. In addition to the size of the visitors centre, the planning application seeks permission for seven 'glamping pods' and change of use of the whole site to D2 campsite and so the unrestricted use of associated vehicles (e.g. camper vans and/or American RVs) and additional tents could result in excessive visual clutter to the detriment of the overall appearance of the site.

Given the overall size of the visitors centre and the potential for further visual clutter, the development is considered to have an unacceptable impact on the openness of the greenbelt.

Residential use on the site

There are two residential properties on the site with at least one not currently benefiting from planning permission and all are included within the red line. Although these properties fall within the red line plan, no reference to these properties has been made within the current application. Because no information has been submitted a full assessment is not possible. However, it is considered that these properties would contribute cumulatively to

encroachment into the Green Belt and would have a negative impact on the openness of the Green Belt when assessed alongside the proposed visitors centre and 'glamping pods'.

Flood risk:

The site is shown to be a dry island surrounded by Flood Zone 3 of the River Colne. The proposed development has failed to provide an adequate Flood Emergency Plan. Furthermore the FRA does not provide sufficient information to demonstrate that surface water runoff from the site will not increase as a result of the proposed development or that the location and height of proposed pods are above the modelled flood water levels.

The site is located within Source Protection Zone (SPZ) 1 and upon a principal aquifer (with the secondary aquifer in hydraulic continuity with the Principal aquifer). In light of this the proposed development has failed to provide a Preliminary Risk Assessment (PRA) to address the possible risk to controlled waters and has submitted insufficient information on the proposed drainage scheme to determine risks to potable water supplies *SPZ 1.

The proposed development therefore raises significant issues with regards to surface water run off, flood risk and risk to human safety and has failed to address the possible risk to controlled waters and potable water supplies.

Biomass Boiler

The proposed plans include a biomass boiler within the the visitors centre. No details of the likely emissions has been submitted as part of this application and so it is not possible to make a proper assessment of the likely impacts. However, previous use of a biomass boiler on site has generated objections to this proposal on the basis that the smoke generated meant some neighbouring properties could not open their windows. Based on the information provided and the concerns raised regarding the biomass boiler and the proximity of nearby residents it is considered that the proposal could lead to an unacceptable impact on the amenity of neighbouring residents.

Highways and parking

The existing land use on the site is not clear. The most recent permission is that for use as a garden centre which included on-site parking for 28 cars. However, it is clear that the garden centre has not been operational for some time and despite enforcement action and appeals, the permitted use is still unclear. TfL have objected to the level of on site car parking proposed. The Council's highways team have raised no objection to the scheme. However, as the planning application seeks change of use of the whole site to D2 campsite concerns have been raised by local residents regarding the unrestricted use of associated vehicles (e.g. camper vans and/or American RVs) and additional tents which could result in more vehicular activity than expected. Furthermore the biomass boiler may generate further trips as would the storage of wood, vehicles and equipment related to the biomass boiler use.

On balance it is considered that the application provides insufficient evidence and data regarding both the existing and proposed use and therefore existing car parking and trip generation cannot be used to determine whether the proposals would have a negative impact on local transportation and highway compared to the existing use. On this basis the proposal is considered unacceptable as insufficient information has been provided.

For the reasons set out above, it is recommended that the application be refused.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal for the change of use of this site with associated fixed and movable structures, car parking ancillary camping and retention of unauthorised residential properties, provision of a biomass boiler and any open storage that falls within the red line (but does not feature within the applicants description of development) would cumulatively constitute inappropriate development in the Green Belt which would be detrimental to its character and openness whilst conflicting with the purposes of including land within it. The proposal fails to accord with the NPPF 2019, Policy 7.16 of the London Plan 2016, Policy EM2 of the Local Plan Part 1 (2012), Saved policies OL1 and OL4 of the Local Plan Part 2 saved policies (2012) and emerging policy DMEI 4 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

2 NON2 Non Standard reason for refusal

The application provides insufficient information to demonstrate that occupants will not be placed at unacceptable risk of flooding and that the development will not put undue pressure on emergency services in the event of a flood. the submitted Flood Emergency Plan is not specific to the proposed use of the site and does not provide sufficient information. The proposals is therefore contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1-Strategic Policies (Nov 2012); Policy DMEI 9 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019); Policy 5.12 Flood Risk Management of the London Plan (March 2016) and National Planning Policy Framework (July 2018); and the, Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

3 NON2 Non Standard reason for refusal

The application has failed to submit a preliminary risk assessment to address the possible risk to controlled waters and has also failed to provide sufficient information on the proposed drainage scheme to determine risks to potable water supplies and this Nature Conservation Site. The proposals is therefore contrary to Policy EM6, EM7 and EM8 Flood Risk Management in Hillingdon Local Plan: Part 1-Strategic Policies (Nov 2012); Policy DMEI6, DMEI 9, DMEI 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019); Policy 5.12 Flood Risk Management of the London Plan (March 2016) and National Planning Policy Framework (July 2018); and the, Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

4 NON2 Non Standard reason for refusal

The application has provided insufficient information on the harm to residents and the impacts on the health and amenity of adjoining occupiers by reason of noise and disturbance, smell, dust and other pollutants, by virtue of the proposed campsite operations, vehicular movements and the Biomass Boiler. The proposal is thus contrary to Policy OE1 and OE3, AM2, AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and Policies DMEI 14, DMT1 and DMT2 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

5 NON2 Non Standard reason for refusal

It is considered that the Transport Statement provides insufficient evidence and data regarding both the existing and proposed use and therefore existing car parking and trip generation cannot be used to determine whether the proposals would have an negative

impact on local transportation and highway compared to the existing use. On this basis and taking account of the comments submitted by TfL the proposal is considered contrary to Hillingdon Local Plan: Part 2 -Saved UDP Polices AM2, AM7 and AM14 and Policies DMT1 and DMT2 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and policy 6.3 of the London Plan (2016).

6 NON2 Non Standard reason for refusal

The development by reason of camping clutter and inappropriate built form would fail to preserve or enhance the character, appearance and significance of the Springwell Lock and conservation area in accordance to the Planning (Listed Buildings and Conservation Areas) Act 1990. Taking into account paragraph 196 of the NPPF the harm to the conservation area would amount to less than substantial harm. However, the development fails to accord with the NPPF 2019, policies 7.4, 7.6 and 7.8 of the London Plan (2016), Policy BE1, HE1 of the Local Plan: Part One (November 2012) and Policy BE4 of the Local Plan: Part Two (November 2012) and policies DMHB1, DMHB4 and DMHB11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

7 NON2 Non Standard reason for refusal

The submitted Arboricultural Impact Assessment fails to accord with British Standard 5837:2012 in so far as it is unclear about the trees to be removed. The survey plan is not to scale and does not appear to have been based on a topographic survey which casts doubt as to its accuracy when identifying root protection areas. No Arboricultural Impact Assessment plan has been submitted. The application is therefore likely to result in harm to additional trees which fails to accord with saved policy OL26, policy BE1 of the Local Plan Part 1 2012 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

8 NON2 Non Standard reason for refusal

Had the application been acceptable in other respects, a Travel Plan, mitigation for impacts on the Blue Ribbon Network, air quality, highways and ecology would have been required and secured by a section 106 legal agreement. There is currently insufficient information to assess the proposals impacts and given that a S106 agreement has not been completed this is contrary to Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (2007), Policy 8.2 of the London Plan 2016 and the provisions of the London Borough of Hillingdon Planning Obligations SPD (2014).

3. CONSIDERATIONS

3.1 Site and Locality

The application site is broadly a triangular piece of land which is bound by the River Colne to the east and north and Springwell Lake to the west. The site is accessed via gates from Springwell Lane to the north. A hard surfaced track runs along the northern boundary and serves two existing detached chalet bungalows which are located close to the entrance gates. The track continues further to the west where it provides access to a yard area with one main central building which is single storey with some open storage and some additional small storage structures/sheds/containers around. The central building backs onto a landscaped (predominately grass) area which continues down to the banks of the river and forms an informal garden area to the residential houses.

There are at least two residential properties on the site. It should be noted that at least one of the residential units does not benefit from formal planning permission. Furthermore various uses on the site have been subject to enforcement action and was later subject to an Appeal (APP/R5510/C/17/3184266) which was quashed. The reasons set out by the Inspector related to the description set out on the enforcement notice rather than an assessment of the various uses on site. Therefore, the permitted uses on the site are to some degree unclear. However, the last permitted use was a garden centre.

The main non residential building is located in the western part of the site and appears to house a workshop, storage (both open and enclosed), a biomass boiler and car parking.

An application (ref. 24597/APP/2018/2452) for 'Installation of a biomass boiler and wood chip fuel store within an existing building' is currently at appeal and is awaiting a site visit by the Planning Inspectorate.

There are no listed buildings within the site or in the immediate area. However, this site lies within the Springwell Lock Conservation Area. The site also falls within the Green Belt and a Nature Conservation Site of Metropolitan or Borough Grade I Importance.

The nearest residential properties are located to the east on the other side of the River Colne and include The Lock Cottages, Ridge House and Willow Court. At the closest point, The Lock Cottages are located approx. 27m from the site.

In visual terms the site is currently reasonably prominent in the Green Belt from the lake to the west and views from that direction are the more open views. The eastern and northern sides of the site is generally screened by the river Colne and its surrounding vegetation.

3.2 Proposed Scheme

The proposed development would see the southern part of the existing central building demolished and the northern structure part replaced, part retained. The central building would measure approx. 5.3m in height and the roof would be pitched on all four sides with a crown flat roof element measuring approx. 120sqm. At the centre of the building is an open courtyard measuring approx. 12 sqm which would have glass walls and no roof. The plans submitted indicate that the building would be constructed or clad in timber. A small flue measuring approx. 25cm is shown on the elevations.

The proposed use of the central building is referred to a visitors centre on the proposed plans and would have an overall area of approx. 328sqm. Approx. 90sqm of this building would be used to house a biomass boiler. The remainder of the building would be used as a breakfast room, laundry room, toilets and as an office and storage rooms.

An application (ref. 24597/APP/2018/2452) for 'Installation of a biomass boiler and wood chip fuel store within an existing building' is currently at appeal and is currently awaiting a site visit by the Planning Inspectorate. Although the biomass boiler is shown on the proposed plans it has not been included in the proposed development description. Furthermore, no information relating to expected emissions has been provided (e.g. dispersal modelling of the emissions and/or pollution abatement technology).

Also proposed are seven detached 'glamping' pods which would be located separately along the western and southern boundary of the site. When the application was submitted these took the form of wooden structures but later the Applicant submitted images of a modern caravan type structure. Both options however, are considered of similar size and

proportions for the purpose of this assessment. No internal layouts have been provided for either option but from the images provided, it is unlikely that the pods could accommodate any toilet or shower facilities.

An oak gazebo viewing platform which would measure approx. 15m x 15m is also proposed on the western part of the site adjacent to the Lake.

A parking area providing 18 car parking spaces is proposed to the north of the site. A new access road within the site is proposed which would run broadly along the northern boundary, turn south along the western boundary and then accommodate a turning circle at the southern end of the site. It is assumed that this is provide vehicular access to the 'glamping' pods.

The proposed plans include soft landscaping around the northeastern and southeastern elevation of the visitors centre. This would run along the southern boundary of what could be considered the residential gardens. To the northeast of this, reed beds are proposed. It should be noted that a residential boundary has not been established for the two residential properties as they do not benefit from formal planning permission.

As stated above, the two existing residential units on the site do not benefit from formal planning permission and one is currently under consideration by the LPA and also the Planning Inspectorate (application ref. 24597/APP/2019/263). Although not included within the development description, both properties fall within the red line plan of this application.

The Applicant and Agent were invited to amend the development description or the red line plan to more accurately reflect what permission they were applying for but the Applicant declined. It is therefore unclear if the residential units and any other uses were intended to form part of the application.

For clarification purposes, this report is assessing all works indicated on the plans and the LPA therefore consider a more accurate description of development for this application to be:

"Retention of 2 x single family dwellinghouses and biomass boiler located to the north of the site, change of use of the southern part of the site to Use Class D2 for Glamping/Camping purposes, comprising the erection of Glamping Pods/Mobile Homes, a fixed construction visitor centre, Oak Gazebo viewing platform and the creation of a surface level car park in association with the proposed D2 use."

3.3 Relevant Planning History

24597/A/89/1968 Summerfield Springwell Lane Rickmansworth
Change of use of watercress beds to garden nursery and erection of associated shop and office building with parking for 28 vehicles ; erection of a 4 bedroom bungalow

Decision: 07-08-1990 Approved

24597/APP/2000/2079 Summerfield & Watercress Beds Springwell Lane Rickmansworth
RESIDENTIAL DEVELOPMENT COMPRISING TEN TWO-BEDROOM FLATS AND FIVE THREE-BEDROOM FLATS

Decision: 28-02-2001 Refused

24597/APP/2001/220 Summerfield & Watercress Beds Springwell Lane Rickmansworth
RESIDENTIAL DEVELOPMENT COMPRISING OF TWO DETACHED DWELLING HOUSES
WITH ATTACHED DOUBLE GARAGES

Decision: 02-12-2003 NFA

24597/APP/2006/1877 Summerfield & Watercress Beds Springwell Lane Rickmansworth
ERECTION OF A THREE-BEDROOM DETACHED DWELLINGHOUSE AND A SINGLE STORE
DETACHED BUILDING FOR USE AS AN OFFICE (CLASS B1).

Decision: 21-02-2008 Withdrawn

24597/APP/2006/1878 Summerfield & Watercress Beds Springwell Lane Rickmansworth
ERECTION OF A THREE-BEDROOM DETACHED DWELLINGHOUSE AND A SINGLE STORE
DETACHED BUILDING FOR USE AS AN OFFICE (CLASS B1)(DUPLICATE APPLICATION).

Decision: 21-02-2008 Withdrawn

24597/APP/2009/2187 Watercress Beds Springwell Lane Rickmansworth
Relocation and part change of use of previously approved nursery building for part use as Class
A3 Cafe with patio and seating area.

Decision: 07-09-2018 NFA

24597/APP/2013/3101 Summerfield Office Building Springwell Lane Rickmansworth
Change of use to residential (Prior Approval)

Decision: 05-12-2013 Refused

24597/APP/2017/109 Watercress Beds Springwell Lane Rickmansworth
Retention of a 3 Bedroom Chalet Style House as Residential Use from Ancillary Offices for a
Garden Centre.

Decision: 14-03-2017 Refused

24597/APP/2017/158 Blenheim Bedrooms Ltd, Watercress Beds Springwell Lane Harefield
Installation of a biomass boiler and a lean-to housing to existing workshop.

Decision: 03-07-2018 Withdrawn

24597/APP/2018/2452 Watercress Beds Springwell Lane Harefield

Installation of a biomass boiler and wood chip fuel store within an existing building

Decision:

24597/D/92/1550 Summerfield & Watercress Beds Springwell Lane Rickmansworth

Details of materials, surface water disposal and storage, land filling, access arrangements, landscaping and boundary fencing in compliance with conditions 2,3,4,6,8,9 and 10 of planning permission ref. 24597A/89/1968 dated 7.8.90; Change of use of watercress beds to garden nursery; erection of associated shop and office building; erection of a bungalow and ancillary parking

Decision: 12-05-1993 Approved

24597/E/99/1953 Summerfield & Watercress Beds Springwell Lane Rickmansworth

Change of use of the land from a mixed use for residential purposes and as a garden nursery to the storage of waste materials and graded infilling material (Appeal against Enforcement Notice Application for planning permission deemed to have been made pursuant to Section 174 of The Town and Country Planning Act 1990)

Decision: 19-04-2000 Refused **Appeal:** 19-04-2000 Dismissed

24597/PRC/2016/75 Watercress Beds Springwell Lane Rickmansworth

Change of use from garden centre to bed and breakfast and camping site

Decision: 12-10-2017 PRM

24597/PRE/2000/110 Summerfield & Watercress Beds Springwell Lane Rickmansworth

PRECORRES - ENQUIRY RE PROPOSED RESIDENTIAL DEVT

Decision:

24597/PRE/2003/52 Summerfield & Watercress Beds Springwell Lane Rickmansworth

PRE CORR: REDEVELOPMENT OF SITE

Decision: 26-02-2004 NFA

Comment on Relevant Planning History

Application ref. 24597/APP/2018/2452 for 'Installation of a biomass boiler and wood chip fuel store within an existing building' is currently being considered by the Planning Inspectorate.

As stated above, at least one of the existing residential units on the site do not benefit from formal planning permission and one is currently under consideration by the LPA and also the Planning Inspectorate (application ref. 24597/APP/2019/263). Although the residential properties fall within the red line plan of this application neither of them are included in the development description.

4. Planning Policies and Standards

Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Saved UDP Policies (2012)

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Consolidated with Changes July 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)

The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

Taking para 48 of the NPPF into account, the Council's general approach to the weight

which should be afforded to the draft LPP2 will be as follows:

The preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

Those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

Finally, it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 Saved UDP Policies 2012.

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
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- NPPF- 13 NPPF-13 2018 - Protecting Green Belt land
- NPPF- 14 NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 15 NPPF-15 2018 - Conserving and enhancing the natural environment
- NPPF- 16 NPPF-16 2018 - Conserving & enhancing the historic environment
- NPPF- 4 NPPF-4 2018 - Decision-making
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport

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.
BE1	Development within archaeological priority areas
BE20	Daylight and sunlight considerations.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
DMEI 14	Air Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
EC3	Potential effects of development on sites of nature conservation importance
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LPP 5.12	(2016) Flood risk management
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.16	(2016) Green Belt
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
BE15	Alterations and extensions to existing buildings
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
LPP 5.13	(2016) Sustainable drainage
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking

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 7.19	(2016) Biodiversity and access to nature
LPP 7.20	(2016) Geological Conservation
LPP 7.21	(2016) Trees and woodlands
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
OL13	Development associated with agricultural or forestry uses within or affecting conservation areas, archaeological priority areas etc.
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th December 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was posted at the site and the proposed development was advertised in the local press. 35 neighbour notification letters were sent out to local residents. A petition signed by 36 people has also been received objecting to the proposal.

Objections were received by seven local residents and are summarised below:

- This will directly impact my view and enjoyment of my property and terrace overlooking this proposed camping site.
- This is wholly unsuitable and could create extra noise, traffic and pollution.
- Only one shower for all seven 'glamping' pods
- 'Unknown' sewerage disposal from the seven 'glamping' pods
- Biomass boiler, it's likely smoke emissions and the potential impact on Greenbelt and Conservation Area
- Credibility of the Transport Statement
- Overall negative impact on the local environment
- The site is already blighted by the unsightly structures on the site
- The open fires with flames rising above the buildings creates smoke billowing at all hours which has an effect on the air quality so that local residents can't even open their windows because of particles, smoke and smell

- Increase in noise and activity
- The other uses on the site would not be conducive to a campsite (e.g. the poor air quality created by the burning of open fires would have an impact on the users of the proposed camp site).
- Lack of sewage and rubbish/refuse strategy
- The local infrastructure network is not sustainable for anymore traffic as the 'Lane' is mostly single track.
- Danger due to the increased amount of young pedestrians which now use the lane since the opening of the new school close by
- Planning was originally granted for a garden centre, But over the past few years it has been used as commercial premises for everything from wagon park to camping site for American RV vehicles, to what is now a furniture making business.
- This area is already highly congested with traffic from the permanent moorings and trading estates within a small area
- We now live in constant fear of a major fire as the applicant has thousands of tons of wood stacked within 70 meters of nearby properties
- The area is an area of bird life protection and outstanding beauty.
- By encouraging a constant flow of campers into Springwell Lane we believe this will lead to increased noise and litter to an area which is fully overlooked by our property.
- Risk of constant flow of an additional 18 cars into Springwell Lane, which is a narrow lane and already experiences traffic issues with HGVs and vans using the Lane as a cut through, is also not practical.
- There has been problems with late night parties and noise from this property before and the idea of now turning it into a campsite will only further accentuate these problems.
- The words Camping Site covers a broad spectrum of uses, some of which would be undesirable. Once a camping site is established it could easily expand in numbers and types of camping (further glamping, tents and caravans) allowed on the site. Obviously sanitary conditions and the potential for an increase in fly tipping, which we are often aware of at present should be looked into by the Council. I would also assume that a depreciation in property prices would happen as well.

One petition signed by 36 residents objecting the proposed development has been received. The objections raised included:

Non compliance with the NPPF with particular regard to Greenbelt

Flood Risk, surface water run off and drainage

Disproportionate size of the visitors centre

Potential noise and light pollution

Impact on wildlife

Impact on and/or loss of trees

Negative impact on amenity of nearby residential properties, and particular concerns regarding late night activity and the potential for anti-social behaviour, lighting of fires and dogs

Increase in traffic on inadequate roads

Lack of information regarding occupancy levels

EXTERNAL CONSULTEE RESPONSES

NATS:

Raised no safeguarding objection to the proposal.

CANAL AND RIVERS TRUST:

No comment

TfL:

Whilst no specific standard is provided, it is considered that 18 car parking spaces for 7 'glamping' pods is excessive and is entirely unjustified. Furthermore, whilst it is noted that cycle parking will be

provided within each pod, the exact number of spaces has not been clarified and this should be confirmed. It is strongly recommended that the applicant explore options to increase active travel to the site, such as providing pool bikes, and a travel plan should be produced outlining measures and targets to achieve this aim. Furthermore, sufficient staff cycle parking should be provided, in order to promote active travel to the site by staff. Supporting end of journey facilities should also be provided. Given the scale and location of the proposed development, TfL considers the development will be completely car-based for both staff and visitors. As a result of this, the development is highly unsustainable.

The draft London Plan requires all development proposals to facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041, however it is unlikely that the development as it stands will contribute towards achieving this target. Although it is recognised this development will not impact on the strategic transport network, the applicant should address the above issues raised satisfactorily. As it stands, the development does not help to deliver the Mayor's strategic targets of 80% of all trips in London to be made by foot, by cycle or by public transport. Car parking should be reduced or fully justified and measures to increase active travel to the site should be explored.

HAREFIELD TENANTS AND RESIDENTS ASSOCIATION:

Thank you for notifying us about this Application for a Glamping Site on the former Watercress Beds in Springwell Lane Harefield. Having discussed this application with Committee members we are of the view that this proposal is more in keeping with the area and meets Green Belt rules better than the approved Garden Centre.

The Garden Centre is not currently operating at the site and there are numerous inappropriate activities taking place there which have enforcement notices in place.

MOD:

On reviewing the application plans, I can confirm that the MOD has no safeguarding objection to this proposal.

ENVIRONMENT AGENCY:

Thank you for consulting us on the above application. We object to the proposal as submitted as the application does not demonstrate the risks posed to controlled waters are acceptable, or can be appropriately managed.

Controlled waters are particularly sensitive in this location because the site is located:

within Source Protection Zone (SPZ) 1*
upon a Principal aquifer (with the secondary aquifer in hydraulic continuity with the Principal aquifer)

We recommend that planning permission should be refused in line with paragraph 170 of the National Planning Policy Framework (NPPF) and Policy DME1 11 of the new Hillingdon Local Plan part 2, for the following reasons:

1. No Preliminary Risk Assessment (PRA) has been submitted to address the possible risk to controlled waters
2. Insufficient information on the proposed drainage scheme has been submitted to determine risks to potable water supplies *SPZ 1 is used to identify the catchment areas of sources of potable water (that is, high quality water supplies usable for human consumption) and show where they may be at particular risk from polluting activities on or below the land surface.

Reason 1 - No Preliminary Risk Assessment has been submitted to address the possible risk to controlled waters.

The previous use of the development site as former garden centre and potential landfill presents a high risk of contamination that could be mobilised during construction to pollute controlled waters.

As the planning application is not supported by an appropriate risk assessment, it does not meet the requirements set out in paragraphs 170 and 178 of the NPPF.

The information submitted to date demonstrate the sites history as a garden centre but there's no history prior to this use, nor sufficient information to describe what activities were carried out on site during this time, such as but not limited to, the use of herbicides/molluscides, diesel for heating/generator and infilling/landraising. Records indicate that post use as watercress beds the site was infilled/raised, however there's no information considering this previous infilling within the documents submitted. Additionally information on the British Geological Survey borehole viewer indicates there to be several boreholes present on site, these will need to be investigated and decommissioned appropriately.

Reason 2 - Insufficient information on proposed drainage scheme to determine risks to potable water supplies.

To ensure development is sustainable, applicants must provide adequate information to demonstrate that the risks posed by development can be satisfactorily managed. In this instance the applicant has failed to provide this information and we consider that the proposed development may pose an unacceptable risk of causing a detrimental impact to groundwater quality because of the discharge of waste and wastewater (sewage) onto or into the ground.

In addition, the Colne River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery. The proposal could cause deterioration of a quality element to a lower status class and/or prevent the recovery of a protected area because it could result in rising trends in chemicals within the waterbody.

Our approach to groundwater protection is set out in 'The Environment Agency's approach to groundwater protection'. In implementing the position statements within this guidance we will oppose development proposals that may pollute groundwater especially where the risks of pollution is high and the groundwater asset is of high value. In this case following position statements apply.

Groundwater Protection: Principles and Practice A5:

We expect developers and operators to provide adequate information to statutory bodies including ourselves when submitting their proposals, so that the potential impact on groundwater resources and quality can be adequately assessed. In particular, where new techniques, operations, products or substances are involved, developers or operators should be prepared to supply specific relevant data to allow the risk to groundwater to be assessed.

Groundwater Protection: Principles and Practice G10:

We will object to new developments that pose an unacceptable risk of pollution to groundwater from sewage effluent, trade effluent or contaminated surface water. This applies if the source of pollution is an individual discharge or the combined effects of several discharges, or where the discharge will cause pollution by mobilising contaminants already in the ground. In all cases we will object to any proposal to discharge untreated sewage** to groundwater and will use our notice powers to ensure treatment of any existing discharges.

**A sewage treatment system means a septic tank, infiltration system, drainage field and/or a package treatment plant or any other additional treatment in place. It does not include cesspools.

Groundwater Protection: Principles and Practice G13:

We support the use of sustainable drainage systems (SuDS) for new discharges. Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater.

Where infiltration SuDS are proposed for anything other than clean roof drainage (see G12 - discharge of clean roof water to ground) in a SPZ1 we will require a risk assessment to demonstrate that pollution of groundwater would not occur. They will also require approval from the SuDS approval body (SAB), when these bodies have been established, to ensure they follow the criteria set out in the SuDS national standards (when published), including standards for water quality, design and maintenance.

For the immediate drainage catchment areas used for handling and storage of chemicals and fuel, handling and storage of waste and lorry, bus and coach parking or turning areas, infiltration SuDS are not permitted without an environmental permit.

Overcoming our objections

The applicant should submit:

A preliminary risk assessment (PRA) which includes a desk study, conceptual model and initial risk assessment

appropriate plans for the management of sewage and drainage at the site This information must demonstrate that the risk to controlled waters has been fully understood and can be addressed through appropriate measures. The submission of the above alone is not sufficient for us to remove our objection.

Advice to applicant

Any discharges to ground/surface water bodies are likely to require an Environmental Permit. The Environmental Permitting Regulations 2010 make it an offence to cause or knowingly permit a groundwater activity unless authorised by an Environmental Permit which we will issue. A groundwater / water discharge activity includes any discharge that will result in the input of pollutants to ground or surface water.

The car park associated with this development may require an Environmental Permit under the Environmental Permitting Regulations 2010, from the Environment Agency, unless an exemption applies.

The applicant is advised to contact the Environment Agency on 08708 506 506 for further advice and to discuss the issues likely to be raised. You should be aware that the permit may not be granted. Additional 'Environmental Permitting Guidance' can be accessed via our main website.

Final comments

Thank you again for consulting us. If you are minded to approve the application contrary to our objection, we request you re-notify the Environment Agency to explain why material considerations outweigh our objection, and to give us the opportunity to make further representations. Should our objections detailed above be removed, it is likely we will recommend the imposition of conditions to be included on any subsequent approval.

Internal Consultees

Flood risk team:

The application should be refused as insufficient information has been provided to demonstrate that occupants will not be placed at unacceptable risk of flooding and that the development will not put

undue additional strain on emergency services in the event of a flood. The submitted Flood Emergency Plan is not specific to the proposed use of the site and does not provide sufficient information about the required actions in the event of a flood.

The Council needs to be assured that if they are placing new development in areas of flood risk, then there must be an appropriate reason. This development will introduce additional occupants into an area with an access route at high probability of flooding.

This puts additional residents at risk, as people returning to their homes may be inclined to navigate flood waters, or seek to retrieve flooded property (e.g. a vehicle) placing themselves at risk and putting added burden on emergency services.

REASON

The application should be refused as the applicant does not demonstrate that the site is safe and flood risk is suitably mitigated through the provision of an appropriate flood risk assessment as required by:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1-Strategic Policies (Nov 2012);
Policy DME1 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies;

Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

National Planning Policy Framework (July 2018); and the,

Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

Blue Ribbon Network

With the proposed block plans showing some form of landscaping across the site which is not currently there and indicatively seems to be an enhancement, it would therefore be difficult to sustain a Blue Ribbon Network Objection, but should it be approved there would need to be a suitable condition for landscaping along with maintenance and management of this including the riparian buffer zone.

CONDITION: River Management Plan

A Riverside management and maintenance plan should be submitted and approved by the Local Planning Authority. This should include a detailed land ownership plans to show the extent of responsibility (not just land redline boundary on registry deeds) and how the corridor will be managed and enhanced as well as a plan for responding to any emergency blockages that may occur that could increase flood risk.

REASON:

To comply with London Borough of Hillingdon, Policy EM3 Blue Ribbon Network in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) to ensure the site makes a positive contribution to the Blue Ribbon and Strategic Waterway Network

Please note Informative Riparian Ownership and responsibility

If your deeds for your property show that you own up to the top of a river bank you may well be the riparian owner of half of the river and be responsible for its maintenance.

Owning a Watercourse provides further guidance about these rights and responsibilities and the Land Registry website also provides clarification on this in Section 11.3 <https://www.gov.uk/government/publications/land-registry-plans-boundaries/land-registry-plans-boundaries-practice-guide-40-supplement-3#boundary-agreements-and-determined-boundaries>
Highways team:

No objection

Conservation and Design:

Summary of comments: Objections.

The development would fail to preserve or enhance the conservation area in accordance to the Planning (Listed Buildings and Conservation Areas) Act 1990. Taking into account paragraph 196 of the NPPF the harm to the conservation area would amount to less than substantial harm.

2 Historic Environment Designation (s)

a-Springwell Lock Conservation Area (Designated heritage asset)

b- Colne Valley Archaeological Priority Zone (APZ)

3 Assessment - background/significance

The site is located within the northern extremity of the borough, near to the border with Hertfordshire. Its location at the edge of London defines it with a unique character. It forms part of the Springwell Lock Conservation Area which is also designated as greenbelt. The surrounding area is rural in character and sprawls out onto open countryside towards Hertfordshire and Buckinghamshire.

The site itself is surrounded by the River Colne, Grand Union Canal and Springwell lake (a former gravel pit). Historically the existing site had been used as watercress beds, which was not uncommon within the area. The lake, river and canal set within the open, verdant environment are positive contributors to the character and appearance of the conservation area and contribute to its special interest. Unfortunately overtime the appearance of the site has suffered from some development which has not all benefited from permission. The establishment of these structures and the area of hardstanding are detracting elements within the conservation area, harming its open verdant character.

4 Assessment - impact

The proposed change of use would establish a permanent group of buildings on the site. The proposed seven pods, viewing platform and visitor centre would result in a clutter built forms sprawled across the site. The proposed pods would be located along the periphery of the site. The submitted drawings suggest permanent cabin-like structures with kitchen and dining areas, a shower room and a decked area. However taking into account they are proposed as camping structures they appear to lack a definable sleeping area. Additionally the need to run services to each pod would result in further alterations to the site. The proposed timber clad exterior with glazed windows and door openings would result in a solid, boxy structure which would fail to sit quietly within the surrounding environment. They would essentially appear as summerhouses, usually found within the rear gardens of suburban residential dwellings. The pods would be considered incongruous, odd additions within the conservation area and would be visible via pocket views along Springwell Lane.

The existing structure on the site is a crude, piecemeal built form. The repurposing of such a building would be considered inappropriate. The proposed visitor centre building would establish a large dominant built form within the centre of the site. It would be stark addition which would fail to enhance the surrounding environment. The crown roof form and plain appearance of the building would fail to enhance the appearance of the site. The double height glazed entrance would be considered a disproportionate feature which contributes little to the proposed boxform. Furthermore the proposed open courtyard within the centre of the building would be a rather useless space contributing nothing to the building. The large breakfast area within the building is a little confusing as it is unclear who would need to use such space when the pods are proposed as self-contained units. The information provided is not very clear or consistent.

The formal landscaping of the site and provision of a permanent car park would not be considered wholly appropriate. There would also be concerns regarding the change of use in terms of the

potential for other camping related clutter from an unrestricted camping site use. A clutter of tents, camper vans and cars alongside the proposed structures would result in significant harm to the character and appearance of the conservation area.

No information has been provided in relation to the design of the oak gazebo viewing platform and two bridges along the northern boundary of the site. All three structures are likely to have an impact on the character and appearance of the conservation area and without detailed drawings it would be difficult to define the extent of harm caused. Furthermore it is inevitable lighting would be required across the site resulting in a more visible site particularly at night.

The submitted information fails to meet the requirements of paragraph 193 of the NPPF (2019). Due to the lack of a heritage statement there are concerns that there is little understanding of the significance of the site and how their proposals will impact the heritage assets.

5 Conclusion: Objection.

As proposed the application is lacking a significant amount of information and based on the submitted information there are concerns that the proposal will fail to adequately preserve the character, appearance and significance of the conservation area in accordance to the Planning (Listed Buildings and Conservation Areas) Act 1990.

Whilst the nature of the proposal on this site alone may result in less than substantial harm to the conservation area the incremental harm of other green belt sites being used in a similar manner would result in substantial harm to the heritage asset. It is recognised that site would benefit from some form of enhancement however paragraph 191 of the NPPF (2019) would need to be noted. Any consideration given toward the enhancement of the site would need to be of an exceptional quality which positively contributes to the historic and natural environment. A significant balance would need to be considered taking into account paragraph 193 and 196 of the NPPF (2019)

Waste Team:

The proposed plans should detail how waste and recycling produced on site will be separated and stored securely. The proposed plan should also show that a refuse collection vehicle can enter and exit the site in a forwards motion. This may require a turning head if there is not a turning circle large enough to accommodate the vehicle. The vehicle should not have to reverse further than 12 metres and the collection crew should not have to cart any bins with four wheels further than 10 metres. The surface over which the bins are pulled should be a minimum of 2 metres wide, smooth and free from steps or kerbs. The roadway should be suitable to withstand the load of a 26 tonne vehicle.

ARBORICULTURAL OFFICER

This site is occupied by an area of land to the south of Springwell Lane which is surrounded by the River Colne to the east and Springwell Lake to the south and west.

Situated within the countryside, the land was originally associated with watercress beds. Since 1990 the site has seen changes of use, including the establishment of a garden centre.

Currently the site presents itself as out of character with its countryside setting, with a formal wall and steel gates at the entrance.

Within the site there are a number of buildings including a two-storey dwelling, single-storey bungalow /office and garden centre.

Much of the land is currently unmanaged.

The site lies within the Green Belt and is a SINCC. It is also within the Springwell Lock Conservation Area.

COMMENT

The site has a history of planning applications, several of which have been refused or NFA'd. These comments are based on previous site visits with no recent access gained onto the land.

The proposal is to develop the site for 'glamping' with seven camping pods.

The existing garden centre building will be retained and its use converted.

At 4.5 the D&AS notes that the site will be landscaped and this is supported by a general sketch proposal on the proposed block plan.

The sketchy plan indicates the introduction of hedges, trees and reed beds, all of which have the potential to enhance the site and provide an attractive and discrete setting for the glamping pods - subject to detail.

Further landscape enhancement will be required around the car park and entrance off Springwell Lane.

An ecological report by Lizard makes a number of recommendations for ecological enhancement in section 8.0

Given the history of the site and its current character and appearance, a more detailed landscape masterplan is required to provide the necessary level of assurance that the landscape objectives will provide suitable screening and mitigation for the proposed development.

RECOMMENDATION

It is not known whether this development in the Green Belt provides the very special circumstances required by policy DMEI:4?

The application fails to satisfy policy DMHB14: Trees and landscaping and is unacceptable.

Further comments received:

Arboricultural Assessment and Tree Protection Scheme has been submitted by South Oaks Arboricultural Consultancy.

COMMENT

The report has identified and assessed the condition and value of 23 trees.

There are no 'A' grade trees.

21 trees are graded B1 or B2 and should be retained if possible. Two trees are 'C' grade trees whose condition and value would not normally be seen as a constraint on development.

Clause 1.4 refers to the possible felling of trees with a diameter below 150mm. According to the British Standard all trees with a stem diameter of 75mm or more should be plotted unless they are woodland trees / trees in substantial groups.

With regard to the tree protection offered by virtue of being within the Conservation Area, the 75mm rule prevails. The statement in clause 6.2.1 is confusing.

In 6.3.1 the report comments that two cabins and the gazebo conflict with the RPA of trees T963, T964 and T967 and should be re-sited. There is no evidence that the re-siting has taken place?

RECOMMENDATION

The tree survey should be based on a measured topographic survey. A Tree Constraints Plan is required to inform the site layout - avoiding any incursion into the RPA's of the trees.

A schedule of trees to be retained / removed should be clear and not qualified by removed 'if necessary'.

Refusal Reason:

The submitted Arboricultural Impact Assessment fails to accord with British Standard 5837:2012 in so far as it is unclear about the trees to be removed. The survey plan is not to scale and does not appear to have been based on a topographic survey which casts doubt as to its accuracy when identifying root protection areas. No Arboricultural Impact Assessment plan has been submitted. The application is therefore likely to result in harm to additional trees which fails to accord with saved policy OL26, policy BE1 of the Local Plan Part 1 2012 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

SUSTAINABILITY

I object to the proposed development as there is insufficient information regarding foul drainage.

Reason for Refusal - Insufficient information has been provided to demonstrate that the development would not have an unacceptable risk from wastewater discharges on the natural environment, including a site of importance for nature conservation and a source protection zone for a drinking water supply.

The proposed cabins are likely to be isolated from a mains supply on site (ir present) requiring significant utility works to connect them. The application form includes questions on foul drainage with several options available; unfortunately the form in this instance states that the means of foul drainage is 'unknown'.

This is unacceptable given each cabin includes a toilet. The standard advice from the Environment Agency states:

When drawing up wastewater treatment proposals for any development, the first presumption is to provide a system of foul drainage discharging into a public sewer to be treated at a public sewage treatment works (those provided and operated by the water and sewerage companies). This will need to be done in consultation with the sewerage company of the area.

It is unlikely that a mains connection will be available therefore it is essential that the type of wastewater discharge is properly considered at determination stage as the only alternative non mains drainage requires discharge to the ground noting that Cesspits are not at all appropriate. This is particularly important for this development as [1] the site is within a very sensitive groundwater zone (source protection zone 1) meaning there is a clear connection between groundwater and drinking water and [2] non-mains drainage arrangement require space to be allocated within the development to be appropriate and effective. The advice from the Agency states:

Where a connection to a public sewage treatment plant is not feasible (in terms of cost and/or practicality) a package sewage treatment plant can be considered. This could either be adopted in due course by the sewerage company or owned and operated by a sewerage undertaker appointed under a new appointment or variation. The package sewage treatment plant must comply with the general binding rules, or a permit will be required. A package sewage treatment plant must be used if the treated effluent is being discharged to surface water.

The applicant must be able to demonstrate that the wastewater discharge can be safely managed with negligible risk to either ground or surface water and not to give rise to human health problems.

GENERAL ECOLOGY

I have no objections to the proposed development on ecology grounds. Although the site lies within the Springwell and Stocker's Lake Metropolitan Site of IMportance for Nature Conservation, the impacts are considered to be of a low scale. This is largely as a consequence of a poor quality of existing habitat on site combined with the existing conflicting use.

Nonetheless, the following condition is necessary (should the above objection be overcome):

Condition

Prior to commencement of development a detailed ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include full details of the measures to be incorporated into the development to improve opportunities for flora and fauna and

result in a net ecological gain. The plan shall be accompanied by a commentary explaining the measures selected and how they will enhance ecological value as well as be maintained thereafter. The development must proceed in accordance with the approved plan.

Reason

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

CONTAMINATION

Based on a search of available information within historic mapping and other records, there is evidence of nearby historic chalk workings with subsequent infilling of the voids being likely.

There is also evidence of other possible infilling works having been conducted at the location of the former watercress beds.

The site is also highly sensitive as it overlies a Principal Aquifer, with other controlled waters located nearby.

Therefore I recommend the following condition be applied:

Proposed conditions for land affected by contamination.

(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 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 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).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The established and permitted use of the site is not clear but at Para. 4 of Appeal Decision ref. APP/R5510/C/17/3184266 the Inspector stated that 'In terms of the history of the site, a planning application was submitted in 1968 for the change of use of the land to a garden nursery and for the erection of an associated shop and office building, a parking area and a 4 bedroom bungalow. A significant period of time elapsed before the application was approved in 1990 and work on the scheme commenced in 1993. There is no dispute that the permission was lawfully implemented. The buildings referred to as A, B, C and D on the enforcement notice were all constructed as part of that consent for various purposes associated with the permitted use'.

At para. 8 and 12 the Inspector went on to say that 'There is no dispute that some of the alleged components of the breach have occurred. Building B is a photography studio that is used for business purposes by the appellant's son in law who has a photography business..... The hard-surfaced area hatched in blue on the plan attached to the notice was used for commercial vehicle parking and general commercial storage by a local building company. The use took place on a specific area of land to the west of the site and was unconnected with any other activity that was taking place..... The appellant accepts that he has used part of the building for the assembly of flat-pack furniture in connection with his business of installing pre-manufactured bedroom furniture. Thus, he argues that furniture is assembled rather than manufactured.... I should also stress that, at the time of my visit, part of the building had been let to a local building/ joinery firm for the storage of materials and equipment.

Although the appeal was quashed, the reasons given by the Inspector did not relate to an assessment of the planning merits, rather inaccuracies in the description set out in the enforcement notice.

Despite the information set above, the application documentation refers to the existing use as a garden centre.

Given the above, when read in conjunction with the application documentation and observations made during a site visit it is difficult to state for certain what the existing uses on the site are. There are, or have been a number of different uses and business operating on the site historically. However, none of the existing uses are referred to in this current application.

DEVELOPMENT WITHIN THE GREEN BELT

The principle of change of use to campsite including visitors centre and seven 'glamping' pods:

The application site is within the Green Belt and proposes a permanent change of use of the land to a camping site (Use Class D2). Although not featured within the planning application documentation or development description, the proposed plans also include two residential properties and a large portion of the central building for use as a biomass boiler plant room. Also included in the proposed plans is an open car parking area for 18 cars and a new internal access road.

Paragraph 133 of the NPPF says 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.

London Plan Policy 7.16 seeks to protect London's Green Belt and says that inappropriate development should be refused, except in very special circumstances. Local Plan (Part 1) Policy EM2 says that proposals for development within the Green Belt will be assessed against national and London Plan policies, including the very special circumstances test. This is reiterated in Draft Local Plan (Part 2) Policy DME1 4.

Saved UDP Policy OL1 says that acceptable uses within the greenbelt include agriculture, horticulture, forestry and nature conservation; open air recreational facilities; and cemeteries.

Paragraph 145 of the NPPF says that 'A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.....

Paragraph 146 of the NPPF also states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include 'material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds)'.

Local plan policies OL1 and OL4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging policy DME1 4 of the draft Local Plan Part 2 echo this national policy objective.

The change of use of the land to provide a glamping site proposes, as part of the current application, the erection 7 glamping 'pods' (non-fixed structures of a similar form to a caravan for clarification), a fixed and permanent building containing a visitors centre, an oak gazebo viewing platform, a car park to accommodate 18 vehicles and a vehicular access road into the site. In addition to this, the application seeks unrestricted use of the whole/remaining site for the facilitation of other vehicles including camper vans and other

mobile homes to camp/reside at the site for camping purposes, including tents.

Based on the planning policy context set out above, the first issue to consider is whether a campsite with glamping pods falls under the definition of outdoor recreation. There is no prescribed definition of outdoor recreation and it is not certain that a campsite would fall into this category. It is likely that the glamping pods will operate more as leisure-based holiday lets given their permanence and it is currently unclear if other tents and camping vehicles would be of a more permanent or temporary nature. The addition of the proposed visitor centre would further to the built form on the site. Given that both paragraphs 145 and 146 of the NPPF require that for any of the identified exceptions to be appropriate, they must also preserve the openness of the Green Belt and not conflict with purposes of including land within it. It is considered that in this instance, the proposed scale of the permanent built form and temporary structures would make it by definition inappropriate development. Very special circumstances must therefore be demonstrated to outweigh the identified harm to the Green Belt.

The applicants have failed to demonstrate any very special circumstances exist as part of this application. Consequently the subsequent assessment focuses on the extent to which the proposed development would conflict with the preservation of openness and the purposes of including land in the Green Belt and whether this would outweigh any potential harm.

The proposed visitors centre is considered to be excessive in footprint, height, bulk and massing. The size of the building, measuring approx. 328sqm in footprint and approx. 5.3m in height with a crown flat roof element measuring approx. 120sqm is not justified by the proposed use which is to provide a breakfast room, toilets and an office facility in connection with the provision of seven 'glamping pods'. No upper floor is proposed within the building and so the large crown flat roof element is considered unnecessarily large. Overall the development would result in an increase of built footprint of approx. 127sqm.

The proposed oak gazebo viewing platform would measure approx. 15m x 15m. The seven 'glamping' pods would be located along the western and southern boundary. Whilst the glamping pods are movable structures, their primary aim is to provide semi-permanent residency on the site and whilst a comparable tent on a camping site would be much smaller in size and demounted and removed from the site as visitors came to the site, this is not the case for the proposed Pods. The proposed pods would remain in situ for all year round, even when not occupied/let. The size of each pod and its semi permanent nature exacerbates the detrimental impact upon the openness of the Green Belt.

The western side of the site is considered to be the more open view and increasing development along here is considered to have a detrimental impact on the openness of the Green Belt.

In addition to the size of the visitors centre, the planning application seeks change of use of the whole site to D2 campsite and so the unrestricted use of associated vehicles (e.g. camper vans and/or American RVs) and additional tents could result in excessive visual clutter to the detriment of the overall appearance of the site. The proposal is considered to have an unacceptable impact on the openness of the Green Belt by virtue of its use and associated structures required to facilitate the camping/glamping offer.

Whilst the Council acknowledge that the existing site is in a poor state, this has primarily

resulted from the unauthorised use of the site for purposes which have been the subject of enforcement investigations. This fact alone does not constitute very special circumstances to warrant the granting of planning permission.

Residential use on the site

As stated above, there are two residential properties on the site, at least one of which does not currently benefit from planning permission but which are included within the red line. Although these properties fall within the red line plan, no reference to these properties has been made within the current application. On the assumption that these two properties are on the proposed plans, it is deemed that their retention in their current form is also sought as part of this wider application, there is no indication on the submitted plans or documents that these buildings would be removed to facilitate the wider proposed use of the site for a Camping site.

Because no information has been submitted a full assessment is not possible. However, it is considered that the retention of these properties (including the building which is deemed to be unauthorised) properties would contribute cumulatively to encroachment into the Green Belt and impact negatively on the openness of the Green Belt when assessed alongside the proposed visitors centre and 'glamping pods'.

As stated above there are also concerns relating to the potential unrestricted use of associated vehicles (e.g. camper vans and/or American RVs) and additional tents which could result in excessive visual clutter to the detriment of the Greenbelt and overall appearance of the site if change of use of the whole site to D2 use were to be permitted.

Summary

The proposal for the change of use of this site with associated fixed and movable structures, car parking ancillary camping and retention of unauthorised residential properties, provision of a biomass boiler and any open storage that falls within the red line (but does not feature within the applicants description of development) would cumulatively constitute inappropriate development in the Green Belt which would be detrimental to its character and openness whilst conflicting with the purposes of including land within it. The proposal fails to accord with the NPPF 2019, Policy 7.16 of the London Plan 2016, Policy EM2 of the Local Plan Part 1 (2012), Saved policies OL1 and OL4 of the Local Plan Part 2 saved policies (2012) and emerging policy DME1 4 of the Draft Local Plan Part 2 Development Management Policies (with Modifications' March 2019).

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

The site falls within Springwell Lock Conservation Area. There are no listed buildings within or close to the site. The site also falls within a Nature Conservation Site of Metropolitan or Borough Grade I Importance.

In considering development affecting a conservation area, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires that local authorities shall pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area. The duties imposed by section 72 of the Act are in addition to the duty imposed by section 3(6) of the Planning and Compulsory Purchase Act 2004, to determine the application in accordance with the development plan unless material considerations indicate otherwise.

In this case, the primary issue relates to preserving or enhancing the character and appearance of the Springwell Lock Conservation Area. A proposal which would cause harm should only be permitted where there are strong countervailing planning considerations which are sufficiently powerful to outweigh the harm caused.

The NPPF 2019 requires its own exercise to be undertaken as set out in its chapter 16. Conserving and enhancing the historic environment. Paragraphs 184-202 require consideration of the impact of a proposed development on the significance of a designated heritage asset and assessment of the identification of any harm. In particular, where there is harm identified. Paragraph 196 states that "Where a proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use".

Policy 7.8 of the London Plan (2016) requires new developments to identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. It notes, development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy HE1 of the Local Plan: Part One (November 2012) seeks to conserve and enhance the distinct and varied environment of the Springwell Lock Conservation Area.

Policy BE4 of the Local Plan: Part Two (November 2012) notes new development within or on the fringes of Conservation Areas will be expected to preserve and enhance those features which contribute to their architectural and visual qualities.

Paragraph 192 of the NPPF says that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Also of great importance in the consideration of the current proposals is para 191 of the NPPF which states:

"Where there is evidence of deliberate neglect of or damage to a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision."

This site lies within the Springwell Lock Conservation Area, the Green Belt and within a Nature Conservation Site of Metropolitan or Borough Grade I Importance. The site is attractively located adjacent to Springwell Lake and is currently occupied by a number of ad hoc buildings and hard standing. Whilst this site is in a poor state, it deserves a high standard of application. There is a significant planning history on this site, including infringements which have no bearing on the conservation comments, in accordance with para 191 of the NPPF 2019.

As it currently stands this application has a greater net negative impact than would be desired or is deemed necessary. The proposal introduces overly large pod structures to areas of the site that are currently in their natural state, along with a service road to them and a 'viewing structure'. This introduces a level of harm, which the proposal means to, but

fails to, mitigate with improvements to the core of the site where development has previously taken place. The size of hub building required is also questioned, as the pods are essentially self contained.

The applicant needs to demonstrate a greater understanding of the significance of the site and how their proposals will impact, sustain or enhance the site, in a way that is consistent with its conservation and its social, economic and environmental sustainability.

As NPPF paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, such as a Conservation Area, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.

In this respect, the harm identified above would be less than substantial and it is necessary in line with NPPF (2019) paragraph 196 that the identified harm is weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use. Allowing the proposed scheme would compromise and harm the character and appearance of the Conservation Area due to extent of the fixed and movable structures and the potential for additional visual clutter in the form of camper vans and tents by virtue of an unrestricted camp site use.

The character and appearance of the Conservation Area would be harmed by the proposed development in its entirety. The harm would be permanent and long-standing adversely affecting the way that the significance of the heritage asset would be appreciated. The granting of this application would be inconsistent with the principle of preserving and enhancing the character and appearance of the Conservation Area. Given this, clear and convincing justification for the harm that would be caused to the Conservation Area, has not been provided. Applying the test of balance in paragraph 196 of the NPPF, it is considered that the heritage harm would be of a scale that would outweigh the scheme's benefits.

The Government's Planning Practice Guidance (PPG) states that public benefits can be anything that arises from a development that delivers economic, social or environmental progress. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits. The public benefit gained from this proposal is the provision of a camp site which is stated to be an economic benefit by the applicant in their supporting documentation. Notwithstanding the environmental concerns arising from this development proposals, the cited economic benefits of the scheme are not considered to outweigh the less than substantial harm caused.

7.05 Impact on the green belt

Impact on the Green Belt has been addressed in section 7.01 above.

7.06 Environmental Impact

The site falls within a Nature Conservation Site of Metropolitan or Borough Grade I Importance. Hillingdon Local Plan: Part 2 - Saved UDP Policy EC3 says that the local planning authority will require proposals for development in the vicinity of sites of nature conservation importance to have regard to the potential effects on such sites of changes in the water table and of air, water, soil and other effects which may arise from the development.

Biodiversity/Ecology

Draft policy DMEI 7 (Biodiversity Protection and Enhancement) of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) seeks to retain and enhance features of biodiversity value. It says that where development is proposed on or near the vicinity of a site considered to have features of ecological value, applicants must submit an appropriate surveys and assessments independent habitat assessment to demonstrate that the proposed development will not have unacceptable ecological effects and that the development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value. Furthermore, all development alongside a main river or the Grand Union Canal will be expected to contribute to additional biodiversity improvements.

Although the site lies within the Springwell and Stocker's Lake Metropolitan Site of Importance for Nature Conservation, the impacts are considered to be of a low scale. This is largely as a consequence of a poor quality of existing habitat on site combined with the existing conflicting use.

In this regard no biodiversity benefits have been incorporated into the proposed development. However, some potential enhancements were identified in the Preliminary Ecological Appraisal Report and it is considered that details of these and further ecological enhancements could have been secured by way of condition, therefore refusal on these grounds is not recommended.

Blue Ribbon Network

The Blue Ribbon Network runs along the whole of this application site boundary. The River Colne which surrounds the site is noted within the explanatory text to Local Plan Part 1 Policy EM3 as being of sub-regional Importance. As such, any further development on the application site would be required to make a positive contribution to the Blue Ribbon Network.

The London Plan emphasises the importance of the Blue Ribbon Network (London Plan 2016 Policies 7.24, 7.27, 7.28 and 7.30). Policy DMEI 6 seeks to secure extensive peripheral landscaping to site boundaries where new development is proposed adjacent to the Blue Ribbon Network and Green Belt site. Policy DMEI 8 Waterside Development in the emerging Hillingdon Local Plan Part 2 - Development Management Policies - must also be given some weight in any decision on this application as it seeks to resist development proposals that would adversely affect the infrastructure of main rivers and watercourses.

With the proposed block plans showing some form of landscaping across the site which is not currently there and indicatively seems to be an enhancement, it would therefore be difficult to sustain a Blue Ribbon Network Objection, but should it be approved there would need to be a suitable condition for landscaping along with maintenance and management of this including the riparian buffer zone.

Archaeology

Whilst the site is located within an APZ, the proposed works, as submitted, propose movable structures being stationed above ground, with only the visitor centre block being a permanent structure and the surface level car parking being laid. Given the limited extent of works, whilst it would have been preferable for a desk top assessment to have been undertaken to establish the level of harm within this designated APZ, a grampian condition could be imposed to secure such surveys and works are undertaken prior to

commencement of the works proposed. A reason for refusal is not therefore proposed in relation to this matter.

Contaminated Land

Should planning permission have been granted, a condition would have been imposed seeking work be undertaken to establish if remediation work is required as the site.

7.07 Impact on the character & appearance of the area

Impact on the character and appearance of the area has been addressed in section 7.11 below.

7.08 Impact on neighbours

Privacy, overlooking and sunlight/daylight

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours.

The proposal complies with guidance relevant to loss of privacy and overlooking to nearby residents. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2. Similarly, is not considered that there would be a material loss of daylight or sunlight to any neighbouring residential property, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Section 9 (Promoting sustainable transport) of the NPPF states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highways safety or where the residual cumulative impacts of development are severe.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policies AM2, AM7 and AM14 which states that permission will not be granted 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.

This is reiterated by Draft Local Plan (Part 2) Policies DMT1 and DMT2.

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

The site is accessed via Springwell lane which is a single track road which widens in places to allow for vehicles to pass.

TfL were consulted on the proposals and their full comments can be found above in the relevant section. TfL stated that "Whilst no specific standard is provided, it is considered that 18 car parking spaces for 7 'glamping' pods is excessive and is entirely unjustified'.

'Furthermore, whilst it is noted that cycle parking will be provided within each pod, the exact number of spaces has not been clarified and this should be confirmed. It is strongly

recommended that the applicant explore options to increase active travel to the site, such as providing pool bikes, and a travel plan should be produced outlining measures and targets to achieve this aim. Furthermore, sufficient staff cycle parking should be provided, in order to promote active travel to the site by staff. Supporting end of journey facilities should also be provided. Given the scale and location of the proposed development, TfL considers the development will be completely car-based for both staff and visitors. As a result of this, the development is highly unsustainable'.

As stated previously, the existing use is not clear. The most recent permission was for use as a garden centre which included on-site parking for 28 cars. However, it is clear that the garden centre has not been operational for some time and despite enforcement action and Appeals, the permitted use is still unclear. The Councils highways team have raised no objection to the scheme. However, as the planning application seeks change of use of the whole site to D2 campsite concerns have been raised by local residents regarding the unrestricted use of associated vehicles (e.g. camper vans and/or American RVs) and additional tents which could result in more vehicular activity than expected.

Section 7.18 of this report sets out details of the existing unauthorised Biomass Boiler on the site. This development is the subject of a current appeal, but as the structure which houses the Biomass Boiler is shown on the submitted plans for this application, it is also considered under this application. The deliveries and vehicular movements associated with the Biomass Boiler are also not detailed in the submitted Transport information therefore the statement fails to take the cumulative impact of all existing and proposed works (authorised and unauthorised) into account.

On balance it is considered that the application provides insufficient evidence and data regarding both the existing and proposed use and therefore existing car parking and trip generation cannot be used to determine whether the proposals would have a negative impact on local transportation and highway compared to the existing use. On this basis and taking account of the comments submitted by TfL the proposal is considered contrary to Hillingdon Local Plan: Part 2 - Saved UDP Policies AM2, AM7 and AM14 and Draft Local Plan (Part 2) Policies DMT1 and DMT2, policy 6.3 of the London Plan (2016).

Car parking and Layout

As stated above the level of car parking has generated an objection from TfL. However, given the size of the site the Layout is considered acceptable, when looking solely at the proposal for an 18 space surface level car park to serve the glamping pods. When looking at the wider proposals for unrestricted access and use of the site for camping (tents and camper vans), insufficient information has been provided to assess whether the level of parking provision proposed is acceptable for all existing and proposed uses on this site.

7.11 Urban design, access and security

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2018) stipulate that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.

Policy BE1 of the Local Plan: Part 1 Strategic Policies (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.

Draft Development Management Policy DMHB 11 seeks high quality design in all developments and aims to incorporate principles of good design including (but not limited to) the provision of landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposed visitors centre is considered to be excessive in footprint, height, bulk and massing. The size of the building, measuring approx. 328sqm in footprint and approx. 5.3m in height with a crown flat roof element measuring approx. 120sqm is not justified by the proposed use which is to provide a breakfast room, toilets and an office facility in connection with the provision of seven 'glamping pods'. No upper floor is proposed within the building and so the large crown flat roof element is considered unnecessarily large.

In terms of design, it is considered that the overall appearance of the building and the wider site could be improved if the development were built out in accordance with the approved plans and the use of wood to either construct or clad the building would be acceptable. However, the planning application seeks change of use of the whole site to D2 campsite and so the unrestricted use of associated vehicles (e.g. camper vans and/or American RVs) and additional tents could blight the overall appearance of the site if permitted.

Overall the development would result in an increase of built footprint of approx. 127sqm. The proposed oak gazebo viewing platform would measure approx. 15m x15m. The seven 'glamping' pods would be located along the western and southern boundary. The western side of the site is considered to be the more open view and increasing development along here is considered to have a detrimental impact on the openness of the Green Belt.

Also within the red line are the residential properties which have not been included in the development description. It should be noted that the Applicant and Agent were invited to amend the development description and/or the red line plan but the Applicant declined.

For the reasons set out above, the development would result in an excessively large building which would result in over development of the site. It is also considered that the proposed use would result in a significant increase in the built up appearance of the site resulting in a reduction in the openness of the Green Belt and the proposals are not considered acceptable on this basis.

The proposed development is therefore contrary to Policies 7.4 and 7.6 of the London Plan (2016), Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) and Draft Policy DMHB 11 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.14 Trees, Landscaping and Ecology

Draft policy Policy DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with modifications (March 2019) says that all developments should retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

This site is occupied by an area of land to the south of Springwell Lane which is surrounded by the River Colne to the east and Springwell Lake to the south and west. The site lies within the Green Belt and is a SINC. It is also within the Springwell Lock Conservation Area.

The submitted arboricultural report has identified and assessed the condition and value of 23 trees. There are no 'A' grade trees. 21 trees are graded B1 or B2 and should be retained if possible. Two trees are 'C' grade trees whose condition and value would not normally be

seen as a constraint on development.

Clause 1.4 of the submitted arboricultural report refers to the possible felling of trees with a diameter below 150mm. According to the British Standard all trees with a stem diameter of 75mm or more should be plotted unless they are woodland trees / trees in substantial groups. With regard to the tree protection offered by virtue of being within the Conservation Area, the 75mm rule prevails. The statement in clause 6.2.1 is confusing and raises queries as to the accuracy of the report lodged, in so far as establishing if the report has discounted or not identified trees on the suite of less than 150mm diameter.

In 6.3.1 the arboricultural report, the conclusions state that two cabins and the gazebo conflict with the Root Protection Areas of trees T963, T964 and T967 and should be re-sited. There is no evidence that the structures have been re-sited based on the plans lodged and recommendations made. Therefore it is concluded that the proposals would have a detrimental impact on the root protection areas of 3 trees surveyed on the site.

The submitted Arboricultural Impact Assessment fails to accord with British Standard 5837:2012 in so far as it is unclear about the trees to be removed. The survey plan is not to scale and does not appear to have been based on a topographic survey which casts doubt as to its accuracy when identifying root protection areas. No Arboricultural Impact Assessment plan has been submitted. The application is therefore likely to result in harm to additional trees which fails to accord with saved policy OL26, policy BE1 of the Local Plan Part 1 2012 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.16 Renewable energy / Sustainability

Paragraph 11 of the NPPF sets out a presumption in favour of sustainable development. The planning application was accompanied by a Sustainability Statement which states 'the purpose of this Sustainability Statement is to demonstrate that the proposed project is considering adopting and incorporating suitable sustainability measure to enhance the overall sustainable qualities across the site wherever possible'. The report then sets out a number of aspirational measures and recommendations which could make the proposed development more sustainable (e.g. electrical charging points). However, the plans submitted do not demonstrate that many of these measures are to be incorporated into the scheme. The application has therefore failed to incorporate many recommendations set out in the Sustainability Statement which could have made the development more sustainable. It is considered that some of the measures identified could be secured by way of condition. However, in order to ensure the development is truly sustainable in the long term, such measures should have been designed into the scheme at an early stage in the process.

7.17 Flooding or Drainage Issues

FLOODING AND DRAINAGE

Para. 155 of the NPPF says that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Policy 5.12 of the London Plan seeks to address current flood issues and minimise risk in a sustainable way. Policy EM1 of Local Plan Part 1 says that the Council will require major development proposals to consider the whole water cycle impact which includes flood risk management, foul and surface water drainage and water consumption. Draft policy DME1 9 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with modifications (March 2019) seeks to divert development away from areas at risk of flooding.

The Environment Agency has been consulted on the application and objected to the application for two main reasons which were 1) No Preliminary Risk Assessment (PRA) has been submitted; and 2) insufficient information on the proposed drainage scheme has been submitted to determine risks to potable water supplies. The Environment Agency's full comments can be found above in the External Consulttee section.

The Council's Flood Risk team were also consulted on the application and provided the following comments:

'The site is shown to be a dry island surrounded by Flood Zone 3 of the River Colne. Other than the access road to the north-east, the site is entirely surrounded by permanent water features including Springwell Lake along the western side and two channels of the River Colne on the northern and southern boundaries. The applicant has submitted a Flood Risk and Surface Runoff Assessment (UK Flood Risk Consultants - Revision 1.0, Dated September 2018) to support the application. The FRA includes information provided by the Environment Agency; however, it incorrectly identifies model node UCL70_8906 as being the closest to the site. There is a separate channel of the River Colne along the eastern site boundary that is closer to the site and has higher modelled flood water levels. The impact of this decision is that in the 1 in 1000 year event the flood water level for the northern part of the site will be 43.167m AOD as opposed to the reported 42.74m AOD. In addition, the FRA has not provided sufficient information to demonstrate that the location and height of proposed pods are above the modelled flood water levels. A topographic survey has been provided in Appendix B of the FRA for the north of the site close to the existing buildings, but there is no information regarding the existing ground levels for the southern half of the site where the majority of the glamping pods are proposed.

We therefore do not have sufficient confidence that all the required levels are above the modelled flood water level to confirm that the critical locations and heights of the pods are appropriate and in Flood Zone 1. In line with NPPF Flood Risk and Coastal Change Table 2, the development is classified as "Sites used for holiday or short-let caravans and camping, subject to a specific warning and evacuation plan."

The Flood Risk Assessment includes a Flood Emergency Plan as Appendix D. This Flood Emergency Plan is a generic document that is not considered to be relevant to the use of the site for glamping. For example, Section 3 states that residents will sign up to receive flood warnings from the Environment Agency but this is considered to be unfeasible for short-term holiday lets.

In addition, the Flood Emergency Plan primarily considers the direct risk of flooding to the site rather than the risk of flooding for access and egress in the event of a flood in the local area. The Environment Agency information provided in Appendix B shows that the main access and egress to/from the site via Springwell Lane is expected to flood during the 1 in 5 year event. It is not currently recommended in the Flood Evacuation Plan to evacuate residents at any point on receipt of warnings or alerts from the Environment Agency. The only specific actions are that residents will be asked to move their cars to higher ground and not walk through flood water on site.

There is no requirement to evacuate the site in advance of a flood to avoid the residents being cut off from emergency services by flood water. In addition, it is acknowledged in the marked evacuation route that there are two river crossings between the site and dry land and that "residents should be very careful about the potential risk of flooding especially when crossing the river".

The Council would have serious concerns that this will increase the burden on emergency services if the site is permitted and then if the site was not closed and evacuated upon receipt of any flood alert or warning from the Environment Agency. The Flood Emergency Plan has a section regarding the preparedness of occupants for a flood and advises that occupants prepare a 'flood kit' to "last them for several days if the building becomes surrounded by flood water". In the context of a glamping site it is not clear if the 'flood kit' will be provided in the visitors centre for all occupants or if it will be for each glamping pod.

Surface Water Management

The proposed development will include additional hardstanding from parking areas, as well as requiring positive drainage from the roof of the visitors centre and from the glamping pods. Whilst the FRA contains a section on the management of surface water, including the use of permeable pavements and drainage the visitors centre to a reed bed, there is not sufficient information to demonstrate that runoff from the site will not increase. The site is believed to have been artificially raised as it lies above surrounding ground levels. Whilst it may not emerge at the surface other than during fluvial flood events, there is know to be high groundwater in the floodplain of the River Colne as there is a considerable proportion of gravels that have historically been extracted. The proposals for the management of surface water have not considered the potential for high groundwater limiting the amount of available surface water storage. There is also no information regarding the proposals of managing runoff from the glamping pods.

The proposed reeds beds are located in an area in the Arboricultural Impact Assessment where there is tree protection fencing and root protection areas. It is critical the Council can review the proposed details (level of invert arrangement etc) of the outfalls which have not been provided from the reed bed into the nearby channel of the River Colne. This is important regarding the frequency the outfall will be inundated by flood water from the River Colne if it is to be a lowered area'.

In summary, the site is shown to be a dry island surrounded by Flood Zone 3 of the River Colne. The proposed development has failed to provided an adequate Flood Emergency Plan. Furthermore the FRA does not provide sufficient information to demonstrate that surface water runoff from the site will not increase as a result of the proposed development or that the location and height of proposed pods are above the modelled flood water levels.

The site is located within Source Protection Zone (SPZ) 1 and upon a principal aquifer (with the secondary aquifer in hydraulic continuity with the principal aquifer). In light of this the proposed development has failed to provide a Preliminary Risk Assessment (PRA) to address the possible risk to controlled waters and has submitted insufficient information on the proposed drainage scheme to determine risks to potable water supplies *SPZ 1.

The proposed development therefore raises significant issues with regards to surface water run off, flood risk and risk to human safety and has failed to address the possible risk to controlled waters and potable water supplies. The proposed development is therefore contrary to Paragraph 155 of the NPPF, Policy 5.12 of the London Plan, Policy EM1 of Local Plan Part 1 and Draft policy DMEI 9 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with modifications (March 2019).

7.18 Noise or Air Quality Issues

Noise and disturbance

Hillingdon Local Plan: Part 2 - Saved UDP Policy OE1 says that planning permission will not normally be granted for uses which are detrimental to the character or amenities of

surrounding properties or the area generally, because of:

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

Policy OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to avoid development which would cause noise annoyance unless the impact is appropriately mitigated.

The nearest residential properties are located at The Lock Cottages which are approx. 27m from the site and which would be approx. 54m away from the nearest 'glamping pod'. Also nearby are the properties at Willow Court and Ridge House. The petition signed by 36 residents and submitted in objection to this application raised concerns relating noise that could be generated by campers using the site, particularly late into the evening. Little information has been provided with regards to additional tents or vehicles (e.g. camper vans) likely to use the site in addition to the proposed 'glamping pods' and so expected numbers are difficult to ascertain. Should permission be granted for change of use of the site to Use Class D2 it would be difficult to restrict and/or manage aspects such as additional tents or vehicles (e.g. camper vans) likely to use the site (in addition to the 'glamping pods'). The change of use of the site for D2 use therefore raises concerns with regard to the amenity currently enjoyed by nearby residents contrary to Hillingdon Local Plan: Part 2 - Saved UDP Policy OE1.

Coupled within this, the lack of detail submitted within the applicant's submission in relation to existing and proposed vehicular movements into the site means it has not been possible to quantify and assess the potential harm and consider any mitigation.

Air quality

Paragraph 180 of the NPPF says that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Paragraph 170 (e) of the NPPF says that planning policies should contribute to and enhance the natural environment by (amongst other things) 'preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans'.

Policy OE1 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) states that 'planning permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally, because of (amongst other things) (iv) noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the

development and ensure that it remains acceptable.

Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) relates to air quality and says (amongst other things) that 'Development proposals should as a minimum include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new'.

The proposed plans include a biomass boiler within the visitors centre. No details of the likely emissions have been submitted as part of this application and so it is not possible to make a proper assessment of the likely impacts. However, previous use of a biomass boiler on site has generated objections to this proposal on the basis that the smoke generated meant some neighbouring properties could not open their windows.

Based on the information provided and the concerns regarding the biomass boiler and the proximity of nearby residents it is considered that the proposal could potentially lead to an unacceptable impact on the amenity of neighbouring residents contrary to Policy OE1 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and Policy DMEI 14 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

In addition to the above, it is possible that because the biomass boiler requires fuel, the delivery of such fuel would add to the vehicular trips to and from the site. However, this cannot be assessed as part of the application as no details have been provided. It should be noted that during a site visit there was evidence of open storage of wood on the site and the Applicant confirmed that local Tree Surgeons delivered wood to the site on a regular basis and some also used the site for storage of vehicles and equipment. However, none of this information features in the application documentation so cannot justifiably form part of the assessment.

The lack of detail submitted within the applicant's submission in relation to existing and proposed vehicular movements into the site means it has not been possible to quantify and assess whether the development proposal would result in an unacceptable risk from air pollution given that the site seeks unrestricted vehicle movements to secure a campsite, it is highly likely that the works would lead to a risk of air pollution.

7.19 Comments on Public Consultations

Points raised as result of the public consultation have been addressed in the relevant sections above and the reasons for refusal attached to this recommendation.

7.20 Planning Obligations

TfL has requested that a Travel Plan be produced and submitted to the Council for consideration. Had this proposals been recommended for approval, this matter would have been subject to a section 106 planning obligation. In addition, other matters may have required a financial contribution, such as air quality or highways works, however due to the submission of insufficient information, an assessment on the need for mitigation and contributions is not able to be made.

If the application was acceptable in other respects, a Travel Plan would be required, and this would need to be provided for in a section 106 planning obligation. In addition, off-site mitigation for impacts on the Blue Ribbon Network, air quality, highways and ecological works may also have been required, however as noted in the Council's report, there is currently insufficient information to assess the proposals impacts and therefore it is not considered that this would outweigh the impacts of the scheme, a planning obligation has not been completed, contrary to Policy R17 of the Hillingdon Local Plan: Part Two - Saved

UDP Policies (2007), Policy 8.2 of the London Plan 2016 and the provisions of the London Borough of Hillingdon Planning Obligations SPD (2014).

7.21 Expediency of enforcement action

As stated in the above report, enforcement action has previously been quashed by the Planning Inspectorate and there is currently two outstanding appeals with the Planning Inspectorate regarding the residential units and the biomass boiler.

7.22 Other Issues

Description of Development

For clarification purposes, this report is assessing all works indicated on the plans and the LPA therefore consider a more accurate description of development for this application to be:

"Retention of 2 x single family dwellinghouses and biomass boiler located to the north of the site, change of use of the southern part of the site to Use Class D2 for Glamping/Camping purposes, comprising the erection of Glamping Pods/Mobile Homes, a fixed construction visitor centre, Oak Gazebo viewing platform and the creation of a surface level car park in association with the proposed D2 use."

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

CONCLUSION

Impact on the Green Belt

Overall the development would result in an increase of built footprint of approx. 127sqm. The footprint of the visitors centre would be 328sqm which is considered excessive for the proposed use. Furthermore the height of visitors centre would be approx. 5.3m which is unjustified for a single storey building. In addition to the size of the visitors centre, the planning application seeks change of use of the whole site to D2 campsite and so the unrestricted use of associated vehicles (e.g. camper vans and/or American RVs) and additional tents could result in excessive visual clutter to the detriment of the Green Belt and the overall appearance of the site if permitted.

Given the overall size of the visitors centre and the potential for further visual clutter, the development is considered to have an unacceptable impact on the openness of the Green Belt.

Residential use on the site

As stated above, there are residential properties on the site with at least one not benefiting from planning permission but which are included within the red line. Although these properties fall within the red line plan, no reference to these properties has been made within the current application. Because no information has been submitted a full assessment is not possible. However, it is considered that these properties would contribute to cumulatively to encroachment into the Green Belt and would have a negative impact on the openness of the Green Belt when assessed alongside the proposed visitors

centre and 'glamping pods'.

Flood risk:

The site is shown to be a dry island surrounded by Flood Zone 3 of the River Colne. The proposed development has failed to provide an adequate Flood Emergency Plan. Furthermore the FRA does not provide sufficient information to demonstrate that surface water runoff from the site will not increase as a result of the proposed development or that the location and height of proposed pods are above the modelled flood water levels.

The site is located within Source Protection Zone (SPZ) 1 and upon a principal aquifer (with the secondary aquifer in hydraulic continuity with the Principal aquifer). In light of this the proposed development has failed to provide a Preliminary Risk Assessment (PRA) to address the possible risk to controlled waters and has submitted insufficient information on the proposed drainage scheme to determine risks to potable water supplies *SPZ 1.

The proposed development therefore raises significant issues with regards to surface water run off, flood risk and risk to human safety and has failed to address the possible risk to controlled waters and potable water supplies.

Biomass Boiler

The proposed plans include a biomass boiler within the the visitors centre. No details of the likely emissions have been submitted as part of this application and so it is not possible to make a proper assessment of the likely impacts. However, previous use of a biomass boiler on site has generated objections to this proposal on the basis that the smoke generated meant some neighbouring properties could not open their windows. Based on the information provided and the concerns regarding the biomass boiler and the proximity of nearby residents it is considered that the proposal could lead to an unacceptable impact on the amenity of neighbouring residents.

Highways and parking

As stated above, the existing land use on the site is not clear. The most recent permission is that for use as a garden centre which included on-site parking for 28 cars. However, it is clear that the garden centre has not been operational for some time and despite enforcement action and appeals, the permitted use is still unclear. TfL have objected to the level of on site car parking proposed. The Council's highways team have raised no objection to the scheme. However, as the planning application seeks change of use of the whole site to D2 campsite concerns have been raised by local residents regarding the unrestricted use of associated vehicles (e.g. camper vans and/or American RVs) and additional tents which could result in more vehicular activity than expected. Furthermore the biomass boiler may generate further trips as would the storage of wood, vehicles and equipment related to the biomass boiler use.

On balance it is considered that the application provides insufficient evidence and data regarding both the existing and proposed use and therefore existing car parking and trip generation cannot be used to determine whether the proposals would have a negative impact on local transportation and highway compared to the existing use. On this basis and taking account of the comments submitted by TfL the proposal is considered unacceptable as insufficient information has been provided.

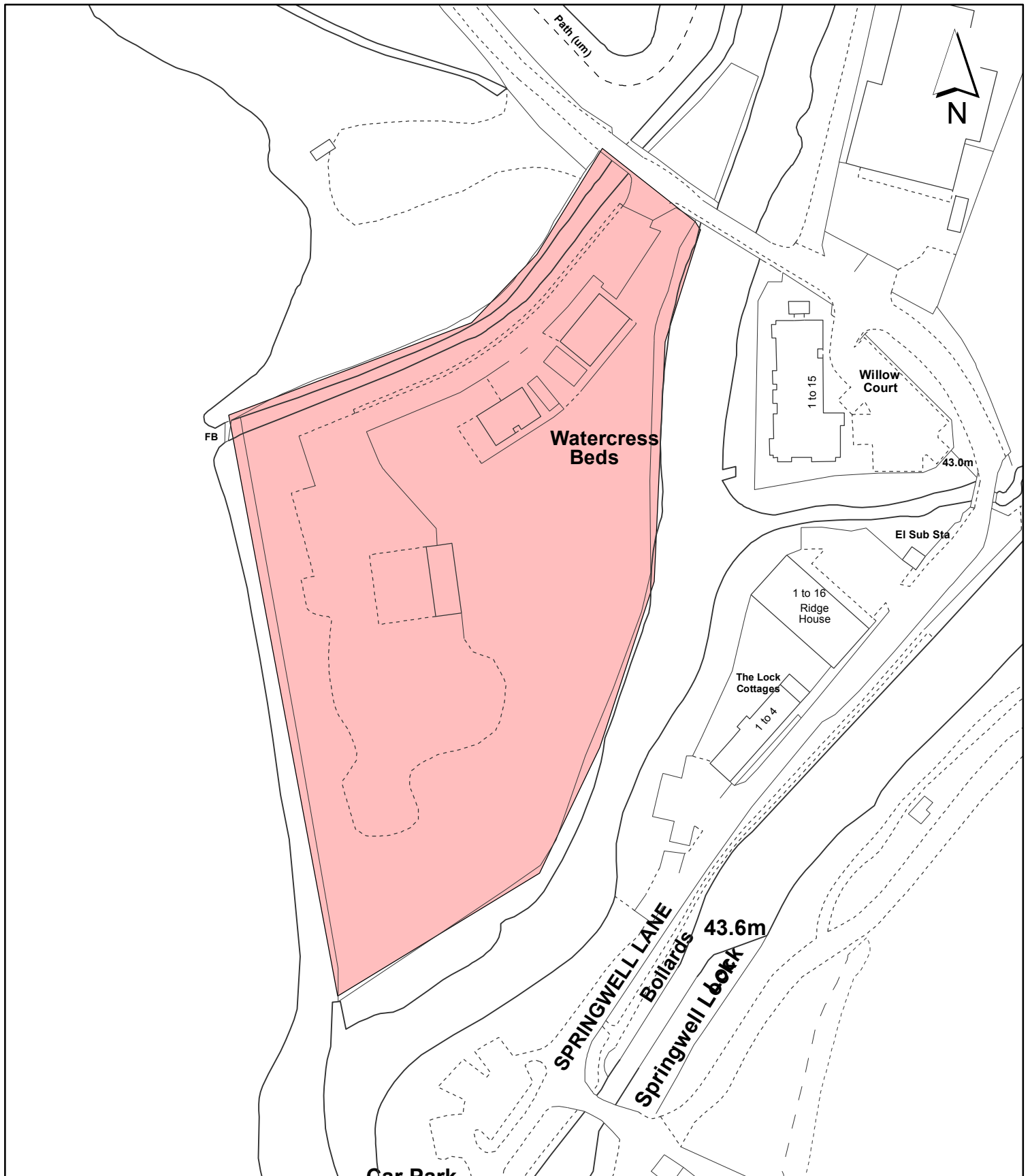
For the reasons set out above the application is recommended for Refusal.

11. Reference Documents

Hillingdon Local Plan: Part 1- Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF) 2019
Emerging Hillingdon Local Plan: Part 2 - Development Management Policies with modifications (March 2019)
Emerging Hillingdon Local Plan: Part 2 - Policies Map
Planning Practice Guidance (Flood Risk and Coastal Change March 2014)

Contact Officer: Faye Mesgjan

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Watercress Beds
 Springwell Lane
 Harefield**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

24597/APP/2018/2373

Scale:

1:1,250

Planning Committee:

Major Page 50

Date:

November 2019



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address LAND ADJACENT TO WHITEHEATH JUNIOR SCHOOL WHITEHEATH AVENUE RUISLIP

Development: Erection of 4 dwellings with associated parking, new crossover and all external works

LBH Ref Nos: 64510/APP/2019/1412

Drawing Nos: 2018D271P01 Site Location Plan A4 Portrai
Whiteheath Ave Land Adj No 1 Fee charge memc
2018/D271/P/03 Rev C
DAS, Ref: 2018/D271 Rev 1
Arboricultural Impact Assessment & Method Statement - Ref: TH1981/B
Tree Protection Plan - Ref: TH/A3/1981B/TPP
2018/D271/P/02 Rev A
2018/D271/P/07 Rev C
2018/D271/P/09 rev B
2018D271P10 rev B
2018D271P11 rev B

Date Plans Received: 26/04/2019 **Date(s) of Amendment(s):** 26/04/2019

Date Application Valid: 01/05/2019

1. SUMMARY

The application seeks full planning consent for the redevelopment of a vacant piece of land to construct 4 new residential dwellings. The site is a vacant plot with an electricity sub-station to the left hand corner of the site. The front of the site is fenced to restrict fly tipping and anti-social behaviour. The site owned by the Hillingdon Council previously accommodating two single storey detached buildings which were previously occupied by Hillingdon Grid For Learning and were used to store and repair ICT equipment. The use of these buildings was absorbed elsewhere within the School site therefore the buildings became redundant and fell into a state of disrepair therefore a decision was undertaken to demolish the buildings in 2018.

The application site accommodates an electricity substation in the north western corner of the site which is currently served by 2 access points, one at the front of the site leading from the principle highway and the secondary access which is located towards the rear of the proposed dwellings and leads from the eastern boundary to the western boundary. The owners of the substation have been consulted as part of the application process and have raised no objection to having the access reduced to the front of the site only which is not considered to impact the construction of the proposed dwellings.

The site is located within an established residential area and given the residential character of the surrounding area, there is no policy objection to the development of the site to provide additional residential accommodation.

It should be noted that the original submission was for 5 residential units which has now been reduced to 4.

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) S278 works to facilitate the development which includes the construction of a new vehicular crossover

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

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

D) If the Legal Agreements have not been finalised by 24th February 2020 (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 highway works). The proposal therefore conflicts with Policies contained with the adopted Hillingdon Local Plan Saved Policies (November 2012).'

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

1 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.

2 RES3 Time Limit

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

REASON

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

3 RES4 Accordance with Approved Plans

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

2018/D271/P/09 rev B
2018D271P10 rev B
2018D271P11 rev B

2018/D271/P/07 Rev C
2018/D271/P/03 Rev C

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

REASON

To ensure the development complies with the provisions 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) and Policy DMHB 11 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

5 RES8 Tree Protection

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

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

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

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

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

3. Where the arboricultural method statement recommends that the tree protection

measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

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

6 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 for 6 bicycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts 6 cars and 2 passive electrical vehicle charging points
 - 2.e Hard Surfacing Materials

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), Policy DMHB 11 and DMHB 14 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

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, BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

8 RES15 Sustainable Water Management

Prior to commencement, (excluding demolition and site clearance) a plan for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. As a minimum, the plan shall show the following details:

- i. Identify proposed areas of hardstanding as part of the development, state the material to be used for each area and show the proposed direction of slope. All hardstanding areas shall be formed of permeable surfaces, or slope to a permeable area or soakaway.
- ii. Identify proposed downpipes from the development and show where these will discharge to. Collected surface water from roof areas will be directed away from the public sewer network as a preference by using SuDS such as rain gardens, soakaways or other infiltration techniques in line with Building Regulations Approved Document H (2015). Any required connection to the public sewer network to be restricted to greenfield rates.
- iii. List the proposed activities that will be undertaken to maintain the surface water drainage network. The drainage system should be maintained (such as gutter clearance, permeable paving jet washing and debris clearance from linear drainage channels) to ensure that it will continue to function over the lifetime of the development and will not increase the risk of surface water flooding.
- iv. Identify the water reuse methods to be implemented (i.e. water butts) The development should also use methods to minimise the use of potable water through the use of rainwater harvesting measures (such as water butts) to capture excess rainwater. 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 and 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); Hillingdon Local Plan Part 2 Saved Unitary Development Plan Policy OE8; Policy DMEI 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies; Policy 5.12 Flood Risk Management of the London Plan (March 2016); To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016); Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); National Planning Policy Framework (July 2018); and the, Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

9 RES22 Parking Allocation

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

REASON

To ensure that an appropriate level of car parking provision is provided on site in

accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), DMT6 Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Chapter 6 of the London Plan (July 2016).

10 RES24 Secured by Design

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

REASON

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

11 RES18 Accessible Units

The dwellings hereby permitted are required to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

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

12 RPD2 Obscured Glazing and Non-Opening Windows (a)

The obscure glazed panel of the oriel windows hereby approved on the higher levels of units 3 and 4, the higher level windows in the side elevations and the first floor windows in the front elevation within the projecting bays which serve the bathrooms shall remain obscure glazed and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy DMHB 11 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

13 NONSC Contaminated Land

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to the Local Planning Authority for approval.

REASON:

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

14 NONSC Accessibility

Prior to works commencing, details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority.

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

15 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).

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.

- | | |
|------|---|
| 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 |
| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |

BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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

3 I2 Encroachment

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

4 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
 carry out work to an existing party wall;
 build on the boundary with a neighbouring property;
 in some circumstances, carry out groundworks within 6 metres of an adjoining building.
 Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the

adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

5 16 Property Rights/Rights of Light

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

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.

7 148 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).

8 160 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)

9 123 **Works affecting the Public Highway - Vehicle Crossover**

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

10

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.

11

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 application site comprises an approximately 1,300m² irregularly shaped plot located on the north west side of Whiteheath Avenue in Ruislip. It was previously occupied by two single-storey buildings with associated hardstanding and soft landscaped areas.

The larger of the two buildings is constructed from blockwork with a pitched asbestos roof. It has a footprint of approximately 152m². The smaller building is brick-built with a pitched asbestos roof and a footprint of approximately 17.5m². It is understood that the buildings were historically used by Hillingdon Grid for Learning but have been vacant for some time and are falling into a state of disrepair.

The site is bounded to the north east by grounds forming part of Whiteheath Junior School; to the north west by a public footpath and watercourse, beyond which are residential properties in Sandalwood Drive; to the south west by residential properties; and to the south east by the road, beyond which are residential properties.

The entire site falls within the developed area as designated in the Hillingdon Local Plan. Much of the site also falls within a Critical Drainage Area.

3.2 Proposed Scheme

The proposal involves the construction of a terrace of 4 two-storey dwellings with further accommodation provided in the roof space and each of which will be of uniform size and contain 4 bedrooms. The terrace would be set back from the established building line of the adjacent properties to allow for off street parking to be situated at the front of the properties and generous sized gardens to the rear. The proposed terrace would be characterised by a tiled gable ended roof and would feature a front facing projecting bay which would accommodate the porches and also front dormers which enable further accommodation to be provided in the roof space. In addition to this units 1 and 2 would benefit from a larger

ground floor area by the inclusion of a extended depth towards the rear which would characterised by a flat roof.

3.3 Relevant Planning History

64510/APP/2008/1473 Land Adjacent To Whiteheath Junior School Whiteheath Avenue Ruis
Erection of a two storey building to contain 6 two- bedroom flats, with associated parking and amenity space (involving demolition of existing ICT building and small store) (outline application approval of access, layout and scale).

Decision: 30-07-2008 Withdrawn

64510/APP/2017/1210 Land Adjacent To Whiteheath Junior School Whiteheath Avenue Ruis
Demolition of HGFL buildings (Application for prior notification of proposed demolition)

Decision: 21-04-2017 PRN

Comment on Relevant Planning History

64510/APP/2017/1210 - Demolition of two buildings (Application for prior notification of proposed demolition). Approved 21.04.2017.

64510/APP/2008/1473 - An application for outline planning permission to provide residential development on the site was submitted in 2008 however the application was withdrawn before a decision was reached.

4. Planning Policies and Standards

Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Saved UDP Policies (2012)

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Consolidated with Changes July 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)
The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

Taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

The preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

Those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

Finally, it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 Saved UDP Policies 2012.

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.H1 (2012) Housing Growth

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

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

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

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

OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 4 Residential Conversions and Redevelopment

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

LPP 3.3 (2016) Increasing housing supply

LPP 3.4 (2015) Optimising housing potential

LPP 3.5 (2016) Quality and design of housing developments

LPP 3.8 (2016) Housing Choice

LPP 6.13 (2016) Parking

LPP 6.9 (2016) Cycling

LPP 7.3 (2016) Designing out crime

LPP 7.4 (2016) Local character

LPP 7.6	(2016) Architecture
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **4th June 2019**

6. Consultations

External Consultees

The application has been subject to numerous rounds of consultation. A total 69 neighbouring properties were consulted on 02.05.2019 and then two additional 14 day re-consultation on 17.05.2019 and 30.07.19 were undertaken following alterations to the proposed scheme. A site notice was also displayed to the front of the site. A breakdown of the comments received during each round of consultation is provided below along with a summary of the comments received across all rounds of consultation. In addition to the below comments a petition carrying 211 signatures has been submitted in objection to the proposed scheme.

02.05.19 - 6

17.05.19 - 35

30.07.19 - 14

21.10.19 - 28

Summary of comments received :

- Design of terraces is not in keeping with the street scene
- Over-development of the site
- Loss of important trees
- Lack of parking provision within the site
- Street suffers from parking problems at the start and end of the school day
- Impact on traffic
- Road safety , proposed access to the site is considered dangerous by residents
- No noise impact assessment submitted
- Lack of soft landscaping proposed to the front of the site
- The buildings would be constructed too close to the boundary
- Loss of privacy for the school and neighbouring properties
- Inappropriate use of the land which residents would like see returned to the school

An objection has also been submitted by the Ward Councillor, which has been summarised as:

- Five units at this location would lead to a cramped development;
- Out of keep with the existing street scene and inconsistent with the wider built environment configuration;
- Lack of amenity space for new residents, existing residents and Whiteheath Junior school.

- The additional parking would add to existing parking stress in Whiteheath Avenue, which itself would impede vehicular movement.

UK POWER NETWORKS

Our planning team have come back incredibly quickly on this matter and have approved the change of access as we had discussed and as such the substation can remain in situ however as a caveat to that we will need a new long-term lease for keeping the substation where it is for nominal rent (whilst paying for all the UKPN fees involved with such work, normally this is payable by the owner).

CASE OFFICER COMMENT:

Officers understanding is that UK Power are not seeking any conditions or s106 heads of terms from the LPA.

Internal Consultees

HIGHWAYS

Site Characteristics:

This site address is located on a piece of redundant 'school' land situated within a residential catchment and adjacent to Whiteheath Junior school in Ruislip. The nearest main thoroughfare is Ladygate Lane. The location exhibits a PTAL rating of 1b which is considered as low and therefore heightens dependency on the private motor car.

Car Parking 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. It is proposed to provide 4 new residential units consisting of 4 bedroom units with 6 on-plot communal parking spaces in total. The level of residential parking should reflect the Council's adopted standard which demands up to a maximum of 1.5 spaces per unit which would total of 6 spaces for the 4 units. The proposal therefore conforms to the standard. It is noted that a single bank of 2 tandem parking spaces (5&6) are proposed which is acceptable if both of these spaces are allocated to one of the tenured units as they could not otherwise operate independently.

Cycle parking:

The cycle parking provision should be at level of 2 secure and accessible spaces per unit to accord with the Council's minimum cycle parking standard. This has been indicated hence is considered acceptable.

Electric Vehicle Charging Points. Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) to be provided in line with London Plan 2016 (LP 2016) standards for the proposed C3 use which would equate to 20% of for 'active' provision with a further 20% acting as 'passive' provision for future activation equating to 2 spaces in total. With this scale of development it would be considered onerous to pursue the provision of the single 'active' space provision as it can be argued that an 'active' space would reduce 'real' 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 lower any secured on-plot parking provisions which are a key consideration when determining a planning application. However 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 40% passive only provision resulting in 2 'passive' spaces. This would be secured via planning condition and 'active' provision would then evolve on a demand led basis.

Vehicular Trip Generation:

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. The anticipated uplift in trip generation related to the new dwelling units does not raise any immediate highway concerns. This is due to the fact that traffic movement into and out of the site is not expected to exceed 1-2 vehicle movements during the peak morning and evening hours. Hence such uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

New vehicular access/ internal road layout/ waste storage arrangements:

To allow the provision of a new roadway that would serve the proposal, it is necessary to create a new vehicular/pedestrian access from the public highway. This provision would be located directly adjacent to an existing carriageway crossing which serves No.1 Whiteheath Avenue. This arrangement is considered satisfactory as use by future residential occupants would be at a relatively low activity level which, as a consequence, does not raise any envisaged detriment to general highway safety or movement. A 'school crossing' sign ' ' will require relocation and the crossing will need to be constructed to an appropriate Council standard under S184/278 of the Highways Act 1980 (or suitable alternative arrangement) at the "applicant's" expense. The design of the new internal road layout is broadly acceptable as it conforms to nationally recognised road layout/ junction standards - Manual for Streets (MfS) circa 2007 for new developments. This allows for passenger (and smaller delivery) vehicles using the site to travel without undue hindrance and allow entry and departure in a forward gear which is the recommended practice on highway safety grounds.

Refuse collection would be executed via Whiteheath Avenue. In order to conform to accepted 'waste collection distances' from the public highway, the bin storage area should be positioned within 10m of a refuse vehicle i.e. relatively close to the site frontage boundary with the roadway. A specific bin store location has been indicated on plan which is located toward the site frontage thereby conforming to this requirement. There are no further observations.

Conclusion:

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

ACCESS

The plans in respect of this application reflect the design agreed during pre-application discussions. The proposal is acceptable from an accessibility standpoint. However any grant of planning permission should include the following condition: Prior to works commencing, details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority. REASON To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8 c, is achieved and maintained. The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building. REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8 c, is achieved and maintained

FLOODING

No objection. The site lies partially within a Critical Drainage Area and is adjacent to the Canal Feeder (an artificial watercourse constructed in the early 1800s between Ruislip Lido and the Grand Union Canal). Sustainable Drainage Systems (SuDS) must be incorporated in the development to minimise runoff from the site and manage collected surface water in a sustainable way. There is

sufficient space within the development for this to be addressed post-planning and the details should be secured by way of a condition. The following non-standard condition is recommended.

Prior to commencement, (excluding demolition and site clearance) a plan for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. As a minimum, the plan shall show the following details: i. Identify proposed areas of hardstanding as part of the development, state the material to be used for each area and show the proposed direction of slope. All hardstanding areas shall be formed of permeable surfaces, or slope to a permeable area or soakaway. ii. Identify proposed downpipes from the development and show where these will discharge to. Collected surface water from roof areas will be directed away from the public sewer network as a preference by using SuDS such as rain gardens, soakaways or other infiltration techniques in line with Building Regulations Approved Document H (2015). Any required connection to the public sewer network to be restricted to greenfield rates. iii. List the proposed activities that will be undertaken to maintain the surface water drainage network. The drainage system should be maintained (such as gutter clearance, permeable paving jet washing and debris clearance from linear drainage channels) to ensure that it will continue to function over the lifetime of the development and will not increase the risk of surface water flooding. iv. Identify the water reuse methods to be implemented (i.e. water butts) The development should also use methods to minimise the use of potable water through the use of rainwater harvesting measures (such as water butts) to capture excess rainwater. 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 and 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); Hillingdon Local Plan Part 2 Saved Unitary Development Plan Policy OE8; Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies; Policy 5.12 Flood Risk Management of the London Plan (March 2016); To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016); Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); National Planning Policy Framework (July 2018); and the, Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

WASTE STRATEGY

Individual households and developments with 5 or less residences should make use of the kerbside waste and recycling service. Communal bins should not be provided, and each property should keep their waste contained within their own boundary until their designated collection day. Waste and recycling should be presented at the properties boundary on the morning of the scheduled collection day within clear sight of the refuse collection vehicle.

HOUSING

Thanks for the opportunity to comment on planning application 64510/APP/2019/1412. The application is fully supported as it will contribute to the boroughs Housing Targets and provide 4 much needed 4 bedroom family homes.

TREES AND LANDSCAPES

The current proposal has been amended to provide a shared pedestrian and vehicular access to the front of the property.

The benefit of this revised layout is that a greater extent of existing hedge can be retained and additional soft landscaping can be provided to the front of the property. I note that planting is still

indicated along the east boundary beside parking bays 5 and 6. As previously noted, this planting should be deleted. - There is inadequate space to permit parking, pedestrian access and planting in this location. The arboricultural has not been amended to reflect the change - and need to protect additional hedging, however, as previously, tree retention and protection has been specified for many of the trees in the rear gardens.

RECOMMENDATION No objection subject to pre-commencement condition RES8 and post-commencement conditions RES9 (parts 1,2,4 and 5) and RES10.

CONTAMINATED LAND

I have reviewed the following documents and details:

- LBH GIS Records
- OS Historic Mapping
- Existing Site Plan: Drawing 2018/D271/P/02
- Proposed Site Plan: Drawing 2018/D271/P/03
- BGS (Web based) Mapping: Superficial Deposits and Bedrock
- DEFRA Web based Mapping (Magic): Aquifer Designation.

Based on the reviewed information I have no objections to this application, subject to a condition relating to imported soils.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework (February 2019) has a requirement to encourage the effective use of land and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Chapter 5 of the National Planning Policy Framework (NPPF) (February 2019), supports the delivery of homes, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met. Particular emphasis is given to housing delivery over the next five years, but authorities are also required to consider growth beyond this.

Policy 3.3 of the London Plan (March 2016) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy 3.4 of The London Plan (2016) promotes the optimisation of housing output within different types of location. Policies 3.8 of The London Plan and H7 of the Local Plan (Part Two) also encourage the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

At local level policy H1 of the Local Plan: Part 1 - Strategic Policies (November 2012) gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

The application site, which has been disused for a number of years provided space for Hillingdon Grid For Learning to repair and store used ICT equipment. It is understood that the use of the building was absorbed within main school building/s thus the buildings became redundant. The site is located within an established residential area where two and three storey properties feature small to modest sized rear gardens. It should be noted

that replacement fencing was erected around the site following a number of reports of anti-social behaviour and fly-tipping. Given the residential character of the surrounding area, and that the existing disused buildings were demolished in excess of a year ago, there is no policy objection to the redevelopment of the site to provide additional residential accommodation, subject to ensuring the proposal is of an appropriate density and design, and the proposal being in accordance with all of the relevant planning policies.

7.02 Density of the proposed development

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

It is considered that the site is located within a suburban setting, as defined within the notes to Table 3.2 of the London Plan (2016).

The PTAL score for the site is 1b which identifies the area as having a low level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide would therefore be between 150-200 habitable rooms per hectare and 35-55 units per hectare.

The proposal involves the provision of 4 residential units on site which has an overall area of approximately 1,300 m² (0.13 hectares). The proposed development would provide 20 habitable rooms between all 4 new units which is considered to be acceptable in this location.

The scheme as proposed results in a density of 65 habitable rooms per hectare and 30 units per hectare. As such the scheme falls slightly below the density recommendations of London Plan Policy 3.4. However taking into consideration the site constraints such as the awkwardly narrow depth and extend width towards the centre of the plot, the site and its location adjacent to the playground of Whiteheath Junior School, the density of development is considered acceptable.

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

The application site does not fall within a Conservation Area or an Area of Special Local Character.

7.04 Airport safeguarding

Not applicable

7.05 Impact on the green belt

Not applicable

7.07 Impact on the character & appearance of the area

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

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE22 states that buildings of two or more storeys in height should be set back a minimum of 1 metre from the side boundary of the property for the full height of the building

Emerging policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design which includes ;

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing; local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development 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.

The application site is located on the northern side of Whiteheath Avenue which comprises of mainly two storey residential properties characterised by a mixture of tiled gable end and hipped roofs, constructed of a mixture of brick and render and benefit from modest sized rear gardens and smaller front gardens which are generally used as a means of off street parking. The plot which is bounded to the east by the playground serving Whiteheath Junior School is unique in its size and shape. The site plan illustrates the front and rear of the site to be relatively narrow and benefits from an extended width towards the centre of the site which subsequently forms the building line for the proposed dwellings. The dwellings would maintain modest gaps between each side elevation and the site boundary and it is a common characteristic on neighbouring plots for dwellings to occupy the majority of the width of their respective plots. The dwellings would be contained within a two-storey gable roof structure, similar in scale to surrounding dwellings and compatible with the general appearance of surrounding buildings whilst contributing to the overall variation in building designs which helps create an informal and non rigid character within the street scene.

The proposed development includes the removal of some of the smaller trees and hedging that follow the course of the front and rear boundary. The amended site plan illustrates permeable paving is to be constructed to the front of the site to provide parking to serve the

development which is a common characteristic of the street scene as well as new planting and hedging to be introduced in order to preserve the verdant nature of the site, integrate with the surrounding street scene and prevent the site from appearing too open and featureless and, therefore, incongruous within the street scene.

It is noted that concerns have been raised during the public consultation relating to the design of the proposal and whether it is in keeping with the street scene. Whilst the terraced nature of the development is considered within the assessment of the application it is important to consider the scale, massing and other elements of the built form when determining whether the proposal presents a departure from the prevailing character of the street scene. As stated above the scale, height and massing is consistent with surrounding properties, as is the design of the frontage and modest sized rear gardens. The proposed elevations demonstrate an attempt to replicate the built form which surrounds the site by including a similar material pallet as well as modest gaps to the side elevations. This view is further compounded by the contextual elevation plan which demonstrates the height, scale and massing of the dwellings is comparable to those within the street scene and surrounding area.

It is therefore considered that the proposed development complies with Policies BE13, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012 and Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019).

7.08 Impact on neighbours

Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings of two storeys in height or more should be set back a minimum of 1 metre from the side boundary of the property for the full height of the building.

Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019) sets out principles of good design which will ensure the amenities of surrounding properties are protected.

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.

The Council's adopted supplementary planning document, HDAS-residential layouts sets out requirements for separation distance which protect existing and proposed occupiers from possible over-domination and privacy impacts. Section 4.12 states that new residential developments should achieve a distance of 21 metres between neighbouring habitable room windows.

The proposed dwellings would be positioned approximately 5 metres from the western boundary shared with No1 Whiteheath Avenue and approximately 1.5 metres from the

eastern boundary which abuts the Whiteheath Junior School playground. The proposed site plan illustrates that house 1 would be constructed within approximately 7.5 metres of the rear elevation and western flank wall of No 1 Whiteheath Avenue. It is considered that this amount of separation between the properties is acceptable and reflects the street pattern. The proposed site plan illustrates that the proposed dwellings would be sited behind the rear elevation of No1 Whiteheath Avenue and would extend 13 metres beyond this rear elevation. Whilst it is accepted that the two storey dwelling constructed closest No1 would present some element of overshadowing of the garden, given the generous size of the garden (38 metres deep) and the fact the the proposed dwellings would be sited approximately 5 metres from the boundary shared with No1 it is considered that the proposed development would not have a significant impact to the amenities of No1 in terms of overshadowing. Furthermore No1 Whiteheath Avenue benefits from a garage within the rear garden which is sited directly along there eastern boundary shared with the application site which would assist with minimising additional overshadowing and views from the proposed building. The site plan demonstrates that the siting of the proposed new dwellings would not interact with the 45 degree line of site taken from the nearest habitable room window of No1 Whiteheath Avenue which is sited towards the eastern corner the rear elevation at first floor level. The first floor window which is sited towards the western corner of the first floor rear elevation serves a bathroom and the windows within the side elevation serve a staircase/hallway and the bathroom. Each would be conditioned to be obscure glazed and would therefore have no impact in terms of overlooking or loss of privacy.

The residential properties to both the north and south of the proposed dwellings measure in excess of 33 metres which far exceeds the minimum separation distances set out in the councils policies and and guidance As such, it is not considered that the proposed dwellings would offer any potential for intrusive levels of overlooking towards neighbouring properties.

The Whiteheath School Playground is located north east of the site and closest to unit 4. Concerns were raised during the assessment of the set of original plans relating to dormer windows of units 3 and 4 which would offer views over the north eastern corner of the school playground which have now been re-positioned to the front of the units and considered acceptable. The original submission featured first floor rear facing windows which would also have offered views over the playground however the revised plans now illustrate the replacement of these windows with oriel windows at a smaller scale which will feature obscure glazing to the panel facing the playground to ensure these views are obscured and protect the privacy of the playground which serves the school. Given that the vast majority of the surrounding properties would offer some form of view of the playground combined with the alterations to the windows and dormers, the tree coverage provided by the existing trees on site and the 3 metre fence proposed to be erected on the school side of the site, it is considered that the proposed development would not result in additional overlooking of the school playground.

It is therefore considered that the proposed development complies with Policies BE20, BE21 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012 and Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019).h

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. The

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

Unit 1 136sqm
Unit 2 136sqm
Unit 3 122sqm
Unit 4 122sqm

The proposed plans demonstrate that the development would comply with the minimum space standards set out in the London Plan and the National Space Standards.

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.

The proposed plans demonstrate that all units meet the minimum space standards required as do each habitable room. Adequate outlook and daylight is proposed for each habitable room and therefore the scheme is considered to be policy compliant.

EXTERNAL LAYOUT/AMENITY SPACE

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, requires 4 bedroom houses to provide at least 100 sqm. The proposal provides in excess of the requirements set out above which accords with Policy BE23 and the SPD requirement. Each garden would benefit from the following rear garden space which demonstrates the schemes compliance with policy BE23.

House 1: 102m²
House 2: 160m²
House 3: 200m²
House 4: 147m²

OUTLOOK

The dwelling have been designed designed with appropriate defensible space between the proposed units. The floor plans illustrate the main habitable room windows would be north and south facing and would be greater than 21 metres from neighbouring windows therefore adequate outlook is demonstrated for each of the new dwellings.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy and Local Plan Part 2 - Development Management Policy (March 2016) DMT 6 state that new development will only be permitted where it is in accordance with the Council's adopted parking standards. Hillingdon parking standards adopted under the UDP Saved Policies (September 2007) require that new residential developments provide a maximum of 1.5 car parking spaces per dwelling.

The proposed development is for 4 new residential dwellings which would be served by 6 car parking spaces which complies with the 1.5 spaces per unit requirement. The highways officer who has assessed the proposed has stated that there are no concerns with the proposals. With regards to cycle parking and electric charging points these will be secured by condition to accord with the relevant planning policies.

With regards to the proposed new access which is an element of the scheme for which consultees have raised concerns, the access would be located directly adjacent to an existing carriageway crossing which serves the school and will remain in place performing an access function. This arrangement is considered satisfactory by the Council's Highways Officer, as use by future residential occupants and school patrons would be at a relatively low activity level which, as a consequence, does not raise any envisaged detriment to general highway safety or movement. The Highways Officer has also stated that the new internal road layout conforms to nationally recognised road layout/ junction standards - Manual for Streets (MfS) circa 2007 for new developments. A S278 agreement will be required to facilitate the construction of the new access and this will be secured via a S106 legal agreement.

With regards to refuse collection this would be executed via Whiteheath Avenue and a refuse collection point towards the front of the site has been indicated on the proposed site plan which is considered to be acceptable and no highways concerns have been raised.

To conclude the application and associated plans have been reviewed by the Highway Authority who are satisfied that the proposed development would not exacerbate congestion or parking stress nor would the access propose safety concerns thus accords with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

URBAN DESIGN

Urban Design matters relating to the scale, form and massing of the development are addressed within the "impact to the character and appearance of the area" section of this report.

SECURITY

A condition would 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 Local Plan Policy BE 18 and London Plan Policy 7.3.

7.12 Disabled access

Prior to the submission of the application pre-application advice discussions were undertaken with the relevant specialists for which the Councils Access Officer is one of. The submitted plans reflect the design agreed during pre-application discussions and therefore considered acceptable from an accessibility standpoint. Notwithstanding this in commenting on this proposal the Access Officer has stated the requirement for a pre-commencement condition pertaining to further details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority. The requirement of this information is to ensure the design is in accordance with London Plan policy 3.8 and to ensure the construction of the dwellings meets Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

7.13 Provision of affordable & special needs housing

Not applicable to the application

7.14 Trees, landscaping and Ecology

LANDSCAPING

Policy 5.3 of the London Plan (March 2016) requires that development proposals incorporate sustainable design and requires that biodiversity and green infrastructure is promoted and protected.

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

A revised landscaping plan has been submitted and demonstrates an increase in the soft landscaping to what was originally proposed to the front of the dwellings. Whilst the soft landscaping proposed to the front remains small in terms of the overall quantum of front garden space the local character comprises of fairly small landscaped front gardens for which the majority of the front garden space is occupied by off street parking space. It is therefore considered that the proposal does not present a departure from the prevailing character of the local street scene and is acceptable. The proposal includes rear garden in excess of the 100sqm required to serve 4 bedroom properties and the proposed site plan demonstrates the retention of the trees towards the rear of the site which is beneficial to providing some obstruction to views over adjacent playground.

The Councils Landscapes Architect has stated in his comments that the proposed hedge row or planting along the western boundary shared with No.1 should be removed from the scheme as there is not sufficient space to accommodate pedestrian access and the planting along with the proposed car parking spaces. A condition be included to secure an revised landscaping scheme which takes these comments into consideration.

7.15 Sustainable waste management

Policy 5.17 of the London Plan (March 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.

A refuse collection point is proposed to the front of the site to serve the development and this is concerned to comply with the necessary standards.

7.16 Renewable energy / Sustainability

Not applicable

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. 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. This is further supported by policies DMEI 9 and DMEI 10 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Policies 5.13 and 5.15 of the London Plan (March 2016).

The site lies partially within a Critical Drainage Area and is adjacent to the Canal Feeder (an artificial watercourse constructed in the early 1800s between Ruislip Lido and the Grand Union Canal). As such Sustainable Drainage Systems (SuDS) must be incorporated in the development to minimise runoff from the site and manage collected surface water in a sustainable way. Whilst the proposed site plan indicates the shared surface of the development will be constructed of permeable paving blocks with the required sub base which will assist any surface water run offs, further flood water management is required on site. As such the Councils Flooding officer has recommended that should Officers be minded to approve the proposal it should be subject to a condition to secure further sustainable water management. As such the condition which is stated in the "internal consultation" section of this report has been included which requires the applicant to submit further sustainable water management details to the Local Planning Authority for approval prior to the commencement of development.

7.18 Noise or Air Quality Issues

AIR QUALITY

The application site does not fall within an air quality focus area nor is the proposal considered a major development therefore an air quality assessment is not required.

NOISE

A construction management plan condition has been included to ensure that the noise created but the construction of the proposed development does not significantly impact the surrounding properties. Given that the proposal is for 4 new residential properties in an area which is bounded by a school playground it is unlikely that the proposal would give rise to any significant increase in noise.

7.19 Comments on Public Consultations

Addressed in the External Consultation section of this report.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

(i) S278 works to secure highway works.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal 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 £73,421.77.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £34,560,00.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

SUBSTATION

The application site accommodates an electricity substation housed within a brick and timber structure located within the north western corner of the site. The terms of the lease require 2 points of access are provided the first of which runs along the western boundary from the principle highway access and the second is located along the rear building line of the proposed dwellings and from the eastern to the western boundary. The current lease has expired and evidence has been provided by the applicant to demonstrate the new lease would include only 1 access point to be retained which is the access along the western boundary from the front of the site.

The proposed site plan illustrates a 1.8 metre wide segregated footpath would be constructed to permit access to the substation for maintenance purposes.

The reduction to 1 access formed from the principle highway along the western boundary is not considered to impact the maintenance requirements for the substation and would not impact the construction of the proposed dwellings or the associated landscaping and parking required to serve the development. As such the proposal is considered acceptable.

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 full planning consent for the redevelopment of a vacant piece of land to construct 4 new residential dwellings. The redevelopment of the site which is currently vacant, is considered acceptable in principle. The layout, scale and design of the proposed development is acceptable in this context. The proposal would not result in harm to the amenity of neighbouring occupiers and the level of amenity space and car parking being provided for future residents is considered acceptable.

It is therefore recommended that the application is approved, subject to the conditions

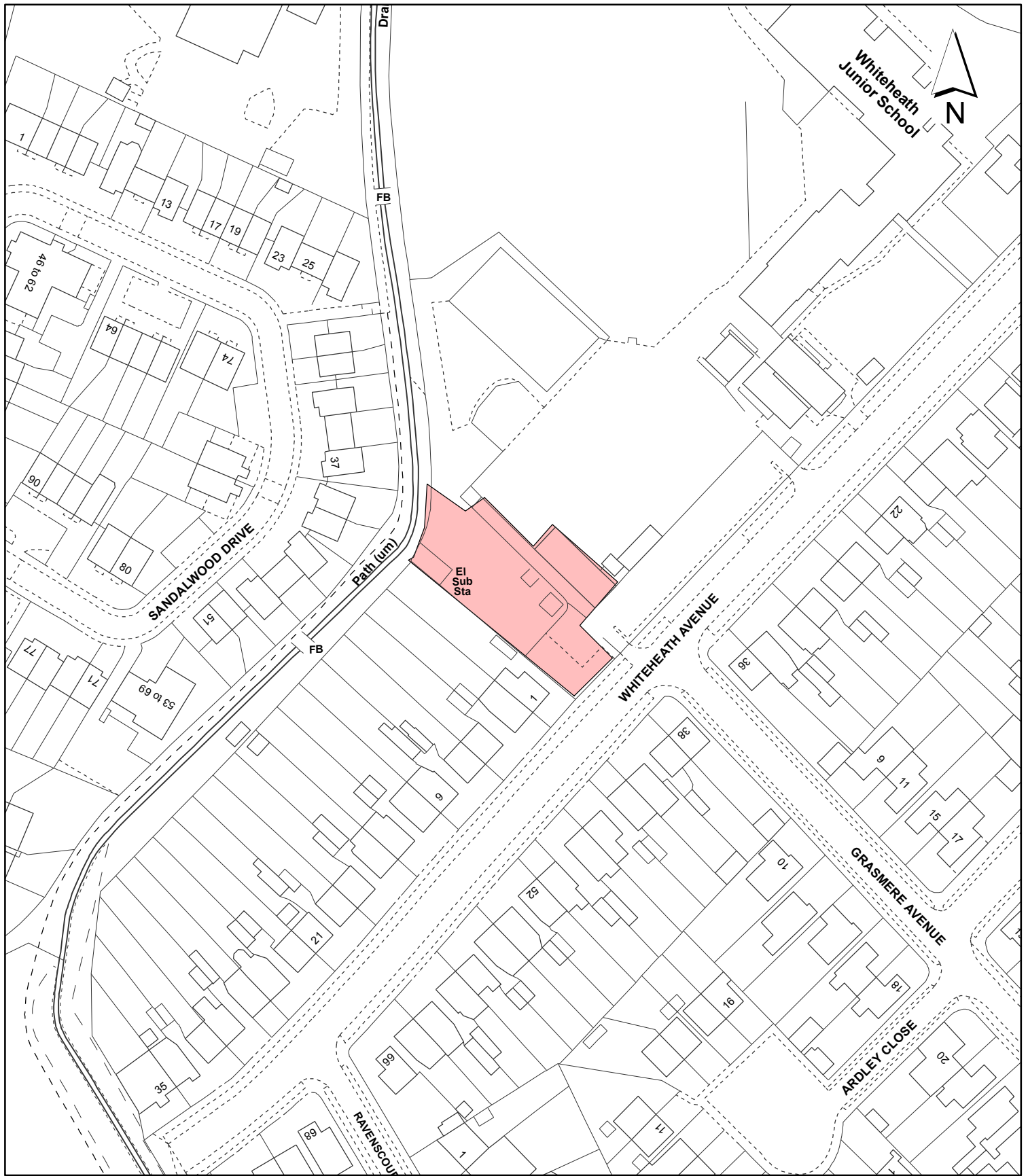
included within this report and the signing of a Section 106 agreement relating to the highway works required.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part Two London Borough of Hillingdon Local Plan Part 2
Development Management Policies with Modifications (March 2019)
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: Christopher Brady

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address: **Land Adjacent to
 Whiteheath Junior School
 Whiteheath Avenue
 Ruislip**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
64510/APP/2019/1412

Scale:
1:1,250

Planning Committee:
Major Page 80

Date:
November 2019



Report of the Head of Planning, Transportation and Regeneration

Address LAND AT CESSNA ROAD HEATHROW AIRPORT HOUNSLOW

Development: Reserved matters (landscaping) pursuant to condition 2 of outline planning permission ref: 62360/APP/2017/3000 dated 27-06-19 (Section 73 application to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport. Changes include alterations to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal re-arrangements.).

LBH Ref Nos: 62360/APP/2018/3381

Drawing Nos: 083-L(90)-201 Rev.C2
T2 Hotel - External Works Statement
Landscape Management Maintenance Plan
13147-WBS-00-00-DR-E-01-01 Rev. 3
Planting Plan Dwg No. 3
083-A(90)-001 Rev. P1
083-L(20)-202 Rev. P5
083-L(90)-202 Rev. P9
083-L(PL)-204 Rev. P3
Covering Letter

Date Plans Received: 20/09/2018 **Date(s) of Amendment(s):** 21/09/2018
Date Application Valid: 20/09/2018 20/09/2018

1. SUMMARY

Outline planning permission (ref: 62360/APP/2015/4277) was granted on 01/12/2016 for the erection of a 298 room hotel within the Central Terminal Area (CTA) at Heathrow Airport. The application was amended by a Section 73 application ref: 62360/APP/2017/3000 (27-06-19). Details of landscaping only were reserved for subsequent approval. This application provides details in respect of landscaping required by condition 2 of outline planning permission ref: 62360/APP/2017/3000 (27-06-19).

The reserved matters details has principally been guided by the information submitted and agreed at the original outline application stage. Other than the removal of some originally proposed road side tree planting, this application broadly complies with the indicative landscape scheme approved as part of the outline planning consent. Due to the location of the building within the Central Terminal Area, the scope for any extensive landscape scheme is limited, overall it is considered that the proposed external landscape would provide an attractive setting, entrance and approach to the building.

The Council's Trees and Landscaping Officer has raised no objection to the details submitted and, accordingly, the scheme is considered to comply with the Development Plan. Approval is therefore recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans numbers and supporting documents: 13147-WBS-00-00-DR-E-01-01 Rev. 3, Planting Plan Dwg No. 3, 083-L(90)-201 Rev.C2, 083-A(90)-001 Rev. P1, 083-L(20)-202 Rev. P5, 083-L(90)-202 Rev. P9 and T2 Hotel - External Works Statement, Landscape Management Maintenance Plan and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

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 (2012) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
DME 4	Visitor Attractions
DME 5	Hotels and Visitor Accommodation
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping

DMT 4	Public Transport
DMT 6	Vehicle Parking
OE1	Protection of the character and amenities of surrounding properties and the local area
R3	Indoor sports, leisure and entertainment facilities

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises approximately 0.68ha of land adjacent to Terminal 2 multi-storey car park (MSCP), located within the Central Terminal Area at Heathrow Airport.

The MSCP is located to the east side of the site while to the west side are the major elevated road ramps (8 lanes) some of which lead to the Terminal's drop-off / pick-up area on the top level of the multi-storey car park. Beneath the vehicle ramps is an open area including motorcycle parking.

To the north, the site adjoins the main one-way circulatory road system carrying all traffic around the Central Terminal Area.

The roads within the airport fall under the jurisdiction of the airport operator - Heathrow Airport Limited (HAL), as does most of the land and property in the surrounding area which is all used for airport related purposes.

The site is designated on the Hillingdon Local Plan as forming part of Heathrow Airport.

3.2 Proposed Scheme

Outline planning permission (ref: 62360/APP/2015/4277) was granted on 01/12/16 for the erection of a 298 room hotel within the Central Terminal Area (CTA) at Heathrow Airport. Details of landscaping were reserved for subsequent approval.

The outline consent was amended by a Section 73 application under planning ref: 62360/APP/2017/3000 (27-06-2019) to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport. Changes include alterations to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal re-arrangements.

Condition 2 of that consent states:

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

(i) Any phasing for the development.

The development shall be carried out in accordance with the approved details.

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

This application accordingly seeks to provide details in compliance with the above mentioned condition.

It should also be noted that the consent has largely been implemented.

3.3 Relevant Planning History

62360/APP/2015/4277 Land At Cessna Road Heathrow Airport Hounslow

Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport.

Decision: 26-07-2016 Approved

62360/APP/2017/2419 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to the full discharge of conditions 5 (Site Levels), 14 (Construction Logistics Plan), 22 (Crane Operation Plan) 25 (Construction Management Strategy) and partial discharge 8 (Contamination), of planning approval 62360/APP/2015/4277 (outline application for 298 room hotel).

Decision: 01-09-2017 Approved

62360/APP/2017/2420 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to the discharge of conditions 11 (Drainage Strategy) and 20 (Surface Water Management) of outline planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for the erection of a 298 room hotel at Terminal 2 Heathrow Airport

Decision: 24-05-2019 Approved

62360/APP/2017/2421 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to the discharge of condition 10 (Low Emission Strategy) of outline planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 (Erection of a 298 room hotel at Terminal 2 Heathrow Airport).

Decision: 13-04-2018 Approved

62360/APP/2017/2458 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to the discharge of conditions 22 (crane operation plan) and 26 (External Lighting) of outline planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 (Erection of a 298 room hotel at Terminal 2 Heathrow Airport).

a 298 room hotel at Terminal 2 Heathrow Airport).

Decision: 13-04-2018 Approved

62360/APP/2017/2774 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to the discharge of condition 12 (piling methodology) of outline planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 (Erection of a 298 room hotel at Terminal 2 Heathrow Airport).

Decision: 13-04-2018 Approved

62360/APP/2017/3000 Land At Cessna Road Heathrow Airport Hounslow

Section 73 application to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport. Changes include alteration to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal arrangements.

Decision: 10-01-2018 Approved

62360/APP/2017/3131 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to the discharge of condition 9 (Photovoltaic Panels) of outline planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 (Erection of a 298 room hotel at Terminal 2 Heathrow Airport).

Decision: 11-12-2018 Withdrawn

62360/APP/2017/3134 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to the discharge of condition 16 (Lay-by/ Drop-off details) in compliance with outline planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 (erection of a 298 room hotel at Terminal 2 Heathrow Airport).

Decision: 13-04-2018 Approved

62360/APP/2017/4383 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to discharge of condition 15 (wayfinding signage) attached to outline planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 (Erection of a 298 room hotel at Terminal 2 Heathrow Airport).

Decision: 04-10-2018 Approved

62360/APP/2018/1179 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to the discharge of Conditions 21 (Radar Mitigation Scheme), 23 (Impact on H1 Radar) and 24 (Impact on Multilateration Systems) as attached to approved outline planning

permission 62360/APP/2015/4277 (Hotel Development).

Decision: 20-09-2018 Approved

62360/APP/2018/245 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to condition 6 (external materials and finishes) of outline planning permission ref: 62360/APP/2015/4277 dated 01-12-2016 for the erection of a 298 room hotel

Decision: 17-05-2019 Approved

62360/APP/2018/3602 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to condition 13 (Delivery & Servicing Plan) of outline planning permission ref: 62360/APP/2015/4277 dated 01/12/2016 for the erection of a 298 bedroom hotel at Terminal 2, Heathrow Airport

Decision: 30-04-2019 Approved

62360/APP/2018/3603 Land At Cessna Road Heathrow Airport Hounslow

Details pursuant to condition 7 (Landscaping) of outline planning permission ref: 62360/APP/2015/4277 dated 01/12/16 for the erection of a 298 bedroom hotel at Terminal 2, Heathrow Airport

Decision: 03-05-2019 Withdrawn

Comment on Relevant Planning History

Planning permission (ref: 62360/APP/2015/4277) was granted on 01/12/16 for the erection of a 298 room hotel within the Central Terminal Area (CTA) at Heathrow Airport.

A subsequent application (62360/APP/2017/3000), which sought to vary condition 3 (approved plans) of the above outline consent was reported to the Council's Major Applications Committee on 10/01/18. That application sought the following changes to the outline scheme:

- Increase in height to add an additional floor, allowing for an additional 62 bedrooms (360 in total);
- Creation of a roof top boardroom extension;
- Amendments at ground floor level to increase floor space;
- Relocation of raised walkway linking the hotel building to the multi-storey car park;
- Removal of 9 x disabled parking bays, with 4 reprovided within the adjacent multi-storey car park;
- A lengthened drop-off lay-by to the front of the site; and
- Adjustments to the loading bay arrangements to the rear of the building, beneath the road ramp.

A number of conditions attached to the original outline consent have been discharged.

4. Planning Policies and Standards

Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Saved UDP Policies (2012)

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Consolidated with Changes July 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)

The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

Taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

The preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

Those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

Finally, it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 Saved UDP Policies 2012.

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.CI2 (2012) Leisure and Recreation
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area

Part 2 Policies:

- A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services
- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- DME 4 Visitor Attractions
- DME 5 Hotels and Visitor Accommodation
- DMHB 10 High Buildings and Structures

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 4	Public Transport
DMT 6	Vehicle Parking
OE1	Protection of the character and amenities of surrounding properties and the local area
R3	Indoor sports, leisure and entertainment facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th October 2019**

5.2 Site Notice Expiry Date:- **24th October 2019**

6. Consultations

External Consultees

Consultation letters were sent to five adjoining owner/occupiers. No responses were received.

HEATHROW AIRPORT SAFEGUARDING

I can confirm that Heathrow Airport has no safeguarding objections to the details to condition 2 of planning permission ref: 62360/APP/2015/4277. Therefore this condition can be discharged.

NATIONAL AIR TRAFFIC SERVICES

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.

TRANSPORT FOR LONDON

No objection.

HIGHWAYS ENGLAND

Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN). In the case of this proposed development, Highways England is interested in the potential impact that the development might have on the M4. We are satisfied that the proposed development will have no impact on the safety, reliability and / or operation of the strategic road network (SRN).

Having examined the above application, we offer no objection.

HISTORIC ENGLAND

No comment.

METROPOLITAN POLICE

Requested contact details for the applicant but no formal comments received.

Officer comment: It is noted that the secured by design condition was discharged under planning ref: 62360/APP/2019/1861 (29-07-2019).

Internal Consultees

Trees and Landscaping Officer

This site is occupied by the recently completed Hilton Hotel. It is situated immediately to the west of Terminal 2 and Cessna Road in the heart of the Central Terminal Area of Heathrow. The western boundary is defined by an elevated section of the Inner Ring Road.

This area is intensively developed and landscape enhancement is heavily constrained by the proximity of grey infrastructure, including buildings and underground services. Soft landscape is further constrained by the operational needs of the airport to safeguard the aircraft from birdstrike.

COMMENT: Further to our site meeting on 4 September 2019, the construction work is complete, with the exception of some minor works under the elevated section of road which house the rubbish / re-cycling compound.

The restricted areas of landscape, as proposed on the plans by David Clarke, have already been implemented or re-instated. The proposals include a landscape management / maintenance plan, to ensure that the soft landscaping is suitably established and maintained.

RECOMMENDATION: No objection and no need for additional conditions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of development has been established by virtue of planning ref: 62360/APP/2015/4277 and 62369/APP/2017/3000.

7.02 Density of the proposed development

Not applicable to this development.

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

Not applicable to this development.

7.04 Airport safeguarding

No safeguarding issues have been raised in respect of this application.

7.05 Impact on the green belt

Not applicable to this development.

7.07 Impact on the character & appearance of the area

Local Plan: Part 2 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 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.

Whilst the area of land is small and constrained, the applicant has implemented a landscaping scheme which includes new paving at the entrance and approach and sympathetic external lighting which gives the new building an added dimension and

promotes night time orientation and security.

This landscaping scheme has largely been implemented at the hotel. Officers visited the site on 4th September to review the landscaping scheme. As part of the development a new grassed area has been laid on the approach to the entrance at ground floor level and trees have been planted. The area of motorcycle parking has been resurfaced and the motorcycle parking spaces have been rationalised and improved. Given the site's constraints and its proximity to the Central Terminal, it is acknowledged that there are limited opportunities for landscaping. The landscaping scheme that has been implemented is considered appropriate for this site.

7.08 Impact on neighbours

These matters were considered and approved as part of the original outline consent (ref: 62360/APP/2015/4277, dated 01-12-16) and minor material amendment (ref: 62360/APP/2017/3000 dated 27-06-19). The development is therefore deemed acceptable and in accordance with the outline consent in this regard.

7.09 Living conditions for future occupiers

Not applicable to this development.

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.

The principle of a car free development was agreed by the outline consent and the minor material amendment application under planning ref: 62360/APP/2015/4277 and 62360/APP/2017/3000. The proposal includes the area of motorcycle parking beneath the vehicle ramps that have been rationalised and retained. This proposal is consistent with the extant consent and as such, there are no highways objections to this application.

7.11 Urban design, access and security

These matters were considered and approved as part of the original outline consent (ref: 62360/APP/2015/4277, dated 01-12-16) and minor material amendment (ref: 62360/APP/2017/3000 dated 27-06-19). The development is therefore deemed acceptable and in accordance with the outline consent.

7.12 Disabled access

These matters were considered and approved as part of the original outline consent (ref: 62360/APP/2015/4277, dated 01-12-16) and minor material amendment (ref: 62360/APP/2017/3000 dated 27-06-19). The development is therefore deemed acceptable and in accordance with the outline consent.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

Local Plan: Part 2 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 trees and landscaping officer visited the site and noted the restricted areas of landscaping have been implemented or re-instated. The proposals include a landscape management / maintenance plan, to ensure that the soft landscaping is suitably established and maintained. The trees and landscaping officer has raised no objection to this application and on this basis this application is recommended for approval.

7.15 Sustainable waste management

Have raised no comments or objections to the submitted plan. Though it is noted the applicant does operate a waste compactor on site. Given the application is for a commercial development, this is managed by the applicant and consistent with the objectives agreed under planning ref: (ref: 62360/APP/2015/4277, dated 01-12-16) and minor material amendment (ref: 62360/APP/2017/3000 dated 27-06-19).

7.16 Renewable energy / Sustainability

These matters were considered and approved as part of the original outline consent (ref: 62360/APP/2015/4277, dated 01-12-16) and minor material amendment (ref: 62360/APP/2017/3000 dated 27-06-19). The development is therefore deemed acceptable and in accordance with the outline consent.

7.17 Flooding or Drainage Issues

These matters were considered and approved as part of the original outline consent (ref: 62360/APP/2015/4277, dated 01-12-16) and minor material amendment (ref: 62360/APP/2017/3000 dated 27-06-19). The development is therefore deemed acceptable and in accordance with the outline consent.

7.18 Noise or Air Quality Issues

These matters were considered and approved as part of the original outline consent (ref: 62360/APP/2015/4277, dated 01-12-16) and minor material amendment (ref: 62360/APP/2017/3000 dated 27-06-19). The development is therefore deemed acceptable and in accordance with the outline consent.

7.19 Comments on Public Consultations

No comments or objections were received.

7.20 Planning obligations

These matters were considered and approved as part of the original outline consent (ref: 62360/APP/2015/4277, dated 01-12-16) and minor material amendment (ref: 62360/APP/2017/3000 dated 27-06-19). The development is therefore deemed acceptable and in accordance with the outline consent.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No other issues relating to this application are identified.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this development.

10. CONCLUSION

This application seeks reserved matters consent in respect of condition 2 of the outline planning permission, which required the details of the reserved matters (ie, landscaping) to be submitted to and approved by the Local Planning Authority within 3 years of the date of consent.

The development is consistent with the information submitted and agreed under the outline application, albeit this includes the removal of the originally proposed road side tree planting. The proposal complies with the indicative landscape scheme provided as part of the outline application. Whilst, given the location of the building within the CTA, the scope for any extensive landscape scheme is limited, overall it is considered that the proposed external landscape would provide an attractive setting to the building.

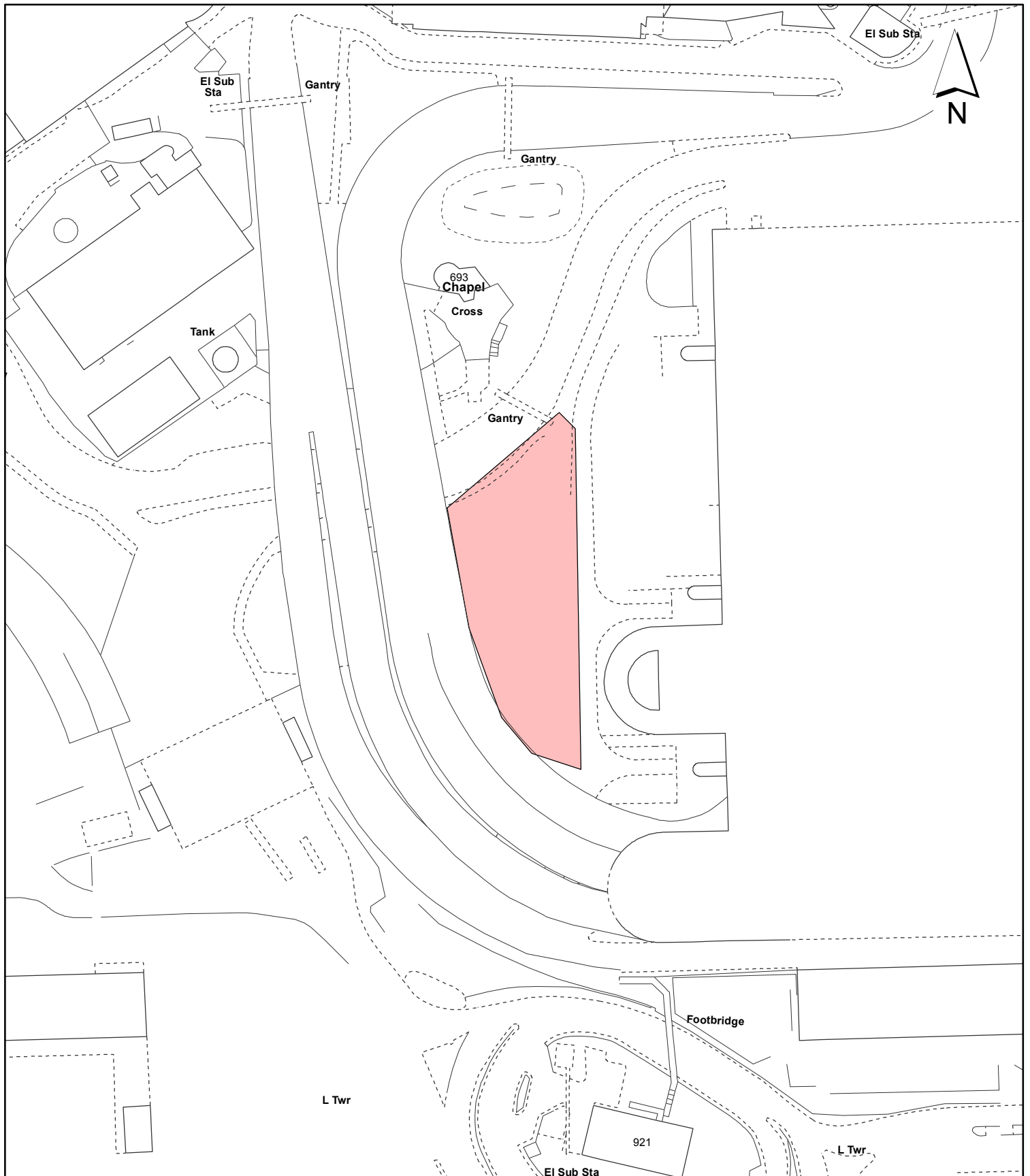
The Council's Trees/Landscape Officer has, notably, raised no objection to the details submitted and, accordingly, the scheme is considered to comply with relevant local, London Plan and national planning policies. Approval is therefore recommended.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019)
The London Plan (2016)
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:

**Land at Cessna Road
 Heathrow Airport
 Hounslow**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

62360/APP/2018/3381

Scale:

1:1,250

Planning Committee:

Major Page 95

Date:

November 2019



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address UNIT 2-4, AIRPORT GATE BUSINESS CENTRE BATH ROAD HEATHROW

Development: Application for the change of use from B1c and B8, to B1c, B2 and B8 for Units 2-4, including the replacement of external cladding, and internal alterations to the first-floor and alterations to access, car parking layout serving Units 5-7 and landscaping and service yards together with associated works

LBH Ref Nos: 54794/APP/2019/2421

Drawing Nos: 31516A_T_UC
11165 PL 100
11165 PL 102
11165 PL 103
11165 PL 105
11165 PL 106
11165 PL 107
11165 PL 108
11165 PL 109
11165 PL 110
11165 PL 111
11165 PL 112
11165 PL 101
Design and Access Statement dated July 2019
Planning Statement dated July 2019
Covering Letter
BREEAM Report
Bird Management Plan
Energy Statement
BREEAM Pre- Assessment Report
Transport Statement
Preliminary Ecological Appraisal
External Lighting Assessment
Preliminary Risk Assessment & Geo-Environmental Assessment Report
Flood Risk Assessment and Surface Water Drainage Strategy
Planning Noise Impact Assessment
11165 PL 104 Rev. A

Date Plans Received: 18/07/2019 **Date(s) of Amendment(s):** 18/07/2019
Date Application Valid: 18/07/2019 25/07/2019

1. SUMMARY

This application is being reported to the Major Applications Planning Committee because it seeks approval for works to a site area that is over 1 hectare.

The application seeks planning permission for the change of use of the existing properties from Use Classes B1c and B8 to Use Classes B1c, B2 and B8. The proposal includes a comprehensive refurbishment and replacement cladding. Whilst there is a small loss in floorspace, the proposal provides a more efficient and productive layout to meet the needs

of future occupiers. The proposal includes access, changes to the car parking layout which would result in the loss of car parking spaces, nevertheless the car parking spaces provided exceed the requirements within the Local Plan. The proposal would not result in harm to the amenities of neighbouring occupants or the local highway network. The proposal complies with policies within the Development Plan and it is therefore recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Regeneration and Transportation to approve this application subject to the following conditions.

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 RES4 Accordance with Approved Plan

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

11165 PL 100

11165 PL 101

11165 PL 102

11165 PL 103

11165 PL 104

11165 PL 105

11165 PL 109

11165 PL 111

11165 PL 112 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

Design and Access Statement dated July 2019

Planning Statement dated July 2019

Covering Letter

BREEAM Report

Bird Management Plan

Energy Statement

BREEAM Pre- Assessment Report

Transport Statement

Preliminary Ecological Appraisal

External Lighting Assessment

Preliminary Risk Assessment & Geo-Environmental Assessment Report

Flood Risk Assessment and Surface Water Drainage Strategy

Planning Noise Impact Assessment

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

REASON

To ensure that the development complies with the objectives of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and Policies 2.7, 4.4, 5.2, 5.13 and 7.6 of the London Plan (March 2016).

4 NONSC Bird Hazard Management Plan

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

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy DMAV1 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

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

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

1. Details of Soft Landscaping

- 1.a Planting plans to include native species that are pollution absorbing (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.d Electric charging: demonstration that 24 of parking spaces are served by active electrical charging points and 24 spaces are served by passive electric charging points
- 2.e Hard Surfacing Materials
- 2.f External Lighting

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

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), Policy Policy DMHB14 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and 5.17 (refuse storage) of the London Plan (2016).

6 NONSC Operator Travel Plan

Prior to the occupation of the development, an Operators Travel Plan (OTP) shall be submitted to and approved in writing by the Local Planning Authority. The OTP shall be required for the occupiers of the proposed use. Measures shall include an implementation plan alongside the following:

- 1) 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; 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/electric vehicle 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; and
 - Public transport subsidy for employees.

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

REASON

To ensure that the proposed development will mitigate against the air quality impact of the development within an Air Quality Focus Area in compliance with policies 7.14 of the London Plan (2016) and emerging Policy DMEI 14 of the emerging Local Plan: Part 2 (2019).

7 NONSC Accessible Car Parking

Notwithstanding the submitted plans, prior to occupation, a car parking layout illustrating a minimum of 19 accessible car parking bays shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that an appropriate level of accessible car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (2012) and Chapter 6 of the London Plan (2016).

INFORMATIVES

1 152 **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).

2 153 **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.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
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.
DMEI 9	Management of Flood Risk
DMHB 12	Streets and Public Realm
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises

3 115 **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.

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

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

5 160 **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)

6

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

7

All opportunities to incorporate drainage provision in the landscaping, such as including regular breaks in kerb lines to allow surface water to disperse into the tree pits/beds/hedges should be considered by the applicant.

3. CONSIDERATIONS

3.1 Site and Locality

The application site measures 1.5 ha. It is situated on the northern side of Bath Road. The site comprises a terrace of 3 industrial units referred to as Units 2, 3 and 4 Airport Gate Business Centre with their associated, access, service yards and areas of car parking. The site is entirely within an established industrial business area as allocated within the Local Plan: Part Two (November 2012).

The surrounding context is varied. It is bound to the north by Green Belt, a recreation ground and residential properties to the east, Heathrow Airport boundary is situated to the south, and a hotel and offices are to the west.

3.2 Proposed Scheme

The proposal seeks the change of use of units 2-4 from B1c and B8 uses to also include B2 together with replacement cladding and alterations to the internal floorspace at first floor

level, access, landscaping with associated works.

Change of Use

The current authorised uses on site are B1c and B8. This application seeks to include Use Class B2 which is a general industrial use. This is to meet the needs for the end user and also allow greater commercial flexibility in the future.

Amount

The footprint of the unit would remain as existing. The existing unit includes a Gross External Floor Area (GEA) of 6,600 s.qm. The internal reconfiguration of the unit would provide 5,609 s.qm GEA. The proposal would result in a reduction of 991 sq.m reduction. The loss of floorspace would be at first floor level. The proposal involves a marginal increase in ridge height from 11.35m to 11.95m.

Appearance

The existing building is in a poor state of repair. The northern elevation is damaged and some of the cladding is corroded. The existing raised floor level is unsuitable for standard decker level doors. The proposal seek to re-clad the envelope of the building. The design includes full height glazing and a new palette of materials for the building envelope. The proposal will feature profiled metal cladding in metallic silver colour, aluminium framed entrance door within full height curtain walling with a vertical composite cladding feature and high level projection to improve legibility of the unit's access and ribbon windows to the office areas to provide natural light to the internal accommodation.

Access

The proposal also involves alterations to the existing access road which is proposed to be realigned closer to the eastern boundary of the site along this length. All parking and loading areas will be accessed via this road, retaining its existing 7.3 metre width. Access and parking to Units 5 to 7 is to be rationalised with additional fencing to be introduced to separate one of the units.

Parking

The existing site is served by 179 car parking spaces. Under application ref: 54794/APP/2019/1709 (07-08-19), a layout for 139 car parking spaces was approved.

This application seeks to provide a larger forecourt to serve Units 2-7/servicing yard area for Units 2-4. In total, it provides 119 car parking spaces of which 20% of the spaces would be served by electric charging points. The proposal also includes 4 motor cycle parking bays split into individual units and 46 dedicated secure cycle parking spaces.

3.3 Relevant Planning History

54794/APP/2019/1709 Units 2-4 & 5-7 Airport Gate Business Centre Bath Road Harmondswic
Reconfiguration of external areas comprising the re-alignment of the access road, reconfiguratic
of the parking layout and associated landscaping

Decision: 07-08-2019 Approved

54794/APP/2019/1765 Unit 2-4, Airport Gate Business Centre Bath Road Heathrow
External alterations including replacement cladding

Decision: 07-08-2019 Approved

Comment on Relevant Planning History

The key difference between this application and the previously approved consents is that the layout of this site meets the requirements of the current end user.

Whilst the footprint and the design of the building remains as previously consented under application ref: 54794/APP/2019/1765, the site layout has been amended since application ref: 54794/APP/2019/1709 was consented. Under this application, a larger forecourt is provided and as such the number of car parking spaces have also reduced.

4. Planning Policies and Standards

Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Saved UDP Policies (2012)

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Consolidated with Changes July 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to

significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)
The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

Taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

The preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

Those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

Finally, it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 Saved UDP Policies 2012.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments.

BE13 New development must harmonise with the existing street scene.

BE20	Daylight and sunlight considerations.
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.
DMEI 9	Management of Flood Risk
DMHB 12	Streets and Public Realm
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th September 2019**

5.2 Site Notice Expiry Date:- **6th September 2019**

6. Consultations

External Consultees

Two site notices were displayed between 15-08-19 and 06-09-19. Additionally, 35 neighbouring occupiers were consulted on this application. No comments were received.

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 requiring a Bird Hazard and an informative relating to Cranes.

National Air Traffic Services

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Internal Consultees

EPU Officer:

No comments received at the time of writing this report.

Sustainability Officer:

This appears to be minor alterations to an existing building to allow for the building to have an additional B2 use. I have no objections to the proposed changes.

Flood and Water Management Officer:

No objection. It is acknowledged that this is a change of use with only minor alterations to external

areas. The alterations include the provision of new landscaping areas which will contribute to a slight reduction in the area of impermeable surface on the development site. All opportunities should be considered to incorporate drainage provision in the landscaping, such as including regular breaks in kerb lines to allow surface water to disperse into the tree pits/beds/hedges.

Access Officer:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Highways Officer:

Proposals comprise the change of use of an existing B1c/B8 facility to use class B8, B1(c) and B2 as well as reducing the Gross Internal Area (GIA) of the building from 6375sqm to 5444sqm through internal reconfiguration. This represents a 931sqm reduction.

Access to the respective units (2 - 4) will take place via the 7.3m wide access road which runs parallel to the eastern boundary of the site. All access points associated with these units (2-4) are to be reconfigured. Swept Path analysis drawings have been provided showing how HGVs are able to access and egress the site in forward gear.

Whilst concerns are raised with associated HGVs having to make use of the opposing running lane in order to carry out both access and egress, it is noted that this section of the site is privately maintained and beyond the jurisdiction of the London Borough of Hillingdon as Highway Authority.

With regard to parking provision, the site currently provides a total 179 parking spaces. You will be aware that planning consent (for this site) was recently granted under ref, 54794/APP/2019/1709 for 139 parking spaces. This current scheme seeks to further reduce parking to 119 spaces. The proposed level of provision complies with the currently adopted parking standards and is therefore deemed acceptable.

It is required that 20% of all parking be provided for electrical vehicles with a further 20% as passive provision. I trust you as the Local Planning Authority will secure this by way of condition.

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.

The submitted TS mentions that 4% of the total provision will be designated as 'disabled' parking. This percentage should be increased in order to comply with current policy. This should also be secured by way of condition.

With regard to cycle parking, it is proposed that 46 cycle parking spaces be provided within the confines of the site via a two-tiered 'stacker' system. This complies with the London Plan minimum standards and is therefore deemed acceptable.

In terms of the level of traffic movements associated with the site, the proposals are not expected to generate a significant increase in movements compared to the currently permitted use class.

Mindful of the above, I do not have any objections to this application subject to the above mentioned points and following obligation being secured.

- A £20,000 bond to secure and monitor workplace travel plan.

Trees and Landscaping Officer

This site is occupied by units 2-7 of the Airport Gate Business Centre on the north side of Bath Road. There are no TPO's or Conservation Area designations affecting the site. COMMENT The site has been the subject of recent applications, including 2019/1709 which was approved. There is no objection to the proposed change of use, replacement cladding and internal alterations, subject to the implementation of the external landscape enhancements (as approved under application ref. 2019/1709). This submission includes a Bird Management Plan which has been prepared with reference to CAA guidance relating to birdstrike risk management. RECOMMENDATION No objection subject to condition COM9 (parts 1,2,4 and 5).

Air Quality Officer

The proposal is to simply add a B2 use to an extant approval for a B1c and B8 use.

The traffic study states: 'Given that the proposals do not represent an increase in floorspace or it is not anticipated that they will result in any significant change in travel demand.' Furthermore, there is a reduction of car parking spaces.

The current use includes B8 which allows for a range of different operations with varying degrees of traffic impacts. The addition of B2 is not likely to alter the current identified traffic demand (unless stated otherwise by the highways function). Without any likely increase in traffic demand, there would not be a fundamental change to the current air quality impacts.

It is noted that the applicant has presented a travel plan - this should be a conditional requirement. Beyond that, there is no need for damage costs to be secured as part of a S106.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy E1 of the Local Plan: Part One (November 2012) notes the Council will accommodate growth by protecting Locally Significant Industrial Sites.

As part of this application, there is a small loss in the quantum of internal floorspace at first floor level, however the proposal would provide a more efficient and productive layout. The proposal seeks to provide more flexibility by including 'B2 uses' to future occupants. Use Class B2 is an appropriate use within this business area. The proposal would provide more appeal to future commercial occupiers. The proposed change of use from Use Classes B1c and B8 to Use Classes B1c, B2 and B8 is considered acceptable.

7.02 Density of the proposed development

Not applicable to this development.

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

The site does not lie within a Conservation Area nor are there listed buildings within the vicinity of the development. The majority of changes are limited to alterations to the external fabric, on this basis, the proposal would not result in an impact to heritage assets.

7.04 Airport safeguarding

NATS raised no objection to the application. Heathrow Airport Safeguarding has requested a pre-commencement condition requiring a Bird Hazard Management Plan and an

informative relating to cranes. The proposed condition is attached to the draft schedule of conditions.

7.05 Impact on the green belt

The site is bound by Green Belt to the north. The application is confined to the existing site and the proposal does not result in an increase to the footprint or site area. The proposal would not result in an impact on the Green Belt.

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 currently consists of a terraced building which has been used as a single unit since its internal layout and elevations were modified by previous tenants. The proposal includes a new internal core to be constructed and will have less floor area to suit a single user, with an overall GEA of 5,609 sq.m. The proposal is designed to create a mix of employment use space which will be suitable for use by a single occupier which can be subdivided in the future.

The proposal provides a comprehensive refurbishment of the dated building. The existing main steel frame structure will be retained and a new building envelope will be rebuilt, keeping the building's footprint as existing. The height of the building will alter slightly from 11.35m to 11.95m. Overall, the size and scale of the development will be similar to the existing building.

The existing building is in a poor state of repair. The northern elevation to unit 4 has been damaged and the lower level of the cladding has become corroded. The existing first floor level was designed to meet the needs of the existing user and is unsuitable for standard dock levellers doors and in turn unsuitable for the majority of future occupiers. The proposal seeks to reclad the building that would improve its thermal efficiency and bring the building up to standard.

The proposed design includes features to improve the overall appearance and legibility of the building. A new palette of materials include profiled metal cladding in metallic silver colour, aluminium framed entrance doors within full height curtain walling with a vertical composite cladding feature and high level projection to improve legibility of the unit's access and ribbon windows to the office areas to provide natural light to internal accommodation. The appearance of the building is in keeping with the surrounding industrial context.

The modernisation and improvements of the industrial unit is supported by Policy BE25, as such the proposal is considered acceptable.

7.08 Impact on neighbours

Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The nearest residential occupants are situated 70m to the south west of the site. The proposal is unlikely to harm to residential amenity of neighbouring properties.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Highways Safety

The highways officer has commented on this application noting, access to the respective Units (2 - 4) will take place via the 7.3m wide access road which runs parallel to the eastern boundary of the site. The applicant has provided a swept path analysis confirming HGVs and LGVs can gain access and egress the site in forward gear. The highways officer has noted that HGVs and LGVs would be expected to make use of the opposing running lane in order to carry out both access and egress, however this would take place on a private road which is managed by the applicant and on this basis there are no highways safety objections to the application.

Car Parking

The existing site layout provides 179 car parking spaces. Under planning ref: 54794/APP/2019/1709, a scheme was approved for 139 parking car parking spaces. This application seeks an amendment to the car parking layout which reduces car parking to 119 spaces. The proposed level of provision complies with the currently adopted parking standards and is therefore deemed acceptable.

The highways officer has requested that 20% of all car parking spaces that are provided provide active electrical charging points with a further 20% as passive provision are secured by way of a condition. A condition is recommended as part of the officer's recommendation. Policy DMT 6 of the emerging Local Plan: Part Two (2019), requires 10% of the car parking provision be allocated to blue badge holders, this is also secured by way of a condition.

Cycle Parking

With regard to cycle parking, it is proposed that 46 cycle parking spaces be provided within the confines of the site via a two-tiered 'stacker' system which is separated out for separate units. This complies with the London Plan minimum standards and is therefore deemed acceptable.

Travel Plan

The highways officer has requested a £20,000 bond to secure and monitor workplace travel plan. It is noted that the application is for a refurbishment that involves the reduction in both floorspace and car parking. It is considered unreasonable to require a legal agreement for this proposal and it is unlikely to result in an increase in trip generation. A travel plan condition has been recommended.

7.11 Urban design, access and security

Issues addressed in 07.7 of this report.

7.12 Disabled access

The access officer has commented on this application and deemed there to be no

accessibility issues raised by the proposal. An informative is attached to the application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

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 trees and landscaping officer has commented on the application noting there is no objection to the proposed change of use, replacement cladding and internal alterations, subject to a condition securing landscape enhancement. An appropriately worded condition is included in the draft decision.

7.15 Sustainable waste management

The waste collection are to remain as existing, on this basis the proposal is considered acceptable.

7.16 Renewable energy / Sustainability

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 submitted energy statement notes the proposal includes an Air Sourced Heat Pump and PV panels which will result in a 35.6% reduction is predicted carbon emissions. The proposal is considered acceptable.

7.17 Flooding or Drainage Issues

The flood water management officer has commented on this application noting that this application mainly involves a change of use with only minor alterations to external areas. The alterations include the provision of new landscaping areas which will contribute to a slight reduction in the area of impermeable surface on the development site. An informative is included which requires the applicant to consider opportunities to incorporate drainage provision.

7.18 Noise or Air Quality Issues

Noise

The applicant has provided a Noise Impact Assessment in support of the planning application. It acknowledges that due to its location within an allocated business area, there are no restrictions on the hours of operation. No changes are proposed in this respect. A noise assessment in line with BS4142 found that the Rating Level of noise from the proposed units was below predicted background noise levels. The applicant seeks to provide thermal double glazed windows to mitigate against intrusive noise into the proposed ancillary offices. This approach is considered acceptable.

Air Quality

Policy 7.14 of the London Plan requires developments to be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). The application seeks to provide a comprehensive refurbishment to an existing unit to bring it up to standard. The proposal includes the reduction in floorspace and the net loss of 61 car parking spaces.

The air quality officer has commented on this application noting the proposal simply adds a B2 use to an extant approval for a B1c and B8 use.

The traffic study states: 'Given that the proposals do not represent an increase in floorspace or it is not anticipated that they will result in any significant change in travel demand.' The proposal includes a reduction of car parking spaces.

The current use includes B8 which allows for a range of different operations with varying degrees of traffic impacts. The addition of B2 is not likely to alter the current identified traffic demand (unless stated otherwise by the highways function). Without any likely increase in traffic demand, there would not be a fundamental change to the current air quality impacts. A travel plan has been secured by way of a condition.

7.19 Comments on Public Consultations

No objections were received. Comments have been addressed in this report.

7.20 Planning obligations

Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) notes a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

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

Policy R17 of the Local Plan: Part Two (November 2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate that although a travel plan obligation was requested, given the proposal seeks to provide a refurbishment of the existing building and there is a reduction in floorspace and car parking, it is not considered reasonable or necessary to making this application acceptable in planning terms. As requested by the Air

Quality Officer, a travel plan condition has been recommended with the officer report.

Community Infrastructure Levy (CIL)

The applicant would not be liable to pay CIL as there is proposed to be no increase in floorspace.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues identified.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

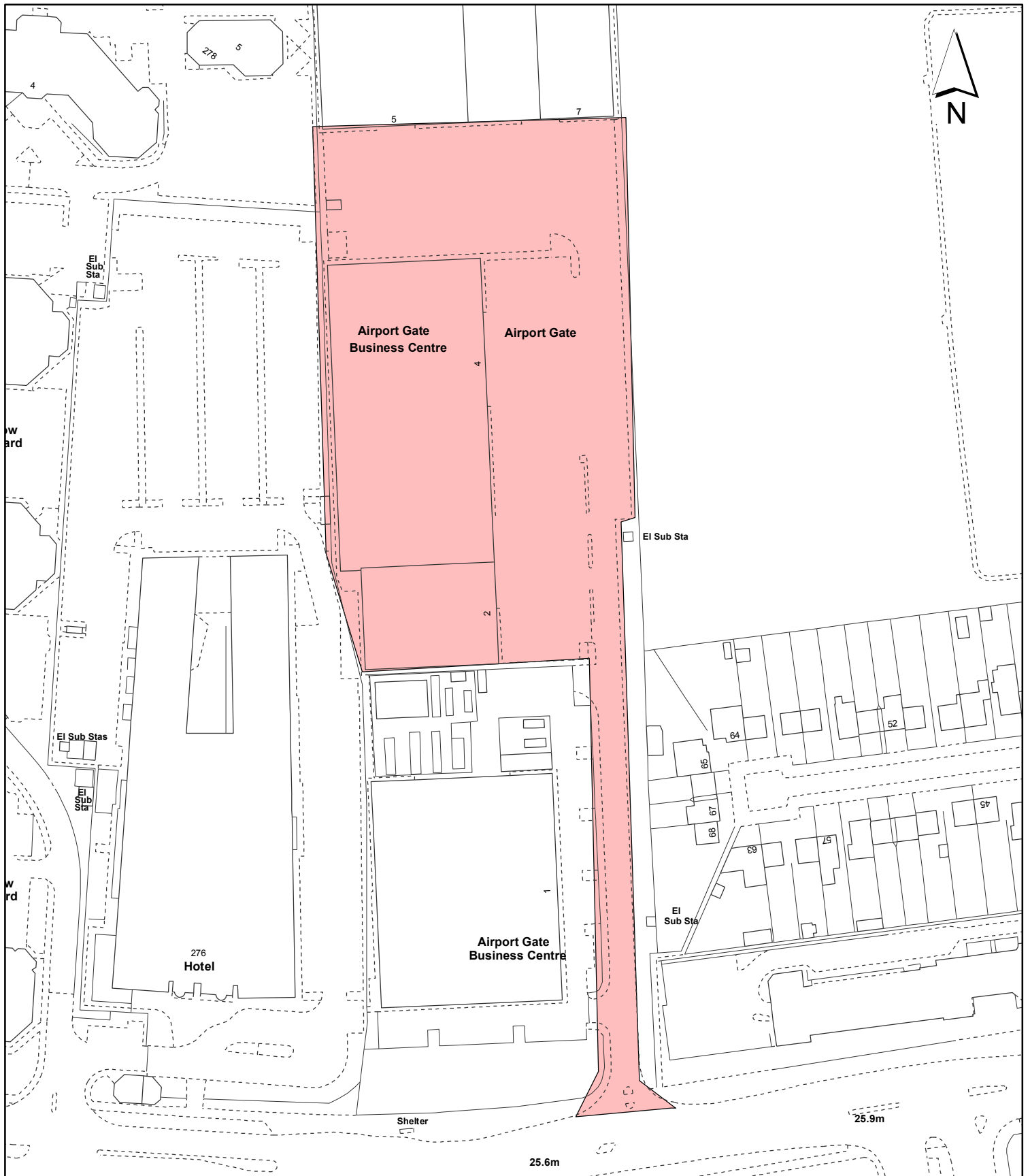
The application seeks planning permission for the change of use of the existing properties from Use Classes B1c and B8 to Use Classes B1c, B2 and B8. It includes a comprehensive refurbishment and replacement cladding that is in keeping with its immediate context. Whilst there is a small loss in floorspace, the proposal provides a more efficient and productive layout to meet the needs of future occupiers, particularly at first floor level. The proposal would not result in harm to the amenities of neighbouring occupants or the local highway network. The proposal complies with policies within the Development Plan and it is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
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

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address: **Unit 2-4
 Airport Gate Business Centre
 Bath Road
 Heathrow**

Planning Application Ref:
54794/APP/2019/2421

Planning Committee:
Major Page 115

Scale:
1:1,500

Date:
November 2019

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



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Report of the Head of Planning, Transportation and Regeneration

Address WORLD BUSINESS CENTRE 5 NEWALL ROAD HEATHROW AIRPORT

Development: Erection of office building (Outline application with all matters reserved)

LBH Ref Nos: 74351/APP/2018/4098

Drawing Nos: WBC5-EL-E-00001 Version 1.0 (Illustrative East Elevation)
WBC5-SP-00001 Version 1.0 (Illustrative Site Plan)
Planning Design and Access Statement - WBC5
Geoenvironmental and Geotechnical Desktop Study, September 2015
Archaeology Desk-Based Assessment, February 2016
Letter in response to Highways England comments by Cunningham Consultancy Ltd, dated 12/7/19
WBC5-EL-E-00001 Version 2.0 (Illustrative East Elevation)
Air Quality Assessment, November 2018
Energy Statement, September 2018
Surface Water Drainage Strategy, November 2018 (Issue 2)
Transport Assessment, September 2018
Cole Easdon Consultants Letter dated 27/2/19 - Addendum to the Surface Water Drainage Report
WBC5-GA-B1-00001 Version 2.0 (Illustrative Basement Plan)
WBC5-GA-00-00001 Version 2.0 (Illustrative Floor Plan)
Letter in response to LBH Highways, TfL and HAL comments by Cunningham Consultancy Ltd, dated 19/7/19
Agent's email dated 10/9/19
The Cunningham Consultancy Limited Letter dated 9/9/19
The Cunningham Consultancy Limited Letter dated 12/7/19
The Cunningham Consultancy Limited Letter dated 19/7/19

Date Plans Received:	21/11/2018	Date(s) of Amendment(s):	27/02/2019
Date Application Valid:	21/11/2018		10/09/2019
			21/11/2018
			16/08/2019
			21/12/2018

1. SUMMARY

This is an outline application for the fifth in a series of World Business Centre (WBC) office buildings (Use Class B1) on the southern side of the A4 Bath Road, within the boundary of Heathrow Airport. All matters have been reserved for subsequent approval. The proposed office building is a speculative development.

It is considered that the scheme is acceptable in principle, subject to a condition to ensure that the building would be occupied by an airport related company, in accordance with existing and emerging planning policy.

Indicative plans show a building with a similar footprint, siting and design to the adjoining WBC4 building and at 5 storeys, would have an additional floor than that of the adjoining WBC4 building, although be of similar overall height due to reducing floor to ceiling heights. The indicative plans show the proposal sharing WBC4's access ramp to the basement car parking area which would be extended under the proposed building.

Both NATS and HAL do raise safeguarding 'objections/ concerns', but both advise that these could be overcome with suitable conditions and informatives. These have been included in the officer's recommendation.

Highways England initially raised an objection to the scheme, on the grounds that insufficient information had been provided to assess the impact of the scheme on Junction 4 of the M4. Additional information has been submitted and Highways England have confirmed that this overcomes their objection.

This scheme is also GLA referable and the Mayor has raised a number of concerns with the scheme in his Stage 1 Report, including issues relating to policy compliance and need for a sequential test, highway and design matters. Further information has been submitted by the agent. Officers are satisfied that the scheme is policy compliant and no sequential test is required, subject to the airport occupancy condition. The scheme will be referred back to the Mayor.

There are no residential properties in the vicinity of the site.

The scheme has been assessed in terms of highway impacts and the Council's Highway Engineer raises no objections.

The scheme is considered to be acceptable in terms of impact upon trees and landscaping and flooding issues.

The scheme does make commensurate contributions as part of the S106 Agreement.

The application is recommended for approval.

2. **RECOMMENDATION**

That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission, subject to 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 enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 38/278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation, subject to changes negotiated by the Local Planning Authority, to secure:

(i) The applicant is required to enter into a Section 278/38 agreement for all highway works required by the Local Planning Authority/TFL to include, but not limited to associated costs and works identified in junction improvement works, resurfacing, etc.

(ii) A full travel plan with an associated £20,000 bond,

(iii) £152,909 contribution towards air quality mitigation,

(iv) Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the

preference being for an in-kind scheme to be delivered.

(v) **Project Management & Monitoring Fee:** A financial contribution equal to 5% of the total cash contributions.

B) That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 28th February 2020, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The applicant has failed to ensure that the necessary highway works and Travel Plan, would be undertaken/prepared in a timely manner and to an appropriate standard and that contributions towards mitigation of air quality, construction training and project management would be provided. The scheme therefore conflicts with Policy 7.14 of the London Plan (March 2016), Policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging Policies DMEI 14, DMCI 7, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019).'

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

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

1 COM1 Outline Time Limit

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

REASON

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

2 COM2 Outline Reserved Matters

Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins.

The development shall be carried out in accordance with the approved details.

REASON

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

3 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 WBC5-SP-00001 Version 1.0 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), Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and the London Plan (March 2016).

4 NONSC Building Size/ Height Restriction

The proposed building shall not exceed a total floor area of 17,217m² GEA, with the overall office floor space not exceeding 12,892m² GEA and 5 storeys in height.

Reason:

In order to accord with the terms of the application and in order to safeguard the character of the area in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

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:

Reduction in energy use and renewable technology installation [Energy Statement]
SUDS [Surface Water Drainage Strategy and Addendum to the Surface Water Drainage Strategy Report]
Accessibility Measures [Planning, Design and Access Statement]
Air Quality Mitigation [Air Quality Assessment]
Archaeology Watching Brief [Archaeological Desk-Based Assessment]
Ground investigation [Geoenvironmental and Geotechnical Desktop Study]

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, 5.3, 5.7, 5.12, 5.13, 5.21, 7.2 and 7.14 of the London Plan (March 2016), Policies HE1, BE1, EM1, EM6 and EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE3, OE8 and OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policies DMEI 2, DMEI 9, DMEI 10, DMEI 12, DMEI 14, DMHB 7 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

6 COM7 Materials (Submission)

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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

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

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

1. Details of Soft Landscaping to include native and efficient pollution absorbing species
 - 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.d Car Parking Layouts for no more than 146 parking spaces (notwithstanding the figures mentioned at paragraphs 5.6 to 5.9 in the Transport Assessment, the car parking layout shall include demonstration that 20% of all parking spaces are served by electrical charging points (active provision) and a further 20% of spaces are capable of being easily converted (passive provision), 10% of the spaces are accessibility spaces and provision for motorcycle parking equates to 5% of the parking provision).
 - 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 surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (March 2016) and emerging Policies DMHB 14, DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

8 NONSC Airport Occupancy Restriction

The development shall only be occupied by users who are directly involved in activities that are related to the operation of Heathrow Airport.

The applicant shall ensure that records that detail the activities of the occupiers of the building are maintained and made available for inspection at the request of the Local Planning Authority.

REASON

To ensure that airport related activity is confined to within the boundaries of Heathrow Airport, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

9 NONSC Thames Water Condition

No properties shall be occupied until confirmation has been provided that all waste water network upgrades required to accommodate the additional flows from the development have been completed.

REASON

The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents in accordance with Policy of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Overheating Assessment

An overheating assessment shall be undertaken and submitted as part of the detailed design.

Thereafter the development shall be implemented and maintained in full accordance with the approved overheating assessment.

REASON:

In order to comply with Condition 5.9 of the London Plan (March 2016).

11 NONSC Height Limitation Condition

Prior to any works above ground level, details of the proposed development to demonstrate that no building or structure shall exceed 41m Above Mean Sea Level (AMSL) on the southern boundary and 51m AMSL on the northern boundary (the heights vary due to a 1:7 slope known as the Transitional Surface, which passes over the site from south to north) shall be submitted to and approved by the LPA, in consultation with NATS and Heathrow Airport Limited.

REASON:

In order to safeguard the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport, the breach of which could endanger aircraft movements and the safe operation of the aerodrome in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

12 NONSC Control of Lighting on the Proposed Development

Prior to any works above ground level, details of any proposed lighting scheme required during construction and for the completed development shall be submitted to and approved by the LPA, in consultation with NATS and Heathrow Airport Limited. The scheme should ensure that lighting schemes shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

REASON:

To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in compliance with Condition A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

13 NONSC 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 below for further information*

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, in consultation with NATS and Heathrow Airport Limited.

REASON:

It is necessary to manage the flat roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

14 NONSC 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, in consultation with NATS and Heathrow Airport Limited. 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 in accordance with Policy A4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging Policies DMHB 14 and DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

15 NONSC Radar Mitigation Scheme

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

REASON:

In the interests of the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

16 NONSC Radar Mitigation Scheme - Implementation

No construction work shall be carried out on site above 5m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

REASON:

In the interests of the safe operation of Heathrow Airport in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

17 NONSC Crane Operation Plan

No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Local Planning Authority in consultation with the "Radar Operator".

Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON:

In the interests of the safe operation of Heathrow Airport in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

18 COM15 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 5.13 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 proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.3 of the London Plan (March 2016) and emerging Policy DMEI 10 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

19 NONSC Energy

Prior to above ground works, full details of at least 600m² of PV panels to be installed on the roof of the building shall be submitted to and approved in writing by the Local Planning Authority. The PVs shall demonstrate the carbon savings from the 'be green' section of the broad energy strategy (Pavey Engineering, September 2018). The details shall include elevations and final roof plans (not indicative), specifications of the PVs and a sunpath analysis to ensure the panels are free from shading and are located for optimal performance.

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

REASON

To ensure the development contributes to carbon savings in accordance with Policy 5.2 of the London Plan (March 2016) and DMEI 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

20 NONSC Borehole Monitoring

Groundwater monitoring should be undertaken from the existing borehole on site and from a new borehole to be provided along the northern boundary of the site, the results of which should be submitted to the local flood authority every 6 months up to 24 months after the completion of development by sending an email to flooding@hillingdon.gov.uk or alternatively provide access to an online data logger.

Any differential groundwater levels between the north and south of the development greater than 100mm must be reported to the Council within 2 weeks of measuring and a mitigation statement submitted to the Council for approval to identify remedial actions.

REASON

To ensure the development does not increase the risk of flooding in accordance with

Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 5.12 of the London Plan (March 2016) and emerging Policy DMEI 10 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

21 NONSC Contamination Condition

(i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(c) 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 Local Plan: Part Two Saved UDP Policies (November 2012) and emerging Policy DMEI 12 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

22 NONSC 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 measures in the agreed scheme shall be implemented and 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 emerging Policy DMEI 14 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

23 NONSC 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 Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging Policy DMEI 14 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

24 COM31 Secured by Design

The proposed building and car park shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The development shall not 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 (March 2016) Policies 7.1 and 7.3 and emerging Policy DMHB 15 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

25 NONSC Non Standard Condition

The car parking space shall not be used or sub-let for airport parking and shall only be used by employees and visitors of the office building.

REASON

To ensure that the proposed car parking serves the office development and is not used to increase airport parking capacity, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March

2019).

26 NONSC CEMP

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

REASON:

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

27 NONSC Delivery and Servicing Plan

Before the development hereby permitted is brought into use, a servicing and delivery plan shall be submitted to and approved by the Local Planning Authority.

The development shall be implemented and maintained in accordance with the approved plan.

REASON:

To safeguard the amenity of surrounding areas in accordance with policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

28 NONSC Accessibility Condition

Details of inclusive design, to include WC provision for disabled people and at least one accessible unisex toilet should be included as part of the reserved matters. Any accessible toilet shall be designed in accordance with the guidance given in Approved Document M to the Building Regulations 2010 (2015 edition). Furthermore, the details shall have regard to the Equality Act 2010 which 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.

The development shall be implemented and maintained in accordance with the approved details.

REASON

To ensure compliance with Policy 7.2 of the London Plan (March 2016) .

INFORMATIVES

1 152 **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).

2 153 **Compulsory Informative (2)**

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

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.11	(2016) Encouraging a connected economy
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2016) Aviation
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.14	(2016) Freight
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.3	(2016) Community infrastructure levy
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 3	Decentralised Energy
DMEI 9	Management of Flood Risk
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMAV 1	Safe Operation of Airports

DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3

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/>

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

4

HAL draws the applicant's attention to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).

5

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

6

The applicant is advised that for further general information about airport safety, see Advice Note 1 'Safeguarding an Overview' (available at www.aoa.org.uk/policy-campaigns/operations-safety) and regarding lighting, refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety).

7 I47A **Damage to Verge - For Private Roads:**

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

8 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.

9 I73 **Community Infrastructure Levy (CIL) (Granting Consent)**

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises approximately 0.54ha of open land within the Heathrow Airport boundary which adjoins the recently completed four storey WBC4 office building occupied by a company which provides technology to airlines and the travel industry. The site is roughly square shaped and lies between the A4 Bath Road and Newall Road, which form the northern and southern boundaries of the site respectively. Although the site has frontages onto both these roads, vehicular access is only gained from Newall Road via Neptune Road to the west, which links to the airport's Northern Perimeter Road to the south.

The majority of the site currently comprises hardstanding which together with several single storey prefabricated car repair / facilities buildings and related car parking, is used in connection with a maintenance depot for a car hire business. The site did previously provide the bulk of the former part four, part five storey office building known as Cardinal Point which was demolished in 2014.

To the north, the site fronts the A4 Bath Road dual carriageway immediately on the opposite side of which is the 6 storey Marriott Hotel. To the east of the site is the Heathrow Airport Taxi Feeder Park comprising stacking rows for queueing black cabs waiting to be called forward to the airport's terminal taxi ranks to pick up passengers. To the south the site fronts onto Newall Road - an airport road that is not a through road and serves the Heathrow Airport Taxi Feeder Park, a BT telephone exchange, various airport workshops and a diesel service station. To the west the site adjoins the 4 storey World Business Centre 4 office building which is wholly occupied by the airport operations company, beyond which are the WBC1, WBC2 and WBC3 office buildings which are near identical 4 and 5 storey multi-let office buildings.

The site forms part of Heathrow Airport and has a fair PTAL (Public Transport Accessibility Level) score of 3 as assessed by TfL (where 6 represents the highest and 1 the lowest level of accessibility). The site also forms part of an Air Quality Management Area and is included within the proposed Heathrow Archaeological Priority Zone.

3.2 Proposed Scheme

This is an outline application for the erection of an office building (Use Class B1) with basement car park comprising up to 17,217m² GEA (16,701m² GIA). The application is made in outline with all matters reserved.

The building would have a maximum height of 5 storeys, plus the basement level which would provide car parking and plant accommodation. The maximum office floor space would be 12,892m² GEA excluding the 4,325m² basement. This represents a 35% increase on WBC4's floorspace of 9,550m² GEA (excluding the 4,325m² basement), mainly as a result of an additional floor.

The submitted illustrative site plan shows the office building with an identical footprint, siting and access arrangements as the adjoining WBC4 building which has its main elevation, building entrance and vehicular access on Newall Road and is set back from the A4 Bath Road at the rear by some 5.2m. The basement ramp, previously approved as part of the adjoining WBC4 development would be shared by this proposal to access its basement. The illustrative east elevation shows a building with 5 storeys, as compared to the 4 storey WBC4, although the adjoining building does have a large plant room on the roof.

The Planning, Design and Access Statement advises that the proposed office building, at this outline planning stage, is intended to reflect the new adjacent office building (WBC4)

which itself is a further iteration of the 3 earlier WBC office buildings. It is proposed to have the same front and rear building lines as the adjacent building and similar external materials are likely to be used. At the rear of the building, the landscaping will reflect the existing landscape treatment along the rear of the existing WBC frontage to the A4 (Bath Road) and an area of amenity planting is also proposed to the Newall Road frontage as with the WBC4 building.

The proposed basement would provide 139 parking spaces and at surface level, 7 spaces would be provided. On this basis it is likely that a maximum total of 146 parking spaces could be provided for the proposed office building.

The application is supported by the following documents:-

Planning, Design and Access Statement:

This provides an introduction to the outline proposal and describes the site and its surroundings, the planning history on and adjacent to the site and details the proposals and the accessibility measures that are likely to come forward as part of the reserved matters. Relevant planning policies are briefly discussed and a planning assessment of the proposals provided under the headings of principle of development, visual amenity, traffic/highways, energy, air quality, drainage, contamination, archaeology and other. The statement concludes that the proposal accords with the provisions of the development plan and that subject to relevant conditions, outline planning permission should be granted.

Transport Assessment:

This provides an introduction and background to the report and considers relevant national planning policy. The accessibility of the site is assessed, with the report noting that a number of bus services pass the site, (including the free network around Heathrow) of which a number are 24 hour and that numerous bus, coach and rail services serve the nearby airport terminals, which provide links with national networks. Pedestrian and cyclist provision is also good, with network of footways, footpaths and cycle routes. Trip generation is then assessed, using a TRICS assessment, parking standards and the issues raised by TfL and the Council's Highway Engineer on the previous application for WBC4 are considered and conclusions presented. An Interim Travel Plan and a Delivery and Servicing Management Plan are included in the Appendices.

The Cunningham Consultancy Limited Letter dated 12/7/19:

This provides a response to Highways England comments.

The Cunningham Consultancy Limited Letter dated 19/7/19:

This provides a response to LBH Highways, TfL and HAL comments.

The Cunningham Consultancy Limited Letter dated 9/9/19:

This provides a response to TfL's comments contained within the GLA Stage 1 Report.

Air Quality Assessment, November 2018:

This provides an introduction to the assessment, advises on relevant environmental policy background and guidance and the national, regional and local planning policy context. The assessment methodology is described and assessed. The report goes on to assess the construction and operational phases of the development in terms of nitrogen dioxide and particulate matter pollution and goes on to make recommendations for mitigation. It goes on to assess the development in terms of being air quality neutral and then the presents its conclusions.

Archaeological Desk-Based Assessment:

This provides an introduction to the assessment, describes the site and the planning background. The assessment's methodology is presented and evidence of archaeological remains in the vicinity from archaeological/ historical and cartographical sources is presented. Site constraints are discussed and the report concludes that a watching brief undertaken on this site by the Museum of London Archaeology Service in 1995 did not identify any archaeological features and that it is probable that much of the potential archaeological resource on site has been truncated by modern services and building foundations associated with post-1950s expansion of the airport, although a further watching brief may be a way forward.

Geoenvironmental and Geotechnical Desktop Study, September 2015:

This provides the background to the report, describes the site and its environmental setting, including its geology, seismicity, hydrogeology and hydrology. The site's history has been investigated and findings presented, with a focus on contaminative uses and building/engineering operations. A preliminary conceptual model for contamination is formulated and conclusions and recommendations presented.

Surface Water Drainage Strategy, November 2018 (Issue 2):

This provides an introduction and background to the study, lists relevant policy documentation, describes the site, existing ground conditions and drainage features/ conditions. A surface water drainage strategy is presented, together with drainage calculations which involves a below ground cellular storage tank located to the south of the office building and situated beneath the proposed basement slab. Attenuated runoff will be pumped to the existing surface water sewer located to the north of the site, subject to TWU and Heathrow Airport approval, discharging at 1l/s. Discussion and conclusions are presented.

Addendum to the Surface Water Drainage Strategy Report, dated 27/2/19 (including Appendices):

This considers the feasibility of utilizing alternatives to the proposed pumped underground storage system which are mainly discounted, other than green roofs, as the report advises that it may be possible to include some green roofs within the layout, subject to determination of the precise roof area at reserved matters. It also clarifies that surface waters will feed into the public surface water sewer in the road.

The addendum also includes a Basement Impact Assessment which advises that the proposed basement would fill a 3m wide buffer to the east of WBC4 which was envisaged to be retained to allow groundwater to flow around the perimeter of the basement. With the proposed extended basement for WBC5, the gap would be filled and its width doubled. The assessment presents an analysis of geological and groundwater data and brings this together to model groundwater flows around and beneath the basements. A conceptual model is formed which predicts that there would be a maximum rise in the groundwater level north of the site of some 0.06m which is much less than the apparent month by month range of groundwater fluctuation. Furthermore, with the groundwater level more than 2.0m below ground, the change in level is insignificant with respect of flooding above ground and with the exception of WBC4, no local basements have been identified close to the site so that no structures would be at risk. The assessment concludes that there are no anticipated adverse affects on groundwater from continuing the basement beneath WBC4 and WBC5 and there is no benefit in providing a 3m buffer strip and there may be risks with providing this due to possible increased groundwater flow rates.

Energy Statement, September 2018:

This provides an introduction to the report, describes the site and its location, together with a brief description of the development proposals. The report then discusses relevant planning policy and legislation. Energy modelling and its methodology is discussed and calculations made in terms of the predicted energy consumption of the notional building and then the potential for energy efficiencies are assessed using the energy hierarchy of be lean, be clean and be green, including an assessment of the use of alternative technologies. The report concludes that energy efficiency measures such as improved building fabric materials and energy efficient lighting (be lean) would result in a reduction of 25% when measured against Part L of the 2013 Building Regulations, with a further 10.0% CO2 savings achieved with the use of 600m² of photovoltaic panels (be green) so that the scheme would achieve a reduction of 35% and be policy compliant.

Agent's email dated 10/9/19:

This provides a response to the GLA's Stage 1 Report.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history on this site, other than the application to demolish the previous Cardinal Point building (App. Ref. 30796/APP/2012/1014) for which it was determined prior approval was not required on 27/4/12.

The various permissions for the other World Business Centre buildings are of some relevance, particularly the adjoining outline application for the adjoining WBC4 building (App. No. 71487/APP/2015/4718 refers) which was approved on 23/5/16 and with which this proposal will share the access ramp to the proposed basement car parking. Reserved matters only related to details of landscaping which were approved on 9/12/16 (App. No. 71487/APP/2016/2029 refers). A S73 application (App. No. 71487/APP/2017/1605 refers) to amend the approved plans, comprising alternative elevational treatment to the central section of the side elevations, an increase in roof height and a reduction in height of the roof top plant enclosure and delete condition 7 (Details of Revised Roof Plant Enclosure) was approved on 17/8/17. The application for the discharge of condition 10 (Sustainable Water Management) of the S73 application which was approved on 1/9/17 is also of relevance as this proposed a 3m wide buffer zone along the boundary of this site (App. No. 71487/APP/2016/3732 refers).

4. Planning Policies and Standards

Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Saved UDP Policies (2012)

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Consolidated with Changes July 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)

The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

Taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

The preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

Those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

Finally, it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the

NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 Saved UDP Policies 2012.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.E7 (2012) Raising Skills
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T4 (2012) Heathrow Airport
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 6 NPPF-6 2018 - Building a strong, competitive economy
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport
- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 14 NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
- LPP 2.13 (2016) Opportunity Areas and Intensification Areas
- LPP 4.1 (2016) Developing London's economy
- LPP 4.2 (2016) Offices
- LPP 4.11 (2016) Encouraging a connected economy
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.9 (2016) Overheating and cooling
- LPP 5.10 (2016) Urban Greening
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.15 (2016) Water use and supplies

LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2016) Aviation
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.14	(2016) Freight
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.3	(2016) Community infrastructure levy
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 3	Decentralised Energy
DMEI 9	Management of Flood Risk
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMAV 1	Safe Operation of Airports
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **10th January 2019**

5.2 Site Notice Expiry Date:- **5th February 2019**

6. Consultations

External Consultees

23 adjoining occupiers were consulted on this application on 13/12/18, 2 site notices were displayed adjacent to the site on 15/1/19, with a closing date of 5/2/19 and it was advertised in the local press on 2/1/19. No responses have been received from neighbouring occupiers.

GLA:

The GLA's Stage 1 Report is summarised at paragraph 37 which states:-

'London Plan and draft London Plan policies on opportunity areas, urban design, inclusive design, energy and transport are relevant to this application. In general, the application broadly complies with

the relevant policies, however further information and/or confirmation as detailed below for the scheme to fully accord with the London Plan:

- Principle: The applicant must demonstrate that the site is appropriate for the provision of a significant quantum of office accommodation as it is outside of a designated town centre.
- Design: Further detail is required to ensure the design of the scheme is of the highest quality. Appropriate conditions should be secured to ensure inclusive design standards are achieved by the scheme, high quality materials are used within the development and that the scheme delivers character enhancing landscaping for private and publicly accessible areas of the scheme.
- Energy: Further information is required to ensure compliance with the London Plan and draft London Plan policies, and a condition should be secured ensuring a revised energy strategy is submitted with any reserved matters application submitted pursuant to an outline permission.
- Transport: The proposal is not supported by London Plan and draft London Plan transportation policies. The proposal should reduce car parking as well as put forward measures to promote Healthy Streets, Vision Zero and sustainable travel. Options to improve crossing facilities in the vicinity of the proposal to improve bus stop accessibility should be explored. A travel plan, delivery and servicing plan and construction and logistics plan should be secured by condition.'

Highways England:

Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN).

In the case of this proposed development, Highways England is interested in the potential impact that the development might have on the M4, in particular Junction 4.

We have a number of queries regarding the Transport Assessment that has been submitted as part of this planning application.

1. The proposed building is a speculative airport office development that is planned to meet demand for future office accommodation subject to satisfactory confirmation of the commencement of the third runway at Heathrow. Could it be confirmed by the applicant when they view opening year to be'
2. The applicant has not assessed the number of vehicles their development would generate during the PM network peak hour. This information needs to be provided.
3. It appears that the survey trip rate is considerably higher than the TRICS trip rate (Point 4.15) - further clarification and evidence is required to show that the survey trip rate should not be used and that the TRICS rate is more suitable.
4. No information has been presented regarding trip distribution and how the proposed trips would use the road network. This information is required and traffic distribution diagrams should be submitted.

Without a full understanding of the potential 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. Should you have any queries regarding our response please contact us.

Highway England (further comments):

Referring to the notification of a planning application dated 11 June 2019 referenced above, in the vicinity of the M4 that form part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we:

a) offer no objection*;

b) *This is on the basis that the proposals will generate minimal additional traffic on the SRN in Peak Hours. We therefore consider that the development 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 109), in this location.

TfL:

After review of the submitted documents, TfL make the following comments to this outline application:

- The site is on the A4 which is part of the Transport for London Road Network (TLRN) for which TfL are the highway authority for. Access to the site is from Newall Road which is owned by Heathrow Airport Limited.

- The proposed number of 146 car parking spaces is an overprovision and should be reduced to meet policy standards, Draft London Plan policy in this Outer London Area would equate to a maximum parking provision of up to 1 space per 100 sqm (GIA) (max 129 spaces).

- The development should strive to meet Policy 1 of the Mayors Transport Strategy and actively reduce car dependency by promoting active, efficient and sustainable modes of travel. The central aim is for 80% of all trips in London to be made on foot, cycle and by public transport by 2041. Given the PTAL of the site is 3 providing a moderately good access to public transport this level of parking is unnecessary.

- The development should not impact the TLRN adversely and a Construction Logistics Plan and Servicing and Delivery Plan should be secured through appropriate conditions. A Travel Plan should be secured by condition in order to encourage travel by sustainable modes from the outset.

Greater London Archaeology Advisory Service:

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

An archaeological desk-based assessment prepared for a previous application (Allen Archaeology, February 2016) indicated that the World Business Centre site has a low archaeological potential as a result of previous development. This is drawn from a variety of information including the 1995 archaeological watching brief which did not record any archaeological remains, but instead showed that the below ground deposits had been severely truncated by foundations and services.

No further assessment or conditions are therefore necessary.

Recommend No Archaeological Requirement.

NATS:

NATS has evidence of existing buildings and structures in this area affecting its H10 radar due to their reflection of radar energy and as such it raised an objection to the application.

Notwithstanding the objection, NATS is satisfied that mitigation measures are available to address the impact of the building. The mitigation would require changes to the radar and NATS has engaged with the applicant around the agreement required to secure the delivery of these measures.

Accordingly, NATS is satisfied that should the LPA wish to proceed to determine the application, it may do so, provided the standard aviation conditions reproduced overleaf, are imposed on any consent.

We would like to take this opportunity to draw your attention to the legal obligations of local authorities contained in The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003, in the event that any recommendations (including those relating to conditions) made by NATS En-Route PLC are not accepted.

It should also be noted that the requirements for these conditions relate to the infrastructure and operations of NATS En Route LTD and are separate from any restrictions Heathrow Airport LTD may have requested separately.

Aviation Conditions

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

REASON:

In the interests of the safe operation of NATS En-route PLC.

Condition 2. No construction work shall be carried out on site above 5m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

REASON:

In the interests of the safe operation of NATS En-route PLC.

Condition 3. No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Local Planning Authority in consultation with the "Radar Operator".

Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON:

In the interests of the safe operation of NATS En-route PLC.

Heathrow Airport Limited:

I write to register comments on behalf of Heathrow Airport Limited regarding the application for a new office development at World Business Centre 5.

We have no objection to the principle of the proposed office development. However, it should be noted that the application falls within Annex A of the Airports National Policy Statement (the Airports NPS). We ask that the Airports NPS is identified and considered in the officer report as a material consideration in the determination of the application.

In relation to this specific development proposal we would support an approach where the applicant is required to produce a Transport Plan for the development that demonstrates how it contributes to the relevant requirements of the Airports NPS including those relating to vehicle reduction and

increasing public transport use. This should include specific proposals for how vehicle usage will be reduced over time and plans for increasing public transport use and active travel, in line with requirements of the Airports NPS.

This approach is consistent with the draft London Plan and the new Mayor's Transport Strategy. The proposals for car parking should be assessed in this context, and we would support a reduction in the proposed car parking levels to a provision in line with London Plan standards, at a maximum of 1 space per 100sqm GFA.

Additionally, as the site is located within the red line on the scheme boundary map at Annex A of the Airports NPS, the Council and the applicant should be aware that it may be affected by the future expansion of Heathrow Airport.

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 condition's detailed below:

Height Limitation on Buildings and Structures

No building or structure of the development shall exceed 41m Above Mean Sea Level (AMSL) on the southern boundary and 51m AMSL on the northern boundary. The heights vary due to a 1:7 slope known as the Transitional Surface, which passes over the site from south to north.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

See Advice Note 1 'Safeguarding an Overview' for further information (available at www.aoa.org.uk/policy-campaigns/operations-safety).

Control of Lighting on the Proposed Development

The development is close to the aerodrome and therefore aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety)

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 below for further information*

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 site in order to minimise its attractiveness to birds, which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

*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 or before the removal of nests and eggs.

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 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-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/>

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.

Thames Water:

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

Following initial investigations, Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position for foul water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents. "The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

"We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to

avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. 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

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

Thames Water will require the points of connection to the public sewer system, for foul water, as well as the anticipated flow (including flow calculation method) into any proposed connection point. This data can then be used to determine the impact of the proposed development on the existing sewer system. Please also indicate if the flows will be gravity or pumped discharges.

Metropolitan Police Secure by Design Officer:

A condition should be applied so that SBD accreditation is achieved by the site. This is to ensure practical measures are installed to achieve an appropriate resilience to crime.

Internal Consultees

Policy Officer:

The principle of development would be in line with the Development Plan, subject to a condition restricting occupancy of the office to users who are directly involved in activities that are related to the operation of Heathrow Airport. In line with Paragraph 86 of the National Planning Policy Framework (2019), a sequential test is therefore not required.

Condition: Airport Occupancy Restriction

The development shall only be occupied by users who are directly involved in activities that are related to the operation of Heathrow Airport.

Reason

To ensure that airport related activity is confined to within the boundaries of Heathrow Airport, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

Highway Engineer:

The development site fronts the A4 (Bath Road) which makes up part of Transport for London's Road Network and is classified as a priority red route. The site itself is bound by the A4 to the north which runs east-west across the Hillingdon Borough and links to the A312 via the Parkway roundabout which in turn links to the M4 corridor. Heathrow Airport terminals 2 & 3 are located directly south of the site.

The site is accessed off both the A4 (Bath Road) and via Newall Road. Access from the A4 is restricted to pedestrians and cyclists only with vehicle access obtained only from Newall Road. Newall Road connects to Neptune Road which in turn connects to Northern Perimeter Road via a

signalised junction. All of these roads are privately maintained and under the jurisdiction of Heathrow Airport.

This scheme seeks outline planning consent for the erection of an office building measuring 12,892sqm (excludes 4,325sqm basement parking area). Upon reviewing the Public Transport Accessibility Level (PTAL) rating for the development using the Transport for London WebCAT service, it is indicated that the site contains a PTAL rating of 1b which on a scale from 0 (worst) - 6b (best) is deemed poor. It is therefore likely that patrons would be dependent on the private car for journeys to and from the site.

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 Council's adopted Car Parking Standards.

Although the Council's currently adopted saved Unitary Development Plan (UDP) standard for office use (Use Class B1a) indicates a parking provision of 1 space per 100sqm, the emerging DMT6 policy provides a higher standard with a parking ratio of 1 space per 50-100sqm. This would suggest a maximum parking provision of 258 parking spaces.

The submissions propose 146 parking spaces in the form of a two floor surface level and basement car park. This represents a parking ratio of 1 space per 88sqm which falls within the emerging DMT6 policy. It should be noted that at this stage in the planning process (outline) an illustrative plan has merely been submitted. Details and designs of the number of spaces should be provided during the reserved matters stage.

Electrical Vehicle Charging Points (EVCP)

Provision for electrical vehicle charging points should be in relative accordance with the London Plan Standards which require 20% active spaces and a further 20% as passive spaces. Whilst the submissions show 20% of parking (29 spaces) to include active charging points, only 10% (15 spaces) will be deemed as passive spaces. I would require provision for passive spaces to be amended to 20% via a suitable planning condition.

Disabled Parking

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 mention that only 5% (7 spaces) being allocated to disabled users which falls below the required standard. This should be addressed.

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 7 spaces be accommodated for. This has been confirmed within the Transport Assessment.

Cycle Parking

The currently adopted Unitary Development Plan (UDP) and emerging Local Plan: Part 2 requires a provision of 1 space per 250sqm totaling 52 cycle spaces. It is proposed that a total of 98 spaces be provided to serve the development in its entirety (86 spaces allocated as long stay and 12 spaces allocated as short stay spaces) which accords with the London Plan minimum standards for B1 use. This would represent an overprovision of 46 parking spaces when compared to the Council's requirement.

I would request that cycle parking be revised to accord with that contained within both the UDP and emerging Local Plan: Part 2. It should be noted that cycle parking is to be both secure and covered.

Access Provision

Access to the site is proposed to take place via an in and out access arrangement which will be linked via a one-way internal access road. Based on the illustrative site plan, access into the site will take place via the sites eastern most access with egress taking place at the most western point which appears to be shared (for egress only) with World Business Centre 4.

The one-way system will direct vehicles to a ramped access located along the western site boundary which leads directly to the basement car park. This is to accommodate parking linked to both World Business Centre's 4 & 5.

Concerns are raised with conflicting vehicle movements taking place at the ramped access at surface level in relation to the shared access (exit only) onto Newell Road as this section will accommodate 2-way movements associated with two separate sites without any formal control measures. This is also the case with the basement car park which will undoubtedly give rise to conflicting movements at the lowered section of the ramp upon entrance and exiting.

Whilst these are principle design concerns, in order to avoid a potential highways objection at a later stage, this should be addressed.

During the detailed design stage, 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.

Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

To determine the existing and proposed level of trips associated with the site, the applicant has carried out an interrogation of the TRICS (Trip Rate Information Computer System) database which comprised a number of selected site surveys which were deemed comparable. It should be noted that the selected parameters were agreed as part of the adjacent WBC 4 building as part of ref, 71487/APP/2015/4718 and on this basis are accepted.

It should be noted that the site at present comprises of open land which accommodates an airport car hire company as well as car repair facilities (Enterprise Rent-A-Car) owing to the demolition of the previous office building which measured 6,457sqm.

As a result of the demolition of the previous office building, survey data highlighting existing trips could not be ascertained. The trips rates derived from the TRICS database has therefore been applied to the previous buildings floor space (6,457sqm) to determine existing trips.

The results indicate that the previous building generated in the region of 308 vehicle movement per day with 40 movements in the AM peak (8:00-9:00) and 38 movements in the PM peak (17:00-18:00).

The proposed office building will generate in the region of 81 movements during the AM peak (8:00-9:00) and 76 movements in the PM peak (17:00-18:00). This results in an additional 41 movements (AM) and 38 movements (PM).

Overall, trip rates during all peak hours would be expected to be sufficiently absorbed within the existing local road network.

It is noted that since the demise of the previous office building, Enterprise Rent-A-Car has since occupied the site. The submissions should therefore provide information relating to the traffic movements linked to this use with a net comparison of the impacts associated with this current scheme. This information may be required to assess the impacts of the proposed development of air quality.

Servicing and Delivery Arrangements

A draft service and delivery plan framework has been submitted as part of the Transport Assessment. The final submission should be provided to the Council which demonstrates swept path analysis drawings with associated vehicles as well as a suitable strategy to manage vehicles servicing the site. This should be secured by way of condition.

Workplace Travel Plan

An interim Travel Plan has been included within the submissions, whilst broadly acceptable, additional measures are required which will encourage and enable a mode shift away from the driver only private car in favour of more sustainable modes of travel. The Full Framework Travel Plan is to be secured via a Section 106 agreement.

Construction Logistics Plan

Prior to the implementation of the works, a full Construction Logistics 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 obligations are secured.

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

Officer comment

As regards the Highway Engineer's concern regarding conflicting vehicle movements depicted at the base of the ramp shown on the indicative plans, a revised indicative plan has now been submitted which removes this conflict.

Trees and Landscape Officer:

This site is occupied by a piece of cleared land between Bath Road and Newall Road (Heathrow), from which it is accessed. The plot lies adjacent to the recently completed World Business Centre (WBC)4. WBC 4 is a continuation of WBC 1-3, albeit has a larger footprint resulting in a narrower tree-lined frontage. There is no vegetation on the site and no TPO's or Conservation Area designations affecting the site.

Comment

In terms of landscape setting the recently completed WBC 4 and the current proposal are weaker than the initial three buildings. Provided that WBC 5 mirrors WBC4 and the same landscape buffer is achieved along the frontage there would be no landscape objection.

Recommendation

No objection subject to COM2, COM9 (parts 1, 2, 3, 4 and 5).

Further comments:

Following a review of the street trees on Bath Road, I confirm that the root protection area of the trees will not be affected by the development due to the change in level on the northern boundary of the site. The street level is significantly higher than the site level and the root spread of the street trees will be contained by a retaining wall. In terms of the potential above ground conflict between the canopy of the tree and the building, the tree has a limited crown spread to the south.

The agent has confirmed that the two trees adjacent to the site's Bath Road frontage are on highway (TfL) land and lie outside the control of the developer. As previously noted, it should be possible to construct WBC5 without affecting these off-site trees.

On this basis, there is no objection subject to the usual conditions COM9 (parts 1, 2, 4, 5 and 6).

Water and Flood Management Officer:

Comments on the Planning Application:

A Surface Water Drainage Strategy (CEC Limited report Issue 2, dated November 2018) has been submitted to accompany the application.

Flood Risk

The site is less than 1ha. in area, is not identified to be at risk of flooding from all sources and does not lie within a Critical Drainage Area (CDA) as defined by the London Borough of Hillingdon Surface Water Management Plan (SWMP).

Groundwater

A basement is proposed on site to provide car parking for the development. The site lies adjacent to the World Business Centre 4 building that gained permission in 2015 (71487/APP/2015/4718). The illustrative basement plan for the proposed development (WBC5-GA-B1-00001 version 1.0 dated August 2018) shows that the proposed vehicular access to the basement parking will be from the shared ramp in World Business Centre 4. As part of the permission for the discharge of Condition 13 of application 71487/APP/2015/4718 (reference 71487/APP/2016/3732 granted September 2017), a drainage strategy plan was submitted (reference). This plan identified a 3m buffer to the east of the World Business Centre 4 site that would be retained without a basement to enable groundwater to flow around the perimeter of the development. The inclusion of an extension that will double the width of the basement has the potential to disrupt shallow groundwater flow from north to south through the development.

Approval was granted for the adjacent development on the understanding that groundwater levels would be monitored for a period of two years from September 2017, with monitoring results submitted to the Flood and Water Management team every three months. We do not have any record of the groundwater monitoring results in the nearby borehole ever being submitted to the Council.

A Groundwater Assessment (Ashton Bennett Consultancy report dated August 2016) has been submitted as an attachment to the Drainage Strategy, but this assessment is for the adjacent development (World Business Centre 4) and therefore does not provide a site-specific analysis of the potential impact on local groundwater levels, and does not include the results of the local groundwater monitoring. There should now be more than 15 months of data that can be used to inform the groundwater assessment for this application. Further, the current drainage proposals are to provide geocellular attenuation storage below the basement level of the development, although this is not currently included in any assessment of groundwater for the site.

Discharge Rates

The submitted FRA also includes a Conceptual Surface Water Drainage Strategy to consider the

management of surface water on the site. The applicant will discharge from the site at 1l/s, which corresponds to just less than the calculated greenfield 1 in 100 year runoff rate. Discharge from the site at this rate is considered to be acceptable and will result in an improvement on existing runoff rates.

Discharge Location

We note, however, that discharge from the site is proposed to be for a pumped outfall connected into a private sewer that is identified in the Drainage Strategy as being maintained by Heathrow Airport along Bath Road. The outline drainage strategy does not provide any information about current licencing approvals for this discharge into the Heathrow Airport drainage network and does not provide information to confirm that this will be acceptable in the future. In addition, Thames Water records suggest that there is an existing connection from the site into the foul sewer on Bath Road with no record of an additional private drainage network. We note that while there is a Thames Water public surface water sewer in Bath Road, this is within the carriageway and would require the crossing of two pressure mains. The previous development at World Business Centre 4 discharged from the surface water network into a private surface water sewer on Newall Road. We require additional information to confirm whether the private Heathrow Airport drainage network to the north into which it is proposed to discharge is a surface water sewer and is not connected to the Foul Sewer on Bath Road. This is to ensure compliance with the drainage hierarchy set out in Policy 5.13 of the London Plan.

Drainage method

The current proposals are for collected surface water to be stored in below-ground geocellular attenuation below the proposed basement before being discharged by a pump to a private sewer. Although the proposals are conceptual, the Council fundamentally disagree with the proposed method of managing surface water on the site. The applicant has listed all of the relevant planning policy documents requiring the use of sustainable drainage measures but has not presented a drainage strategy based on the principles of sustainable drainage.

The applicant should consider the available methods of surface water disposal in greater detail to identify the opportunities for the use of more sustainable methods than currently proposed.

A pumped system is the last resort and worst option available. Pumped systems are prone to failure and carry additional risks as a result of infrastructure failure. The need for a pumped outfall in the drainage strategy is linked to the choice to provide all of the attenuation storage below the basement in a geocellular tank.

Opportunities that keep storage at a higher level, thereby reducing the need for pumping such as the use of permeable paving, tree pits, rain gardens and above ground storage have not been considered. These opportunities must be considered at this Outline Planning stage to ensure there is sufficient space within the final conceptual plans for a drainage system that meets local and regional planning policy and does not just present a design for the worst case.

Should below-ground attenuation be required in conjunction with other more sustainable approaches, the storage should not be placed below the basement, should be kept shallower and at a higher level covering a wider area (for example as part of the sub-base of the front parking off Newall Road) to reduce the need for pumping.

Exceedance Routes

Overland exceedance flow routes should be mapped and shown on a plan.

Recommendations: Objection

We object to the application as submitted as the applicant is currently proposing a surface water management scheme that does not incorporate sustainable principles. Although the applicant is proposing to discharge at greenfield runoff rates from the site, the proposals do not reflect the

requirement in Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1 to use sustainable drainage systems.

The applicant should review the current proposals in the drainage strategy to ensure that it includes the most sustainable approaches available on the site. These will include considering the use of green roofs, rainwater harvesting for water re-use in landscaping areas, rain gardens/swales in landscaped areas along Newall Road and permeable paving (including lined permeable paving to provide shallow storage).

This analysis will also ensure that the application meets the requirements of Hillingdon Local Plan Policy EM1, which requires major development proposals to consider the whole water cycle impact which includes flood risk management, foul and surface water drainage and water consumption. We also object to the proposals as a Basement Impact Assessment has not been submitted to accompany the application to assess the potential for groundwater to be present on the development, and to recommend mitigation to reduce the impact on the risk of groundwater flooding elsewhere. The assessment should submit the results of groundwater monitoring undertaken on the adjacent development, and should also take into consideration the agreed 3m buffer to the east of the basement ramp.

Reason

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

- Policy EM1 Flood Risk Management in Hillingdon Local Plan: Part 1-Strategic Policies (Nov 2012),
- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1-Strategic Policies (Nov 2012),
- Policy DMEI 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,
- Policy 5.12 Flood Risk Management of the London Plan (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).

National Planning Policy Framework (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

Further comments:

The applicant has submitted an addendum to the surface water drainage strategy, which includes a Basement Impact Assessment (BIA). The BIA concludes that there will be a negligible increase in groundwater levels as a result of the construction of the basement and states that the retention of the 3m buffer between the basements was predicted to increase groundwater levels further and lead to higher velocities which increases the risks of erosion. The information is considered to be proportionate to the scale of development and is sufficient to remove the objection to the basement. A condition should be placed on the permission to ensure that groundwater monitoring continues and it is recommended, given the information to shown that groundwater flows from north to south, a further monitoring borehole should be installed along the northern site boundary. There should be a requirement for this to be submitted to the Council at 6-monthly intervals, or alternatively provide access to an online data logger.

A surface water management condition should be applied to the permission to secure additional details once the detailed design of the site is developed.

EPU (Noise) Officer:

The following condition shall apply for all external noise from machinery, extract/ ventilation ducting, mechanical gates, etc.

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

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

Land Contamination Officer:

A phase 1 Desk Study, including Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA), was supplied with the application.

Observations:

The phase 1 report identifies a low-moderate risk in terms of potential contamination issues.

Potential sources of contamination at the site are identified as follows:

- electrical sub-stations along the eastern boundary and in the west of the site, along with a potential electrical sub-station off-site to the north west;
- unknown structure and vent pipe in the south eastern corner of the site;
- waste oil tank, drums and containers containing unknown substances in the south east of the site;
- minor vehicle repairs in the south east of the site;
- car washing in the south east of the site;
- current site use as a car park;
- areas of infilling and Made Ground, particularly the historic pond in the east of the site and areas of landfilling in the area surrounding the site; and,
- potential groundwater contamination associated with Heathrow Airport to the south.

The Desk Study report is considered sufficient to satisfy LPA requirements relating to land information concerning former site uses and provision of a preliminary risk assessment.

However, the assessment of land contamination is an iterative process and therefore further details will be required by the LPA. It is therefore recommended that a condition requiring a phase 2 ground investigation is applied which will facilitate further appraisal of land conditions at the site and enable the CSM and PRA to be updated accordingly.

Officer comment:

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

Access Officer:

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

1. The proposed plan appears not to include any WC provision for disabled people and at least one accessible unisex toilet should be provided.
2. The accessible toilet should be designed in accordance with the guidance given in Approved Document M to the Building Regulations 2010 (2015 edition).
3. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Conclusion: Acceptable

Sustainability Officer:

I have no objection to the broad energy strategy but would request the following condition:

Condition

Prior to above ground works, full details of at least 600m² of PV panels to be installed on the roof of the building shall be submitted to and approved in writing by the Local Planning Authority. The PVs shall demonstrate the carbon savings from the 'be green' section of the broad energy strategy (Pavey Engineering, September 2018). The details shall include elevations and final roof plans (not indicative), specifications of the PVs and a sunpath analysis to ensure the panels are free from shading and are located for optimal performance.

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

Reason

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

Air Quality Officer:

The proposal is for an office building (World Business Centre 5, Newall Road) and is located within the A4 Corridor Focus Area. The review of the air quality assessment has indicated that the proposal is within a Focus Area, and it is not neutral for transport:

- 1) the proposal is not air quality neutral for transport emissions.
- 2) the proposed development is within a Focus Area.

Upon reviewing the Public Transport Accessibility Level (PTAL) rating for the development using the Transport for London WebCAT service, Highways comments indicated that "the site contains a PTAL rating of 1b which on a scale from 0 (worst) - 6b (best) is deemed poor. It is therefore likely that patrons would be dependent on the private car for journeys to and from the site."

Whereas the application propose 146 parking spaces in the form of a two floor surface level and basement car park, the Councils currently adopted saved Unitary Development Plan (UDP) standard for office use (Use Class B1a) indicates a parking provision of 1 space per 100sqm, the emerging DMT6 policy provides a higher standard with a parking ratio of 1 space per 50-100sqm. This would suggest a maximum parking provision of 258 parking spaces. In the light of the above, a S106 contribution of £152,909 is required towards the implementation and delivery of LBH Air Quality Action Plan to improve air quality in the study area.

In addition, the following conditions will apply:-

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 measures in the agreed scheme shall be implemented and 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.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy A4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development directly related to Heathrow Airport should normally be located within its boundary where development that is not directly related to the operation of the airport will be excluded. The policy clarifies that directly related development includes administrative offices. This is re-iterated in emerging policy DMAV 2 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) which states that development proposals within the Heathrow Airport boundary will only be supported where, amongst other criteria, they relate directly to airport use or development. The supporting text clarifies that this includes office use. As no objections have been received that challenge the main principle of this emerging policy, significant weight can be attached to it.

The GLA in their Stage 1 Report advise that the site is not located within a designated town centre but it is located within the Heathrow Opportunity Area. As the proposed office use is a town centre use, in the first instance it should be directed to the nearest town centre (either the Hayes or Feltham centres) in accordance with London Plan Policy 4.7 and draft London Plan policy SD7. In addition London Plan and draft London Plan policies also state that large office developments should be located in areas of high public transport accessibility to enable sustainable development. Therefore, to accord with the NPPF, an impact assessment is required to test the impact of the proposal on existing, committed and planned public and private investment in centres in the catchment area of the proposal; and the impact on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years ahead. The Stage 1 report goes on to note that London Plan targets for the Heathrow Opportunity Area (which the site sits within) include the delivery of new jobs and therefore the provision of office floor space in this location could be considered appropriate subject to the applicant meeting the tests set out above and addressing all other issues raised in their Stage 1 Report.

The GLA Stage 1 Report does not specifically refer to or consider local plan policies and the GLA will have the opportunity to do so as part of their Stage 2 Assessment. However, officers consider that the effect of Policy A4 and emerging policy DMAV 2 is to create a separate, self-contained market within the airport so that it would not be appropriate to consider whether there is demand for office space in the wider area. This has been the stance of the local authority since the original development plan was adopted in 1998 and this policy stance is well established. The Council's Policy Officer confirms that the principle of development would be in line with the Development Plan, subject to a condition restricting occupancy of the office to users who are directly involved in activities that are related to the operation of Heathrow Airport and therefore, as the proposal accords with the up-to date development plan, in line with Paragraph 86 of the National Planning Policy Framework (2019), a sequential test is not required. The agent in their letter dated 10/9/19 also makes the same argument.

As regards the intended use of the office building, the submitted Planning, Design & Access Statement at paragraph 4.2 advises that:-

'The proposed building is a speculative airport office development that is planned to meet demand for future office accommodation subject, at this time, to a satisfactory assessment of the anticipated commencement of the third runway at Heathrow. Development funding is only likely to be confirmed if either a single airport occupier agreed terms to occupy all, or a significant part, of the planned building or market indicators / third runway progress enabled commencement on a speculative basis. Obtaining outline permission now for such a building helps ensure that there is only a limited delay in meeting the anticipated future demand for airport office accommodation.'

The submitted documentation suggests that the occupier(s) of the proposed building would be airport related to accord with Policy A4, and the demand for such office accommodation would only be likely to increase in the future. A condition, restricting the occupation of the building to airport related companies only in accordance with local policy forms part of the officer's recommendation.

In light of the above mentioned considerations, no objections are raised to the principle of proposal within the Heathrow Airport boundary.

In conclusion to the principle of development, it is considered that contrary to the views expressed in the Mayor's Stage 1 Report, the proposed use does fully comply with the Development Plan and the scheme is acceptable in principle, subject to a condition restricting the use to airport related activities and other planning considerations.

7.02 Density of the proposed development

Not applicable to this commercial development.

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

The application site does not form part of a Conservation Area nor an Area of Special Local Character and it is sufficiently remote from any statutory and/or locally listed building so that their setting would not be adversely affected.

The site is however within the proposed Heathrow Archaeology Priority Zone. Policy BE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that whenever practicable, sites of archaeological interest are investigated and recorded before new buildings, site works etc. are commenced. This is re-iterated by emerging Policy DMHB 7 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) which advises that where disturbance can not be avoided, sites of archaeological interest are investigated and recorded where appropriate, as advised by the Greater London Archaeology Advisory Service (GLAAS).

An archaeological desk-based assessment has been submitted which has been reviewed by GLAAS and they advise that it has been adequately demonstrated that the site has low potential for archaeological remains due to previous development when it was likely that below ground deposits would have been severely truncated by foundations and services and as a result, no further assessment or conditions regarding archaeology are necessary.

Nevertheless, the archaeological assessment did suggest that cartographic studies indicate that there is some potential for remnants of pre-1900s structures to the north of the site within the footprint of the proposed building and that a watching brief may be an appropriate precautionary measure.

This requirement has been specifically included within Condition 4 which requires the development to be carried out in accordance with the submitted documentation. On this basis, the scheme is considered to be compliant with Policy BE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging Policy DMHB 7 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019).

7.04 Airport safeguarding

Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that permission will not be granted for development which results in a significant increase in the numbers of people residing, working or congregating in the public safety zones around Heathrow or interfere with the safe and efficient operation of Heathrow Airport and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019) stipulates that amongst other criteria, development will only be permitted where there is no detrimental impact to the safe and efficient operation of local and strategic transport networks.

NATS and Heathrow Aerodrome Safeguarding have been consulted on this application and both raise an objection/concern as regards the potential impact of the building upon a radar and the implications for safeguarding criteria. However, both advise that these concerns can be overcome with the imposition of conditions and these form part of the officer's recommendation. Other aerodrome safeguarding advice has been attached as informatives.

As such, the scheme is considered to comply with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

7.05 Impact on the green belt

The application site does not form part of, nor is it located close to the Green Belt boundary so that no Green Belt issues are raised by this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires new development to harmonise with the layout and appearance of the existing street scene and other features of the area that are desirable to retain or enhance. Emerging Policy DMHB 11 re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage. Emerging Policy DMHB 12 re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

This is an outline application for an office building, which the application forms states will have a GIA of some 16,701m², where all matters have been reserved for subsequent

approval. Illustrative plans have been submitted which show a five storey building with a similar footprint and siting on its site as compared to the adjoining WBC4 building.

There are no objections to the outline proposal for an office building and its illustrative siting and scale in terms of the character of the area as this section of Bath Road is completely commercial in character and the proposed building as shown on the submitted illustrative plan could have an almost identical footprint to that of the adjoining WBC4 building. As depicted on the illustrative plans, the proposed building would have an additional floor as compared to the WBC4 building (although this does have an extensive roof top plant enclosure), although the resultant five storey building would not be as tall as the part six, part seven storey Marriot Hotel immediately opposite the site.

The Planning, Design and Access Statement suggests that the proposed building is intended to reflect the new adjacent office building (WBC4) which itself is a further iteration of the 3 earlier WBC office buildings and similar external materials are likely to be used. At the rear of the building, the landscaping will reflect the existing landscape treatment along the rear of the existing WBC frontage to the A4 (Bath Road) and an area of amenity planting is also proposed to the Newall Road frontage as with the WBC4 building.

The GLA in their Stage 1 Report notes that the plans submitted are only illustrative and that the proposed design is similar to that of the adjoining office building at World Business Centre 4. However, they are of the view that further consideration should be given to the design of the building, particularly in terms of an increased setback of the building's facade from the Bath Road, together with a more diverse and enhanced facade, with improved ground level activation. They consider the entrance to the adjoining WBC4 is unclear and wayfinding is an issue along Bath Road so there is the opportunity to mitigate these elements in the design of WBC5. Also, noting the extent of glazing proposed, an overheating assessment should be provided at reserved matters stage.

The Report goes on to note that as all matters have been reserved, notably external appearance and landscaping, some assessment of the urban design of the scheme will occur at reserved matters stage. However, as the Mayor is not consulted on reserved matters applications, it is important that due consideration is given at this outline stage, with commitments secured through the imposition of relevant conditions and required detail should be provided at this outline planning stage to secure the maximum and minimum parameters of the development.

The report goes on to note that limited detail has been provided in respect of materiality, access (for cyclists, pedestrians and vehicles) and high quality landscaping of both private and publicly accessible areas to enhance the site which should be secured by condition.

The agent's response of 10/9/19 agrees with the sentiments of the GLA and considers the adjoining WBC buildings to be of high quality and that given all matters are reserved for subsequent approval and no objection is made to the proposed maximum height of the building, design matters would be appropriately addressed at reserved matters stage via the imposition of conditions on any outline permission granted.

The proposal is speculative and this does limit the extent to which the parameters and design of the building can be progressed. A condition is attached to restrict the overall size and height of the building and the GLA would have the opportunity to further consider this issue in their Stage 2 response. The need for an overheating assessment has also been conditioned.

It is therefore considered that there would be no objections to this outline proposal for an office building in terms of the character and appearance of the area, with details of its siting, design, materials and landscaping to be approved at reserved matters stage. The proposal is therefore considered to comply with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

7.08 Impact on neighbours

There are no nearby residential properties that would be affected by the proposed office development.

7.09 Living conditions for future occupiers

Not applicable to this type of commercial development.

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.

Policy DMT 1 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) re-states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner and to be acceptable, schemes are required to i) be accessible by public transport, walking and cycling; ii) maximise safe, convenient and inclusive accessibility; iii) provide equal access for all people; iv) adequately address servicing requirements and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Further clarification and criteria are provided by emerging Policy DMT 2.

The Council's Highway Engineer has reviewed the scheme, including the supporting Transport Assessment and advises that the application site fronts the A4 (Bath Road) which makes up part of Transport for London's Road Network and is classified as a priority red route. The A4 runs east-west across the borough and links to the A312 via the Parkway roundabout which in turn links to the M4 corridor. Vehicular access is only obtainable from Newall Road which connects via Neptune Road to the Northern Perimeter Road via a signalised junction. All of these roads are privately maintained and under the jurisdiction of Heathrow Airport. The application site has a PTAL score of 1b which is deemed poor and therefore employees will be largely dependent on the private car for their commute.

The Highway Engineer advises that the TRICS (Trip Rate Information Computer System) database was used and a number of comparable sites selected which have been agreed as being representative. The Engineer goes on to note that as the previous Cardinal Point office building has been demolished (the site currently comprises open land which is used by an airport car hire company, which includes car repair facilities), survey data could not be ascertained, so the TRICS database has therefore been applied to the previous buildings floorspace (6,457sqm) to estimate its trip generation. Results suggest the

previous building generated in the region of 308 vehicle movements per day with 40 movements in the AM peak (8:00-9:00) and 38 movements in the PM peak (17:00-18:00). This compares with the the proposed office building which will generate in the region of 81 movements during the AM peak (8:00-9:00) and 76 movements in the PM peak (17:00-18:00). This results in an additional 41 movements (AM) and 38 movements (PM). The Highway Engineer considers that overall, trip rates during all peak hours would be expected to be sufficiently absorbed within the existing local road network.

The Council's Highway Engineer advises that although the Council's currently adopted saved Unitary Development Plan (UDP) standard for office use (Use Class B1a) indicates a parking provision of 1 space per 100sqm, the emerging DMT6 policy provides a higher standard with a parking ratio of 1 space per 50-100sqm which with the maximum amount of floor space proposed, would allow a maximum parking provision of 258 parking spaces. The indicative submissions propose 146 parking spaces which represents a parking ratio of 1 space per 88sqm which falls within the emerging DMT6 policy. As such, the Highway Engineer is satisfied that a sufficient quantum of parking can be provided on site.

As regards electric charging points, the London Plan standards require 20% active spaces and a further 20% as passive spaces. Whilst the submissions show 20% of parking (29 spaces) to include active charging points, only 10% (15 spaces) will be deemed as passive spaces. The Highway Engineer requires provision for passive spaces to be amended to 20% via a suitable planning condition. This forms part of the officer's recommendation.

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 mention that only 5% (7 spaces) being allocated to disabled users which falls below the required standard. This has been dealt with by recommended condition.

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.

The currently adopted Unitary Development Plan (UDP) and emerging Local Plan: Part 2 requires a provision of 1 cycle space per 250sqm of Class B1 floor space which with the maximum amount of floor space, would total a minimum requirement for 52 cycle spaces. It is proposed that a total of 98 spaces be provided to serve the development in its entirety (86 spaces allocated as long stay and 12 spaces allocated as short stay spaces) which accords with the London Plan minimum standards for B1 use. This would represent an overprovision of 46 cycle spaces when compared to the Councils requirement but no objections are raised to this level of provision, providing the cycle parking is both secure and covered.

Originally, the Highway Engineer did raise a concern regarding conflicting vehicle movements depicted at the base of the ramp shown on the indicative plans. A revised indicative plan has now been submitted which removes this conflict.

The Highway Engineer also advises of the need for a final version of the Service and Delivery Plan (a draft is currently supplied as part of the Transport Assessment) to include swept path analysis and a service vehicle management strategy. Also, a full Construction Logistics Plan is required which would need to 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. Both these documents could be secured under a suitable planning condition. This forms part of the officer's recommendation. An interim Travel Plan has also been included within the submissions. The Highway Engineer advises that whilst broadly acceptable, additional measures are required which will encourage and enable a mode shift away from the driver only private car in favour of more sustainable modes of travel. The Full Framework Travel Plan should be secured via a Section 106 agreement, together with a £20,000 bond. This again forms part of the officer's recommendation.

The officer also requests that the applicant is required to enter into a Section 278/38 agreement for all highway works required by the Local Planning Authority/TFL to include, but not limited to associated costs and works identified in junction improvement works, resurfacing, etc. This also forms part of the officer's recommendation.

Highways England did initially raise a holding objection to the scheme as further information/clarification was required, mainly involving trip generation and the potential impact of the development on one of the nearest parts of the SRN, namely Junction 4 of the M4.

The GLA in their Stage 1 Report advise that:-

- Further work is required on trip generation and mode share assessment to reflect modal shift to sustainable travel to enable the impact of the development on the highway and on bus capacity to be properly considered, particularly to clarify peak hour trips for each mode to establish a worse case scenario with adjustments made to reflect increasing use of walking, cycling and public transport modes in recent years.
- The proposal should reduce car parking from the 146 spaces proposed to 21 to meet draft London Plan standards for Outer London Opportunity Areas (up to 1 space per 600m² gross internal area) as well as put forward measures to promote Healthy Streets, Vision Zero and sustainable travel (the initial TfL response used the other end of the range, citing 129 spaces (1 space per 100m²) as being the maximum permissible car parking space limit).
- Options to improve crossing facilities in the vicinity of the proposal to improve bus stop accessibility should be explored.
- Cycle parking and shower and changing facilities should be provided to encourage staff to commute by bike which should be secured by condition.
- A travel plan, delivery and servicing plan and construction and logistics plan should also be secured by condition(s).

HAL also advise that they would support an approach where the applicant is required to produce a Transport Plan for the development that demonstrates how it contributes to the relevant requirements of the Airports NPS including those relating to vehicle reduction and increasing public transport use and consider the approach to be consistent with the draft London Plan and the new Mayor's Transport Strategy. They consider that car parking should be assessed in this context, and a reduction in the proposed car parking levels to a provision in line with London Plan standards, at a maximum of 1 space per 100sqm GFA is supported.

The applicant has provided a response to the various highway comments/ concerns raised on this application in their letters dated 12 and 19/7/19. In response to the further information provided, Highways England have now formally withdrawn their objection.

As regards GLA/TfL highway comments, the applicant's Highway Consultants advise that the submitted Transport Statement at paragraph 4.14 does refer to surveys that were undertaken at the previous Amadeus offices at WBC3 to support the TRICS data for the Transport Assessment for the WBC4 office building. Multi-modal surveys were carried out in January and May 2016 to ascertain the likely modal split in terms of trips to the proposed development. The letter goes on to advise that surveys were fairly recent and there is little reason to expect significant changes. However, it is proposed that WBC5 will have a significantly reduced parking standard (WBC3 had a standard of 1 space per 35sqm and WBC5 1 space per 88sqm.) so that vehicular trips are likely to reduce by 40% of the surveyed levels. Also, WBC3 has a smaller floor area and the figures need to increase due to the maximum larger size of WBC5. They also advise that the PTAL of 3 cited by TfL is not high (and conflicts with Hillingdon's assessment of 1b) so there will clearly be the need for adequate parking provision for the scheme to be viable; adjoining development (eg. WBC 1 - 3 has a standard of 1 space per 35m²; WBC 4 - 1 space per 59m²) and surrounding authorities (eg. Spelthorne BC which adjoins Heathrow has a general 1 space per 35m² standard (reducing to 1 space per 50m² in Staines Town Centre Employment Area)) also tend to have more generous parking standards which the proposed office has to compete with and the level of parking complies with Hillingdon's emerging standards. The Local Planning Authority consider the TS submitted and proposed parking levels to accord with adopted and emerging planning policies and subject to conditions and a S106 for a Travel Plan, the proposals accord with relevant policy.

As regards HAL comments, in addition to response above, the applicant advises that the development will be covered by a Travel Plan which aims to reduce reliance on the private car.

The Council's Highway Engineer does not raise objection to the scheme, including the level of parking proposed which at 1 per 88m² is towards the lower end of the range within the emerging parking standards, subject to their recommended conditions and S106 obligations. These form part of the officer's recommendation and therefore it is considered that the scheme complies with Policies AM2, AM9, AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and emerging Policies DMT 1 and Policy DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019).

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. As advised by the Metropolitan Police's Secure by Design Officer, a condition has been attached as part of the officer recommendation to ensure that the scheme achieves Secure by Design accreditation.

7.12 Disabled access

Policy 7.2 of the London Plan (March 2016) requires that the principles of inclusive design are applied to new development. Further guidance is provided in the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted September 2017).

This is an outline application where all matters have been reserved for subsequent approval, with the submitted floor plans being illustrative with little detail.

The submitted Planning, Design and Access Statement does advise that 5% of the car parking spaces would satisfy accessibility standards and that the detailed elements of the design have yet to be decided, with access issues being addressed at the reserved matters stage. However the statement does outline the accessibility guidance and principles that will inform the development to ensure that all features and facilities are as

accessible as possible and outlines the general features that will be employed to promote accessibility such as the provision of at least two passenger lifts.

The Council's Access Officer has reviewed the application and given the outline nature of the proposals, does not raise any objections, although advises of the need to attach a number of comments to any outline planning permission. These are attached as a condition within the officer's recommendation.

7.13 Provision of affordable & special needs housing

Not applicable to this commercial development.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE1 of the Hillingdon Local Plan: Part One: Strategic Policies (November 2012) seeks high quality design of the built and external environment, Policy BE35 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks a high standard of design, layout and landscaping in major development proposals visible from the main transport links with Heathrow and Policy BE38 advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate. Emerging Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019) continues to stress the need for appropriate landscaping in development proposals.

There is only a narrow strip of landscaping at the front of the site along the A4 frontage, with two mature street trees in front. There are no TPO's or Conservation Area designations affecting the site.

The Council's Tree/Landscaping Officer advises that in terms of landscape setting, due to their larger footprint resulting in a narrower tree-lined frontage, the recently completed WBC4 building and the current proposal are weaker than the initial three WBC buildings which had a larger 10m plus set back from the A4 Bath Road in an area where the local planning authority has been seeking landscape enhancement along the Bath Road for many years in an attempt to improve the environmental quality of this important 'gateway' road to London from the airport. However, provided that WBC 5 mirrors WBC4 and the same landscape buffer is achieved along the frontage which does provide effective landscaping, there would be no landscape objection, subject to suitable reserved matters and landscape conditions. These form part of the officer's recommendation. The Tree Officer also confirms that it will be capable to implement the construction works without damaging the highway trees.

On this basis, the scheme is considered to comply with Policy BE1 of the Hillingdon Local Plan: Part One: Strategic Policies (November 2012) and Policies BE35 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Ecology

The site has negligible ecological interest. The landscaping scheme which has been reserved for subsequent approval would be capable of providing some enhancement, particularly if native species were utilized where practicable.

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 scheme makes adequate provision for the storage of recycling/waste within a screened enclosure. The Council's Waste Services Manager raises no objections to this provision, subject to details of the design and construction of the waste storage area.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

An Energy Statement has been submitted in support of the application which advises that with the use of enhanced building materials and energy efficiency measures such as low energy lighting, a 25% reduction of CO₂ emissions can be achieved as compared with the 2013 Building Regulations and with 600m² of photovoltaic panels provided on the roof, a further 10% saving can be achieved to give a 35% policy compliant reduction in CO₂ emissions.

The Council's Sustainability Officer has reviewed the information and advises that there is no objection to the broad energy strategy, subject to a recommended PV panel condition. This forms part of the officer's recommendation.

7.17 Flooding or Drainage Issues

The NPPF (February 2019) at paragraph 163 advises that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Policy 5.12 of the London Plan (March 2016) seeks to manage flood risk associated with development and Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding due to surface waters. Policy DME 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies also requires development proposals to make adequate provision for flood risk mitigation.

A Surface Water Drainage Strategy has been submitted with the application which advises that surface water flooding would be mitigated with the provision of below ground cellular storage tanks located to the south of the office building and situated beneath the proposed basement slab. Attenuated runoff will be pumped to the existing surface water sewer located to the north of the site, subject to TWU and Heathrow Airport approval, discharging at 1l/s.

The Council's Flood and Water Management Officer has reviewed the report and confirms that the site has not been identified to be at risk from flooding and does not lie within a Critical Drainage Area (CDA) as defined by the London Borough of Hillingdon Surface Water Management Plan (SWMP). The officer initially objected to the scheme as the drainage strategy had not provided evidence to show that the most sustainable approaches had been considered for use on this site; the whole water cycle impact had been considered, which includes flood risk management, foul and surface water drainage and water consumption and a Basement Impact Assessment (BIA) had not been submitted to assess the potential risk of groundwater, taking into account the results of the agreed groundwater monitoring to be undertaken on the adjacent development as part of the discharge of condition application (App. No. 71487/APP/2017/1605 refers) and the

omission of the agreed 3m buffer to the east of the basement ramp.

An Addendum has been submitted to the Surface Water Drainage Strategy which includes a justification for the proposed drainage system and also a BIA. The BIA concludes that there will be a negligible increase in groundwater levels as a result of the construction of the extended basement and that the retention of the 3m buffer between the basements was predicted to increase groundwater levels further and lead to higher velocities which could increase the risks of erosion. The Council's Flood and Water Management Officer advises that the information is considered to be proportionate to the scale of development and is sufficient to remove their objection to the basement. A condition should be placed on the permission to ensure that groundwater monitoring continues and it is recommended, given the information to shown that groundwater flows from north to south, a further monitoring borehole should be installed along the northern site boundary. There should be a requirement for this to be submitted to the Council at 6-monthly intervals, or alternatively provide access to an online data logger. A surface water management condition should be applied to the permission to secure additional details once the detailed design of the site is developed.

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) requires development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to amongst other criteria, noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Noise Issues

The Council's EPU (Noise) Officer advises that this scheme does not raise any noise issues, subject to the imposition of a condition to control the noise from machinery, extract/ventilation ducting, mechanical gates, etc. Whilst this request is noted, given that there are no residential occupants within the vicinity of the site, the condition is not deemed to be necessary.

Air Quality Issues

The application has been supported by an Air Quality Assessment. The Council's Environmental Protection (Air Quality) Officer has reviewed the document and advises that the scheme is within an Air Quality Focus Area and the scheme is not air quality neutral. A contribution of £152,909 is therefore required, based upon the maximum number of car parking spaces, for the implementation and delivery of an Air Quality Action Plan to improve air quality in the study area, together with recommended low emission strategy and Construction Management Plan conditions. These form part of the officer's recommendation.

7.19 Comments on Public Consultations

No comments have been received from neighbouring properties.

7.20 Planning obligations

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of 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'.

A S106 Agreement would be needed to secure the following:-

- (i) The applicant is required to enter into a Section 278/38 agreement for all highway works required by the Local Planning Authority/TFL to include, but not limited to associated costs and works identified in junction improvement works, resurfacing, etc.
- (ii) A full travel plan with an associated £20,000 bond,
- (iii) £152,909 contribution towards air quality mitigation,
- (iv) Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered.
- (v) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

The proposal is Mayoral and Council CIL liable.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

Heathrow Airport Car Parking:

The issue of Heathrow Airport car parking was considered in great detail at the Terminal 5 planning Inquiry. In his decision to permit Terminal 5 in November 2001 the Secretary of State placed a condition (A85) upon the permission limiting the number of on-airport car parking spaces within BAA's controlled main car parks to 42,000 (including a maximum of 17,500 staff spaces). The condition relates to specifically allocated sites owned or controlled by the airport operator, ie. passenger car parks and to the main airport related employee car parks (mainly HAL and airport workers), but excludes car parks leased to airport tenants such as hotels, car hire, warehouses or offices. The car park cap imposed by the T5 decision does not relate to the WBC5 building parking as it will be car parking leased to an airport tenant.

As the proposed car park would be wholly used by staff working at the WBC5 building, it would be classified as "tenanted" parking for the purposes of defining car parking within the airport boundary. As such, Heathrow's car parking cap does not apply. It is also noted that HAL have not objected to the proposal on the grounds that it would impinge upon the car park cap. Accordingly, there is no conflict with the Heathrow Airport T5 car park cap condition.

Land Contamination:

The application is supported by a Geoenvironmental and Geotechnical Desktop Study which has been reviewed by the Council's Environmental Health Unit (Land Contamination) Officer. The officer advises that although this is a desk top study and no survey information is provided such as borehole analysis, the desk study is sufficiently detailed to support the application.

The officer advises that the proposal is acceptable, subject to a condition which forms part of the officer's recommendation.

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 outline scheme for a new office building within the Heathrow boundary is considered to be acceptable in principle, subject to a condition restricting the occupation of the building to those whose activities are directly related to the operation of Heathrow Airport. Although the outline proposal reserves all matters for subsequent approval, indicative plans have been submitted, together with associated supporting documentation. Further information concerning highway impacts has also been submitted to deal with Highway England's objection to the scheme and other comments received, including those of the Mayor's Stage 1 Report. Highway England are satisfied with the additional information provided and have withdrawn their objection. The GLA will assess the LPA's analysis of the application and the further information provided in their Stage 2 Report.

NATS and Heathrow Aerodrome Safeguarding advise that the application is acceptable in relation to safeguarding criteria, subject to conditions.

The Council's specialist officers also considered the scheme acceptable, subject to conditions and various S106 obligations.

The requested conditions are included within the officer's recommendation, together with the S106 obligations which are considered appropriate and commensurate with the scale of development.

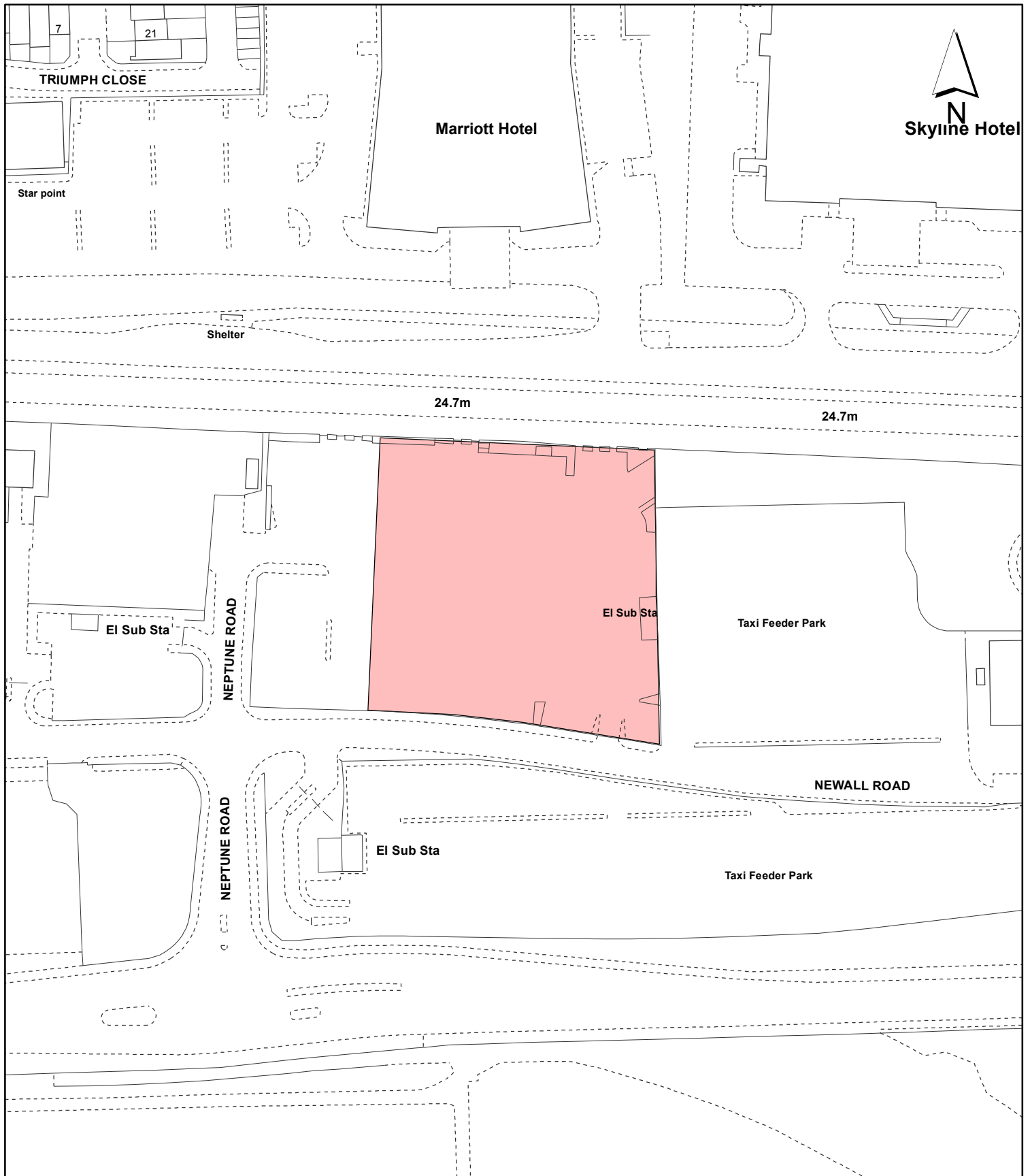
The application is therefore recommended for approval.

11. Reference Documents

National Planning Policy Framework (February 2019)
Planning Practice Guidance (March 2014)
London Plan (March 2016)
Emerging London Plan
Hillingdon Local Plan: Part One: Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019)
Hillingdon Local Plan: Part Two - Site Allocations and Designations (March 2019)
HDAS: 'Accessible Hillingdon'

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address: **World Business Centre
 5 Newall Road
 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
74351/APP/2018/4098

Scale:
1:1,250

Planning Committee:
Major Page 170

Date:
November 2019



Report of the Head of Planning, Transportation and Regeneration

Address 51 BELMONT ROAD UXBRIDGE

Development: Variation to Conditions 1 and 2 of planning application reference 34151/APP/2017/3332 (Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval))

LBH Ref Nos: 34151/APP/2019/3459

Drawing Nos: FLU.838.3.08 Rev H Proposed Site Plan
FLU.838.3.09 Rev M Proposed Lower Ground Floor Plan
Planning and Transport Statement May 2019
FLU.838.3.14 Rev E Proposed Front and Rear Elevations

Date Plans Received: 23/10/2019

Date(s) of Amendment(s): 24/10/2019

Date Application Valid: 24/10/2019

1. SUMMARY

This application seeks to amend consent reference 34151/APP/2017/3332 for 'Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)'.

Under the existing consent 13 car parking spaces would be allocated to the residential use and 11 allocated to the previous office within the rear yard area and the undercroft of the building.

The current application seeks to amend Conditions 1 and 2 of consent reference 34151/APP/2017/3332 to reduce the level of car parking required on site and to remove the requirement for a Parking Allocation Plan. These changes are proposed in order to ensure that the Prior Approval consent can be delivered in accordance with full planning application reference 34151/APP/2019/1179, which the Council's Major Applications Committee determined for approval on 16th October 2019.

The application has been reviewed by the Council's Highway Engineer who is satisfied that the proposed variation to the planning conditions would not exacerbate congestion or parking stress, and would not raise any highway safety concerns.

As such the application is recommended for approval subject to no relevant objections being raised during the consultation process and the completion of a Deed of Variation to the s106 legal agreement of application reference 34151/APP/2017/3332.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Regeneration and Transportation to confirm Prior Approval is Required and Granted subject to:

A) That the Council enters into a Deed of Variation to Planning Permission Section 106 agreement for planning application 34151/APP/2017/3332; 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. A legal agreement to prevent future occupants from applying for car parking permits.

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 18th December 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 to prevent additional highway impacts which could result in undue demand on existing car parking facilities. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies AM2 and AM7 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 NONSC Parking

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

1. 4 car parking spaces with markings, including 1 space for visitor parking
2. 3 parking spaces to be assigned for use by disabled persons and marked as such
3. 1 parking spaces to be supplied with active Electric Vehicle Charging points
4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered parking spaces to be provided for 20 bicycles as a minimum

Thereafter, they shall be permanently retained, used for no other purpose and shall at no time be sub-let or sold to any other 3rd party.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in

accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

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:

FLU.838.3.08 Rev H

FLU.838.3.14 Rev E

FLU.838.3.09 Rev M

DR-411-101 P00

DR-411-102 P00

DR-412-113 P00

DR-412-114 P00; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure 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).

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

4 NONSC Non Standard Condition

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

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

(3) If during development works asbestos is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation.

REASON

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

INFORMATIVES

1

Please note that pursuant to paragraph O.2(2) of the GPDO 2015 (as amended), development permitted under Class O is subject to the condition that it must be completed within a period of 3 years starting with the prior approval date.

2

Please note that pursuant to paragraph W(12)(a) of the GPDO 2015 (as amended), development permitted under Class O is subject to the condition that it must be carried out in accordance with the details approved by the local planning authority.

3

Please ensure that a Building Regulations application is submitted for this work, please visit Hillingdon Building Control website for the application forms.

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).

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The site is located on Belmont Road in Uxbridge Town Centre. The building was previously three floors of office use with undercroft/basement parking for 39 cars. The site has a PTAL rating of 6A and is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

3.2 **Proposed Scheme**

This application seeks to amend Prior Approval reference 34151/APP/2017/3332 for

'Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)'.

Under the existing consent 13 car parking spaces would be allocated to the residential use on the 1st and 2nd floors of the building consented under the Prior Approval. In addition 11 car parking spaces would be allocated to the previous office use within the ground floor. The parking would be provided within the rear yard area and the undercroft of the building.

The current application seeks to amend Conditions 1 and 2 of consent reference 34151/APP/2017/3332 to reduce the level of car parking required on site and to remove the requirement for a Parking Allocation Plan. These changes are proposed in order to ensure that the Prior Approval consent can be delivered in accordance with full planning application reference 34151/APP/2019/1179 for 'Removal of undercroft parking, single storey third floor level extension, and rearrangement of lower and upper ground floor levels to provide 16 residential units and external alterations including landscaping'.

The Council's Major Applications Committee determined that application reference 34151/APP/2019/1179 should be approved on 16th October 2019. The submitted plans as part of the this application match those determined for approval by members under application reference 34151/APP/2019/1179 and therefore will benefit from planning consent subject to completion of the s106 legal agreement.

In terms of parking the full planning consent determined for approval by members proposes a total of 4 car parking spaces, including 1 space for visitor parking and 3 parking spaces to be assigned for use by disabled persons. One of the disabled spaces would be supplied with an active Electric Vehicle Charging point and two with a passive Electric Vehicle Charging point. Also proposed are 1 motorcycle parking space and secure and covered cycle parking.

As the Prior Approval application consented a different parking arrangement and allocation it could not be brought forward in accordance with the details of application reference 34151/APP/2019/1179. This application seeks to resolve this discrepancy.

The current application seeks to amend the above proposal by varying the Conditions 1 and 2 of Prior Approval reference 34151/APP/2017/3332. The previous Condition 1 stated: 'Prior to occupation of the development, the following shall be provided on site:

1. 11 car parking spaces with markings, including spaces for visitor parking
2. 1 parking spaces to be assigned for use by disabled persons and marked as such
3. 2 parking spaces to be supplied with active Electric Vehicle Charging points
4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered parking spaces to be provided for 20 bicycles as a minimum

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

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).'

It is proposed to amend this condition to:

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

1. 4 car parking spaces with markings, including 1 space for visitor parking

2. 3 parking spaces to be assigned for use by disabled persons and marked as such
3. 1 parking spaces to be supplied with active Electric Vehicle Charging points
4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered parking spaces to be provided for 20 bicycles as a minimum

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

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).'

The previous Condition 2 stated:

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

It is proposed that Condition 2 be varied to approve the new proposed site plan, lower ground floor plan and elevations plan approved as part of application reference 34151/APP/2019/1179. The elevations plan is included due to a minor change in window width for a ground floor unit that is shown on the Lower Ground Floor Plan. The elevations plan is therefore included to ensure consistency in the approved plans.

3.3 Relevant Planning History

34151/APP/2017/3332 51 Belmont Road Uxbridge

Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)

Decision: 15-11-2017 Approved

34151/APP/2018/4259 51 Belmont Road Uxbridge

Creation of third floor level, conversion of undercroft to office and creation of 4 x 1-bed and 4 x 2 bed self contained flats with associated alterations to elevations

Decision: 02-05-2019 Approved

34151/APP/2019/110 51 Belmont Road Uxbridge

Details pursuant to conditions 2 (Parking Allocation) and 3 (Insulation and Ventilation Scheme) of planning permission Ref: 34151/APP/2017/3332 dated 20/11/2017 (Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)

Decision: 07-05-2019 Approved

34151/APP/2019/1179 51 Belmont Road Uxbridge

Removal of undercroft parking, single storey third floor level extension, and rearrangement of lower and upper ground floor levels to provide 16 residential units and external alterations including landscaping

Decision: 16-10-2019 Approved

Comment on Relevant Planning History

As detailed above, this application seeks to ensure that Prior Approval reference 34151/APP/2017/3332 can be delivered in accordance with the details submitted as part of full planning application reference 34151/APP/2019/1179.

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:

- PT1.BE1 (2012) Built Environment
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- OE5 Siting of noise-sensitive developments
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- NPPF1 NPPF - Delivering sustainable development
- NPPF10 NPPF - Meeting challenge of climate change flooding costal

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- Not applicable
- 5.2** Site Notice Expiry Date:- **19th November 2019**

6. Consultations

External Consultees

Consultation letters were sent to 41 local owner/occupiers and the application was also advertised

by way of site notices.

No responses have been received at the time of writing this report. Any future correspondence received will be detailed within the committee addendum.

Internal Consultees

FLOOD AND WATER MANAGEMENT

No objection to the proposed changes. This was previously a change of use application with no change to external surfaces. The current proposals would increase the amount of green open space which reduces the quantum of impermeable surface.

HIGHWAYS

Condition 1

Given the highly sustainable nature of the location, the reduction from 13 on-plot residential spaces to 3 disabled spaces with EVCP provision (2 passive & 1 active) plus 1 visitor space is considered acceptable. It is noted that the proposal also exceeds LP Policy T6.1 related to disabled bay provision as a percentage of unit numbers which is welcomed and hence does not raise issue. The proposed variation to condition 1 is therefore considered acceptable.

Condition 2

In terms of condition 2 which is related to 'parking allocation', it would appear to be no longer relevant as the 3 disabled and 1 visitor space would not lend themselves to allocation to any individual unit. Therefore condition 2 is not strictly required as it serves no specific function. Notwithstanding this point, if we wish to retain this condition and consider the application as a 'variation' to the said then the submitted plan (No.FLU.838.4.08) would be considered acceptable within that context.

EPU

I have no further comments to make.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established under consent reference 34151/APP/2017/3332 under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, which allows that from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria.

The prior approval proposal fell to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application did not seek full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

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

development.

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

Prior Approval application 34151/APP/2017/3332 was assessed against the above criteria and subject to relevant conditions and ensuring that future occupiers would not apply for residents parking permits, to be secured through a Section 106 Legal Agreement, prior approval was not required.

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 reviewed the proposals and provided comments on the acceptability of the proposed changes. They have advised that as the original approval could have been presented as 'car-free' given the highly sustainable nature of the location, therefore the proposed changes are considered acceptable.

In terms of condition 2 which is related to 'parking allocation', it is agreed that this is no longer relevant as the 3 disabled and 1 visitor space would not lend themselves to allocation to any individual unit. Therefore condition 2 is not strictly required as it serves no specific function.

In order to prevent undue burden on parking within the surrounding area, the applicant was required to enter into a Section 106 agreement to ensure that future occupants of the development would not apply for car parking permits. The Applicant agreed to this obligation which was secured through a S106 Legal Agreement. Subject to the completion of a Deed of Variation to the Legal Agreement in order that it is linked to the current application, the Highway's impact of the proposed changes are considered 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 proposed changes to parking provision are not considered to impact on flooding or draining issues. The Council's Flood and Water Management Officer was consulted on the proposals and confirmed that they have no objections.
- 7.18 Noise or Air Quality Issues**
- The Council's Environmental Protection Unit were consulted on the proposals in terms of the potential detrimental impact from noise generated externally from the site. No objections were raised subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises. The current application only proposes changes to the parking allocation and the original noise protection condition is recommended to be attached to this consent.
- 7.19 Comments on Public Consultations**
- None received at present, any future correspondence received will be detailed within the committee addendum.
- 7.20 Planning Obligations**
- In order to mitigate against the impact of the consented prior approval proposals, the following obligations were secured:
1. Agreement to ensure that future occupants will be prohibited from applying for car parking permits.
- It is recommended that a Deed of Variation is secured to the Legal Agreement attached to the previous consent to ensure that the same obligations are secured.
- 7.21 Expediency of enforcement action**
- Not applicable
- 7.22 Other Issues**
- None
- 8. Observations of the Borough Solicitor**
- General
- Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

This application seeks to amend consent reference 34151/APP/2017/3332 for 'Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with

ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)'.

Under the existing consent 13 car parking spaces would be allocated to the residential use and 11 allocated to the previous office within the rear yard area and the undercroft of the building.

The current application seeks to amend Conditions 1 and 2 of consent reference 34151/APP/2017/3332 to reduce the level of car parking required on site and to remove the requirement for a Parking Allocation Plan. These changes are proposed in order to ensure that the Prior Approval consent can be delivered in accordance with full planning application reference 34151/APP/2019/1179, which the Council's Major Applications Committee determined for approval on 16th October 2019.

The application has been reviewed by the Council's Highway Engineer who is satisfied that the proposed variation to the planning conditions would not exacerbate congestion or parking stress, and would not raise any highway safety concerns.

As such the application is recommended for approval subject to no relevant objections being raised during the consultation process and the completion of a Deed of Variation to the s106 legal agreement of application reference 34151/APP/2017/3332.

11. Reference Documents

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

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

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

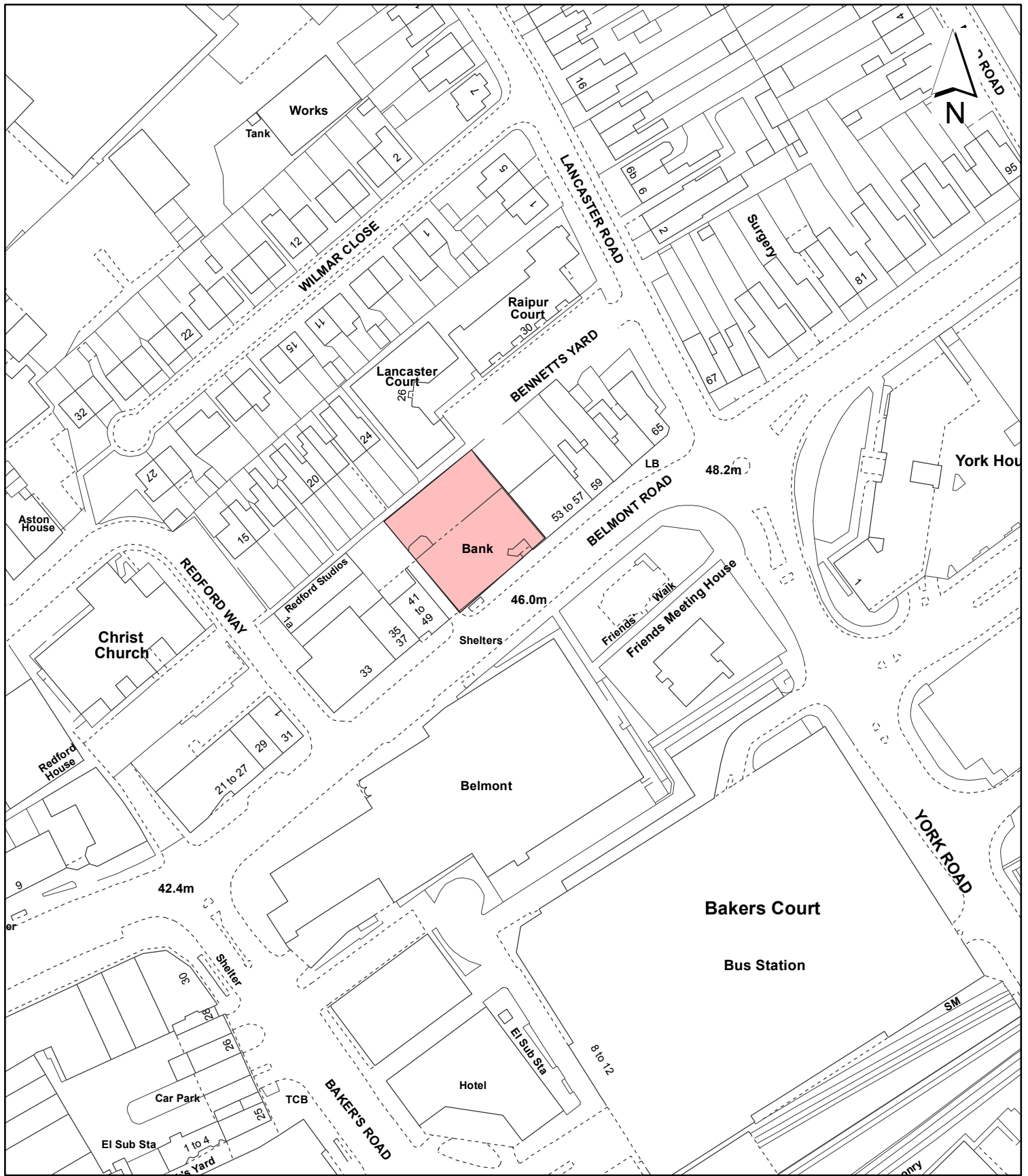
Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations

Emerging Hillingdon Local Plan: Part 2 Development Management Policies

Emerging Hillingdon Local Plan: Part 2 Policies Map

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**51 Belmont Road
 Uxbridge**

Planning Application Ref:

34151/APP/2019/3459

Scale:

1:1,250

Planning Committee:

Major Page 183

Date:

November 2019

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address PACKET BOAT MARINA PACKET BOAT LANE COWLEY

Development: Change of use of 25 existing moorings from leisure to residential use, with associated works

LBH Ref Nos: 53216/APP/2018/4179

Drawing Nos: P267-PB-01 Rev. B Location Plan
 P267-PB-10 Proposed Bin Enclosure & Storage Box
 P267-PB-09 6m Chelsea Bike Shelter (18 Cycles)
 JC.5102 Planning Supporting Statement (May 2019)
 QMF 09.20 Issue 4 Transport Statement (May 2019)
 P267-PB-05 Rev. C Packet Boat Marina Proposed Mooring Plan
 Ecological Enhancement Scheme (January 2018)
 416.04960.00012 Packet Boat Marina Property Assessment (Dated October 2018)
 3058/FRA/Final/v3.2/2018-11-21 Flood Risk Assessment Final Report v3.2 (November 2018)
 734338-2 (01) Interpretive Report on Ground Investigation (Dated July 2018)
 Landscape Management and Maintenance Plan
 P267-PB-07 4m Chelsea Bike Shelter
 002 Rev. B Jetty Sections
 001 Rev. D Site Plan
 003 Rev. B Jetty Details
 734338-1 Rev. 1 Desk Study and Preliminary Risk Assessment
 P267-PB-04 Rev. B Main Car Park Proposed Layout
 P267-PB-06 Rev. B Landscaping Plan
 P267-PAC-02 Rev. G Existing Site Plan

Date Plans Received:	28/11/2018	Date(s) of Amendment(s):	26/03/2019
Date Application Valid:	28/11/2018		30/07/2019
			17/10/2019
			22/02/2019
			30/10/2019
			28/11/2018
			27/09/2019
			24/10/2019
			16/10/2019

1. SUMMARY

This application seeks permission for the change of use of 25 existing moorings from leisure to residential use, with associated works. The proposed development is considered to be acceptable in principle and with regard to its impact on the character of the area, green belt, neighbour amenity, the local highway network, access, security, living conditions, trees and landscaping, waste, flooding, noise, air quality, ecology and contamination. Subject to conditions, this application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

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 P267-PB-01 Rev. B, P267-PAC-02 Rev. G, P267-PB-04 Rev. B, P267-PB-05 Rev. C, P267-PB-06 Rev. B, P267-PB-07, P267-PB-09, P267-PB-10, 001 Rev. D, 002 Rev. B, 003 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 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 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 documents:

JC.5102 Planning Supporting Statement (May 2019);
734338-1 Rev. 1 Desk Study and Preliminary Risk Assessment;
734338-2 (01) Interpretive Report on Ground Investigation (Dated July 2019);
QMF 09.20 Issue 4 Transport Statement (May 2019);
3058/FRA/Final/v3.2/2018-11-21 Flood Risk Assessment Final Report v3.2 (November 2018);
Ecological Enhancement Scheme (January 2018); and
Landscape Management and Maintenance Plan.

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 2 - Saved UDP Policies (November 2012), emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and the London Plan (March 2016).

4 NONSC Number of Boats

At no time shall there be more than 164 no. boats moored within the development area, including no more than 55 no. boats which are moored to residential moorings (that include a postal address). The associated residential and visitor parking layout shall be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with Policies BE33, BE38, AM2, AM7 and AM14 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policies DMHB 14, DMHB 20, DMT 1, DMT 2 and DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

5 NONSC Records of Residential Boats

The developer shall make available for inspection their records detailing the location and number of residential moorings within Packet Boat Marina at the request of the Local Planning Authority.

REASON

To preserve the character of Packet Boat Marina, to manage amenity impacts on surroundings residents and to manage impacts on the ecology of the site, in accordance with Policy EM3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012); Policy BE13, BE32, BE33, EC5, OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012); Policy DMHB 20, DMEI 6 and DMEI 7 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019); Policy 7.19 of the London Plan (March 2016) and National Planning Policy Framework (June 2019).

6 NONSC Site Management Plan

Residents shall be required to use:

- a) only smokeless fuels in stoves and heaters on their boats; and
- b) only use phosphate free washing up liquids and detergents, including boat materials.

To ensure the above can be in place, a site management plan shall be submitted and approved in writing by the LPA prior to the first occupation of the proposed residential moorings, which details the following:

- i) Measures and management strategies to ensure that only smokeless fuels in stoves and heaters are used on boats within the marina.
- ii) Measures and management strategies to ensure that only phosphate free washing up liquids and detergents are used on boats within the marina.

The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON

To protect the amenity of existing and future residents in accordance with Policy OE1 and BE33 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy DMEI 14 and DMHB 20 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019), Policy 7.14 of the London Plan (March 2019), and to protect elements of biodiversity value within the site in accordance with Policy EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), DMEI 7 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019), Policy 7.19 of the London Plan (March 2016) and National Planning Policy Framework (June 2019).

7 COM8 Tree Protection

Prior to commencement of the relevant part of the works, details shall be submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the

fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy BE38 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policies DMHB 11 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

8 NONSC Signage and Lighting Details

Prior to commencement of the relevant part of the works, details of the proposed lighting columns and directional signage shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON

To 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 2 - Saved UDP Policies (November 2012), Policies DMHB 11, DMHB 14 and DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policies 5.10 and 5.17 of the London Plan (March 2016)

9 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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMHB 11 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and to comply with Section 197 of the Town and Country Planning Act 1990

10 NONSC Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy, detailing how this contamination will be dealt with, has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

(i) Any subsequent remediation scheme concerning newly discovered contamination shall include a written method statement providing details of how the completion of the remedial works will be verified. The details shall be agreed in writing with the LPA prior to commencement. No deviation shall be made from the scheme without the express agreement of the LPA prior to its implementation.

(ii) All works which form part of any 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 strategy shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(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.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), DMEI 12 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019), Policy 5.21 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

11 NONSC Soil and Material Imports

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.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), DME1 12 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019), Policy 5.21 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

12 NONSC Control of Noise

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

To safeguard the amenity of the surrounding area in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

13 NONSC Turning Areas

The turning areas identified on drawing reference 'P267-PB-05 Rev. C ' hereby approved shall remain clear and unobstructed at all times to ensure the free flow and movement of boats within the marina.

REASON

To ensure that residential amenity is safeguarded in accordance with Policy OE1 and BE33 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 20 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

14 RES22 Parking Allocation

The residential moorings 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 there is no sub-letting of parking spaces and 1 car parking space shall be allocated and dedicated for the use of each of the residential moorings 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 2 - Saved UDP Policies (November 2012), Policy DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Chapter 6 of the London Plan (March 2016).

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).

2 153 Compulsory Informative (2)

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

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
LPP 5.10	(2016) Urban Greening
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.17	(2016) Waste capacity
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
EC5	Retention of ecological features and creation of new habitats
OL1	Green Belt - acceptable open land uses and restrictions on new development
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM2	Development proposals - assessment of traffic generation, impact

AM7	on congestion and public transport availability and capacity
AM14	Consideration of traffic generated by proposed developments.
DMEI 4	New development and car parking standards.
DMEI 6	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Development in Green Edge Locations
DMEI 9	Biodiversity Protection and Enhancement
DMEI 10	Management of Flood Risk
DMEI 11	Water Management, Efficiency and Quality
DMEI 12	Protection of Ground Water Resources
DMHB 4	Development of Land Affected by Contamination
DMHB 11	Conservation Areas
DMHB 14	Design of New Development
DMHB 20	Trees and Landscaping
DMT 1	Moorings
DMT 2	Managing Transport Impacts
DMT 6	Highways Impacts
	Vehicle Parking

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

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

4

The Council have information on the ground conditions and there is a possibility there may be contaminating substances present in the ground. We would advise persons working on site to take basic precautions in relation to any contamination they may find. It is understood there is some evidence that remedial works were undertaken at the site, however the possibility of contamination being present at depth remains. Precautions should be taken to minimise the mixing of any material that is dug up with clean shallow soils that are to remain on site.

5

The Flood Action Notice included in the Flood Risk Assessment should be provided residents and displayed on site.

6

It is advised that Conditions 4, 5, 8, 9 and 10 of planning permission reference 53216/APP/2017/4515, permitting a new fixed pontoon to provide 7 leisure moorings, have not been discharged. It appears that this development has been brought forward without complying with the decision notice.

7

It is advised that enforcement case reference ENF/92/07 was raised and closed in 2007, stating that there was no breach of planning control as all works/operations/uses occurring on site were in accordance with approved planning permission or permitted development.

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

3. CONSIDERATIONS

3.1 Site and Locality

Packet Boat Marina is referred to by the applicant as a 'medium sized' marina on the Grand Union Canal which accommodates both residential and leisure boats. Facilities at the site include a small office building, workshop, a toilet and shower block, laundry facilities, fuelling facilities and car parking. The northern portion of the site is covered in hardstanding. The remainder of the site comprises soft standing. The drainage plans provided by Thames Water indicates that an electrical substation is located in the north of the site.

The Marina is located on the western edge of the borough, on the south eastern side of Packet Boat Lane, immediately to the west of the Water's Edge Public House and the Grand Union Canal, north of its junction with the Slough arm of the canal. The site includes a marina with wide beam and narrow boat berths, a visitor centre and shop, boatyard, landscaped grounds and a car park accessed from Packet Boat Lane to the north. The entrance to the marina for boat traffic is from the Slough arm to the south.

Surrounding the Site to the west, south and north west is a large country park including a builder's yard adjacent to the west of the Site. The land to the north, east and south east of the site is a mixture of commercial/ light industrial and residential. A scrap car yard is located approximately 15m north. The closest residential properties are located approximately 40m north and flats approximately 40m north east across the canal.

The marina forms part of the Green Belt, a Nature Conservation Site of Metropolitan or Borough Grade I Importance and the Colne Valley Regional Park. The application site is located within Flood Zone 1 and has a low Public Transport Accessibility Level (PTAL) of 1a. The north section of the application site is designated as part of the Cowley Lock Conservation Area.

3.2 Proposed Scheme

The marina operator, BWML, is looking to diversify their product range by providing additional residential moorings. This is in response to prevailing market conditions, namely the rising demand for full residential contracts. The change of use application is the result. The application seeks permission for the change of use of 25 existing moorings from leisure to residential use, resulting in 55 residential moorings and 109 leisure moorings. It is noted that these moorings are operated flexibly to relocate vessels to more appropriate moorings, based on their size, customer preference or other requirement.

Associated works include the following:

- Removal of existing refuse and recycling bin enclosure, storage containers, planting border edging, cycle parking, turf & timber edging

- Replacement of turf with 20mm gauge buff stone edged with concrete edging strip and planting of two silver birch saplings
- Creation of 9 residential car parking spaces, totalling 55 residential car parking spaces
- Erection of new cycle store with 56 cycle spaces
- Replacement of refuse / recycling bin enclosure
- Installation of new uplit entrance sign boards backed with new timber feature walls, designated pedestrian pathway marked along car park perimeter and directional signage
- Upgrade zero upward light LED lighting columns to main car park
- Replace existing lighting bollards with new LED lighting columns
- Reorder existing parking bays to increase car parking in the main car park from 84 to 103 parking spaces
- Parking bays to be marked out on new tarmac
- Provision of new "dry river bed" style landscaping of boulders, pebbles & gravel, with drought resistant planting
- Installation of two electric car charging points
- Existing path to main building resurfaced

Given the unique nature of this development, a brief clarification of relevant terms used within this report is provided below:

- Pontoons: These are the timber structures which boats are moored off. All pontoons at the marina already have electricity and water connections.
- Leisure moorings: Those occupied by customers who use their vessels predominantly for leisure purposes. This includes short-stay moorings for visitors and longer term leisure customers. Leisure customers are not permitted to live aboard their vessels all year round and have to demonstrate that they have a permanent residential address away from the marina. Nevertheless, customers with 12 month leisure contracts are able to visit the marina whenever they please and can live aboard their vessels intermittently, often treating their boats as holiday homes. They are not allowed a postal address.
- Residential moorings: Customers who can live at the marina all year round as their primary residence. These customers have access to all facilities including a postal address.

3.3 Relevant Planning History

53216/98/1499

Rear Of Turning Point Ph Packet Boat Lane Cowley Uxbridge

Construction of a 93-berth marina with associated residential moorings, visitor centre and retail area, sanitary station and car parking facilities. Upgrade of the existing boat repair buildings and yard including the construction of a dry dock. Rationalisation and improvement of the garden area and car parking of the existing public house/ restaurant. Development of an urban farm and associated parking. Retention and reprofiling of a reduced lake area. (Application involves removal of an existing horticultural nursery and demolition of glasshouses)

Decision: 03-03-1999 Approved

53216/APP/2012/1956

Packet Boat Marina Packet Boat Lane Cowley

Installation of pontoon and 6 additional residential moorings and landscaping scheme.

Decision: 06-11-2012 Refused

53216/APP/2014/2300

Packet Boat Marina Packet Boat Lane Cowley

Change of use of ten (10) existing leisure moorings to residential moorings

Decision: 17-09-2014 Approved

53216/APP/2017/1711 Packet Boat Marina Packet Boat Lane Cowley

Construction of new fixed pontoon to provide 7 leisure moorings with associated engineering and landscape works

Decision: 05-09-2017 Approved

53216/APP/2017/4515 Packet Boat Marina Packet Boat Lane Cowley

Details pursuant to conditions 4 (Tree Protection), 5 (Landscaping) and 8 (Marina Wall) as attached to planning permission ref. 53216/APP/2017/1711 dated 07-09-2017 (Construction of new fixed pontoon to provide 7 leisure moorings with associated engineering and landscape works)

Decision: 11-12-2018 Refused

Comment on Relevant Planning History

Application reference 53216/98/1499 granted permission for the construction of a 93-berth marina with associated residential moorings, visitor centre and retail area, sanitary station and car parking facilities. This application attached Condition 19 requiring a site survey and a scheme for removing or rendering innocuous all contaminants from the site. Based on Council records, this condition has never been discharged.

The marina has increased the quantum of boats located on the pontoons since the original consent was granted. It appears from site visits and drawings submitted that the marina can accommodate a considerably greater number of boats than the 1998 permission intended and has done so since 2007, which has effectively allowed the lawful use of these additional moorings. The only condition which previously controlled the number of boats was Condition 23 of application reference 53216/98/1499, which required that no more than 10% of the moorings within the marina be for permanent residential use. This condition does not control the number of moorings. In 2014, there were 20 residential moorings in use and the site owner applied to increase the number of residential moorings to 30. Planning permission was granted under application reference 53216/APP/2014/2300, which granted the change of use of ten existing leisure moorings to residential moorings.

In light of the intensification of the marina and moorings, it is not deemed appropriate to re-impose the above condition as it is not as precise as it needs to be. A marina is a type of harbour where boats are moored. A berth is a ship's allotted place at a wharf/dock or marina and a mooring is a place where a boat or ship is moored. A such a new restrictive condition will be imposed in the event that planning permission is granted to restrict the total number of boats to ensure the effective management of the marina and minimise the impact on the local biodiversity and ecology.

4. Planning Policies and Standards

Local Plan Part 2 Update March 2019

The LPP2 remains at the examination stage with the aim to adopt the Plan in early autumn

2019.

The Council received a Post Hearing Advice Note from the Planning Inspector in November 2018 advising the Council that it was a Plan capable of being found sound subject to main modifications.

The Inspector (and our Cabinet Member) has now agreed the Proposed Main Modifications to the LPP2 and these are now subject to a six week period of public consultation from 27 March to 8 May 2019.

Weight to be afforded to the LPP2

The following updated wording should now be included in officer reports until the 8 May 2019 when a further update will be provided:

Draft Local Plan Part 2

The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and are published for public consultation from 27 March to 8 May 2019.

Regarding the weight which should be attributed to the emerging LPP2, paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

With regard to (a) above, the preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

With regard to (b) above, those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

With regard to (c) it is noted that the Inspector has indicated that subject to main

modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 Saved UDP Policies 2012.

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:

- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport
- NPPF- 13 NPPF-13 2018 - Protecting Green Belt land
- NPPF- 15 NPPF-15 2018 - Conserving and enhancing the natural environment
- LPP 5.10 (2016) Urban Greening
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.17 (2016) Waste capacity
- LPP 5.21 (2016) Contaminated land
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- LPP 7.16 (2016) Green Belt
- LPP 7.19 (2016) Biodiversity and access to nature
- LPP 7.24 (2016) Blue Ribbon Network
- LPP 7.27 (2016) Blue Ribbon Network: supporting infrastructure and recreational use
- LPP 7.28 (2016) Restoration of the Blue Ribbon Network
- EC5 Retention of ecological features and creation of new habitats
- OL1 Green Belt - acceptable open land uses and restrictions on new development
- 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

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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.
DMEI 4	Development on the Green Belt or Metropolitan Open Land
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 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 20	Moorings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd January 2019**

5.2 Site Notice Expiry Date:- Not applicable

10th January 2019

6. Consultations

External Consultees

Letters were sent to neighbouring properties, a site notice was erected and an advert was posted in the local paper. All forms of consultations expired on 19th September 2019.

EXTERNAL CONSULTATION

One comment was received from a member of the public, noting that some parking shown on the plan already exists as available to residents of the moorings and requesting that the proposal maintains 2 secure parking spaces per residential mooring.

CASE OFFICER COMMENT:

All matters regarding parking provision are considered by the Council's Highways Officer in detail further in the main body of the report.

ENVIRONMENT AGENCY:

Thank you for consulting us on the above application. We object to this development, as its planning application does not demonstrate that the risks of pollution to controlled waters are acceptable, or can be appropriately managed. We therefore recommend that planning permission is refused.

Reason

The previous use of the development site as landfill presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. In addition the existing plan submitted indicates there may also be underground storage tanks used to store diesel fuel on site. Controlled waters are particularly sensitive in this location because the site is located upon a principal aquifer.

As the planning application is not supported by an appropriate risk assessment, it does not meet the requirements set out in paragraphs 170 and 178 of the National Planning Policy Framework.

Overcoming our objection

The applicant should submit a preliminary risk assessment (PRA) which includes a desk study, conceptual model and initial risk assessment. This information must demonstrate to the local planning authority that the risk to controlled waters has been fully understood and can be addressed through appropriate measures.

CASE OFFICER COMMENT:

A Desk Study and Preliminary Risk Assessment was submitted by the applicant in response to the Environment Agency's objection.

ENVIRONMENT AGENCY FOLLOW-UP:

Thank you for consulting the Environment Agency in relation to the above planning application. Following our review of the Desk Study and Preliminary Risk Assessment (Report No.: 734338-1), we are minded to remove our objection subject to inclusion of the below planning condition.

Without the below condition we would object to the proposal in line with paragraph 170 of the National Planning Policy Framework (NPPF) because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Condition

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy, detailing how this contamination will be dealt with, has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons

The Preliminary Risk Assessment (PRA), submitted in support of this planning application, provides us with confidence that it will be possible to suitably manage the risk posed to controlled waters by this development. The PRA indicates that contamination may be present on site and confirms that the groundworks to enact the proposed development are minimal. The report recommends a Discovery Strategy and this planning condition is to secure implementation of that strategy.

We request this condition to ensure that the development does not contribute to, is put at unacceptable risk from, or is adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources. This is in line with paragraph 170 of the NPPF. The required remediation strategy should be carried out by a competent person in line with paragraph 178 of the NPPF.

TRANSPORT FOR LONDON (TfL):

While TfL has No Principal objection, it has the following recommendations:

1. Wider cycle spaces should be introduced to at least 5% of the allocated residential cycle parking in line with London Plan cycle parking standards and London Cycle Design Standards (LCDS).
2. It is recommended that electric vehicle charging points be provided to parking spaces where possible to facilitate the use of electric powered vehicles.
3. A Travel Plan Statement should be produced and secured to encourage sustainable travel as the number of residential moorings have increased to over 50.

TRANSPORT FOR LONDON (TfL) FOLLOW-UP:

Thank you for consulting TfL the revised proposal for this site. TfL offers the following additional comments:

1. The number of spaces electric vehicle charging points would need to be increase to cover at least 20% of the residential allocation which equates to 11 spaces, to be in line with the Draft London Plan standards for residential use.
2. Further increase of cycle parking to a ratio of 1 mooring to 1.5 cycle space should be provided. As per previous comments, Wider cycle spaces should be introduced to at least 5% of the allocated residential cycle parking in line with London Plan cycle parking standards and London Cycle Design Standards (LCDS).
3. A Travel Plan Statement should be produced and secured to encourage sustainable travel as the number of residential moorings have increased to over 50.

CASE OFFICER COMMENT:

Matters noted by the TfL above are further considered by the Council's Highways Officer with regard to local plan policies further in the report. It is noted that the number of residential moorings approved under this application amounts to 25 and does not meet the threshold of 50 which would trigger the requirement for a Travel Plan Statement. If recommended for approval, this would not be secured by condition.

CANAL & RIVER TRUST:

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The Trust has reviewed the application but is unable to make a substantive response under the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended) due to the absence of the following information:

- Details of the proposed cycle storage ('Chelsea' racks are very variable in visual appearance and quality);
- Details of the proposed storage boxes; and
- Details of the replacement bin enclosure.

We kindly request this information be submitted in order to assess the visual impact of the cycle store, storage boxes and bin enclosure on the wider site. Additionally, the proposal to plant birch trees to screen the cycle racks is welcomed, but more detail is required as to how the existing trees are to be protected in both the long and short term to ensure their survival once the grass is removed and replaced with gravel. Some under-storey planting would be advantageous between the existing and proposed trees to provide further, more effective screening of the proposed structures. The loss of the grass is a shame, as gravel will provide a more suburban appearance than the grass, and will reduce the ecological potential of the site.

We will make a substantive response within 21 days from the date of receipt of this information.

CASE OFFICER COMMENT:

The Canal and River Trust confirmed in an email (dated 21st January 2019) that the details requested above could be secured by planning condition, subject to the Canal and River Trust being consulted for the discharge of condition application. Details regarding the jetty wall, landscaping management and maintenance and proposed storage were submitted by the applicant and the Canal and River Trust were re-consulted.

CANAL & RIVER TRUST FOLLOW-UP:

We are satisfied with the jetty wall details.

We are also satisfied with the bike shelter details and landscaping management and maintenance details.

CASE OFFICER COMMENT:

The applicant submitted further details on the bin and cycle store and the Canal and River Trust

were re-consulted.

CANAL & RIVER TRUST FOLLOW-UP:

Yes, the bin and cycle store details are acceptable to us.

NATURAL ENGLAND:

No comment.

GREATER LONDON AUTHORITY BIODIVERSITY GROUP:

No comment.

LONDON WILDLIFE TRUST:

No comment.

COLNE VALLEY PARK WORKING PARTY:

No comment.

Internal Consultees

INTERNAL CONSULTATION

HOUSING OFFICER:

No comment.

WASTE STRATEGY OFFICER:

Suitable for waste and recycling requirements.

FLOOD AND WATER MANAGEMENT OFFICER:

Flood Risk

The majority of the site lies in Flood Zone 1, with the western fringe of the site boundary within Flood Zone 2. The applicant has submitted a Flood Risk Assessment (FRA) to accompany the application (Weetwood report revision 3.2 dated November 2018).

The FRA has obtained flood modelling data from the Environment Agency for the River Pinn and Fray's River and has compared against site levels obtained via a topographic survey. The FRA concludes that the risk of flooding to the site is low and that mitigation measures are in place to address any residual risk. These include the ability of the moorings to rise with water levels in the marina as they are on piles and displaying a flood action plan to provide information to residents about flood warnings and dry egress from the site during a flood event.

Surface Water

There will be no external works that would require a separate surface water drainage network as this is a change of use application. Additional residents car parking spaces are to be provided but these are to be allocated from the current car parking area to the north of the marina. Should any replacement hardstanding be required as part of the works, we would expect that the surface water

drainage will be provided in line with the drainage hierarchy.

RECOMMENDATIONS:

We have no objection to the proposals based on the information submitted in the Flood Risk Assessment. The FRA includes a Flood Action Notice to inform residents of the risk of flooding at the site. We expect this to be provided to residents and displayed in the development.

FLOOD AND WATER MANAGEMENT OFFICER FOLLOW-UP:

No objection to the proposals following receipt of additional information. The applicant has submitted a landscaping plan and has provided evidence to demonstrate that the additional moorings along the western boundary of the marina maintain a soft bank in line with the previous approvals. The details of the landscaping and planting should be agreed with the trees/landscape officer.

ACCESS OFFICER:

I have considered the detail of this Change of Use application and having no accessibility observations to make. Conclusion: no objection

URBAN DESIGN AND CONSERVATION OFFICER:

The new build changes seem minimal and are not considered to affect the character of the Cowley Lock Conservation Area. No conservation objections.

HIGHWAYS OFFICER:

Site Characteristics

The proposal location is Packet Boat Marina adjacent to the Grand Union Canal and accessed via in Packet Boat Lane which is rural in its setting and connects to the High Road in Cowley. The site has 157 moorings of which 30 are currently allocated for residential purposes with the remaining 127 retained for leisure uses. 25 of these leisure moorings are proposed for conversion to residential.

The adjacent communal car park consists of 132 spaces (which would rise to 158 as a result of the proposed repositioning of the existing bin store and general car park reconfiguration) with 30 spaces currently allocated for the 30 residential units equating to 1:1 parking ratio. The parking allocation for the proposed residential use would then rise proportionally to include provisions for the 25 new units totalling 55 residential spaces.

The vehicular access to and from the Marina is via a T- junction arrangement in Packet Boat Lane and is to remain unaltered.

Parking Provision

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

It is proposed to convert 25 existing moorings from leisure to residential purposes. Although there are no prescriptive standards relating to parking provisions for this specific residential use type, the applicant has applied a 'best fit' approach by utilising the Council's 'flatted' parking standard which requires 1.5 spaces per unit hence a quantum of up to a total of 38 spaces should be provided on-site (which in this case would be within the confines of the Marina car park).

It is proposed to allocate 25 spaces from the total of 158 on-plot car park spaces to the proposed

residential use which broadly corresponds with the existing 1:1 parking ratio afforded to the existing 30 C3 dwelling units. To the best of the Council's knowledge, it is understood that this ratio has not caused measurable issue related to the functioning of the existing 30 use class C3 units and Marina itself hence on this premise and given the small scale of each individual unit it considered logical and appropriate to apply a consistent approximate parking ratio of 1:1 throughout the site which would be applicable to the new residential element. To achieve the allocation of these 25 new spaces it has been necessary to create 7 new spaces by means of relocating the existing cycle and bin storage areas with a general reconfiguration of the car park. This is considered acceptable in layout and principle terms.

The remaining 'non-residential' 103 spaces out of a total of 158 would be retained for 109 leisure moorings which approximates to just under a 1:1 ratio and is considered sufficient within the context of this use and capacity of the Marina car park.

It is assumed that a parking allocation/management regime exists at present in order to ensure the appropriate usage of the 'whole site' parking provisions for both the residential and leisure components. It would therefore be considered that for the purposes of this application, this regime would continue and encapsulate the proposal hence there are no further observations.

Disabled Compliant Parking Provision

In accord with the Saved UDP standard - 10% of parking spaces should be disabled compliant equating to a minimum of 2 spaces. 3 disabled compliant spaces are indicated which conforms to the standard and is therefore considered acceptable.

Electric Vehicle Charging Point Provision

The uplift of residential moorings require a bespoke approach to electrical charging points. I consider the proportion of 3 active and 3 passive charging points would be justifiable in this case.

Cycling Provision

In terms of cycle parking there would be a requirement to provide at least 1 secure and accessible space for each of the moored units totalling 25 spaces. It is proposed to create a newly repositioned and combined cycle store which would provide 56 spaces for the proposed 25 and existing 30 units which comfortably conforms to the standard. It is noted that some mooring occupiers may wish to store their cycles onboard their boats hence 'end game' parking provisions are likely to be higher which is welcomed.

Vehicle Trip Generation

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.

The proposal for 25 additional residential units is likely to increase traffic generation from the site as compared to the existing 30 residential and 127 unit leisure provision. However impacts are likely to be marginal as the proposal replaces an equivalent number of leisure units which already generate a specific level of use intensity. Notwithstanding this point, it would be anticipated that no more than 9 additional two-way am & pm peak hour movements may be generated by the 25 new residential units. This uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Refuse collection will continue via Packet Boat Lane. A specific relocated bin store location has been depicted and is considered fit for purpose.

Conclusion

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

TREES AND LANDSCAPING OFFICER:

This site is occupied by a canal boat marina situated on the west side of the Grand Union Canal and accessed from Packet Boat Lane. The 157 boat marina was created in c.2001, for a mix of residential and leisure moorings, together including ancillary /operational areas, car parking, waste and washing facilities - all within a landscaped setting. There are no TPO's or Conservation Areas affecting the site - although it lies immediately to the south of Cowley Lock Conservation Area. The site lies within the Green Belt and is a SINC - Natural Site of Metropolitan or Borough Importance.

Comment:

No trees will be removed to facilitate the development. Small areas of grass will be removed to facilitate the re-organisation of the parking and storage area in the north-east corner of the site. The proposal will result in the intensification of use of the existing yard together with some new tree planting as described in cl. 3.87 and 3.8 in the Planning Support Statement.

Recommendation:

No objection subject to conditions COM8, COM9 (parts 1,2,and 5) and COM10.

CASE OFFICER:

A revised landscaping plan was submitted by the applicant.

TREES AND LANDSCAPING OFFICER FOLLOW-UP:

This site is occupied by the land enclosure of the Packet Boat Marina. The site lies in the north-east corner of the marina on the west bank of the canal and at the interface of canal-side residential moorings, the marina (enclosed) moorings and a car park. The existing compound is securely fenced off containing facilities for residential moorers including a shower / toilet block, refuse storage areas and secure parking. The marina is situated just outside, and to the south of, the Cowley Lock Conservation Area. The site is a SINC, designated Nature Conservation Area of Metropolitan Importance. The site lies within the Metropolitan Green Belt.

Comment:

The proposal will involve the re-arrangement of the space and a small adjacent area of soft landscape in order to provide additional dedicated parking spaces and rationalise the cycle and bin storage areas.s (whose removal is not normally a constraint on development). The tree protection plan confirms that some existing trees and groups will be protected and retained. The (small) residual areas of soft landscape will be planted and the grass around two retained / protected trees removed and replaced with gravel. There will be a need for tree protection and hard and soft landscape associated with the proposal for the benefit of residential moorers. Otherwise the proposed changes are well within the site and generally screened from public views.

Recommendation:

No objection subject to pre-commencement condition COM8 and post-commencement conditions COM9 (parts 1,2,4 and 5) and COM10.

CASE OFFICER COMMENT:

The applicant submitted drawing reference 'P267-PB-06 Rev. A Landscaping Plan' and a Landscape Management and Maintenance Plan.

TREES AND LANDSCAPING OFFICER FOLLOW-UP:

This submission contains new / amended information which confirms that much of the work has already been undertaken. The submission includes information to address the previously recommended conditions, as provided by drawing Nos. P267-PB-04, 05C and 06A, a Landscape Management and Maintenance Plan, details of the pontoons / moorings and photographs of some of the landscape details already implemented, such as the hibernarium.

RECOMMENDATION

No objection and no need for landscape conditions.

AIR QUALITY OFFICER:

I can confirm an air quality assessment will not be necessary for this application.

SUSTAINABILITY OFFICER:

No comment.

ENVIRONMENTAL PROTECTION UNIT OFFICER:

I have read through the submitted documents (namely Planning Support Statement) and the applicant has provided sufficient information for me to conclude the environmental impacts are minimal in regards to plant, noise and vibration. I do not have objections to the Change of use of 25 existing moorings from leisure to residential use, with associated works.

CONTAMINATION OFFICER:

The Local Planning Authority (LPA) has received a copy of a report produced by Structural Soils Limited, dated 22/2/2019 and titled: Packet Boat Marina, Uxbridge. Desk Study and Preliminary Risk Assessment.

Further details (submitted by email dated 26th March 2019) were issued in the form of a section of a main document titled: Belize Project Land Quality Due Diligence Report; Ref:181017_416.04960.00012_Final_LQ_DD_Report; prepared by SLR; dated October 2018.

The documents provide information which further indicates to the LPA that phase 2 site investigations are required, to more precisely determine land conditions and thereby more accurately assess the risks to receptors at the site.

Therefore, at this stage the PRA and other documentation has not fully demonstrated to the LPA that the risk to controlled waters and other receptors at the site has been fully understood for the following reasons:

1. Records indicate the site has a long history of uses involving contaminative activities including: railway land, mineral extraction and subsequent infilling of void space.
2. The site is also situated within landfill buffer zones which extend for 250 metres from the boundaries of other historic landfill sites on surrounding land.
3. In terms of the risks to human health associated with land condition and usage the proposed development would effectively introduce additional receptors, as increased human occupancy at the site.
4. It is considered likely the occupants shall require regular access, to and from their places of residence, including over various areas of land within the boundary, and therefore, the areas of land will likely be readily available and accessible, as open space, to an increased number of permanent residents and others (including existing occupants, staff and visitors to the marina), thereby increasing the probability and consequence of risk involving potentially complete pollutant linkages at the site.

The LPA would therefore welcome additional information which confirms actual land conditions at the site.

Information which provides details of site investigation and remediation works that have been conducted, or proposed to be conducted, at the site would likely provide sufficient details to further develop the initial Conceptual Site Model and Preliminary Risk Assessment (PRA) accordingly.

Without the further information to satisfy the LPA requirements, it is not possible to recommend approval.

CASE OFFICER COMMENT:

In response to the Contamination Officer's comments, the applicant submitted document reference '734338-2 (01) Interpretive Report on Ground Investigation (Dated July 2019)'.

CONTAMINATION OFFICER FOLLOW-UP:

1 Summary of Comments:

Following a review of the Preliminary Risk Assessment dated February 2019, I have now reviewed a further document titled Interpretive Report on Ground Investigation; Report No: 734338-2 (01); Dated 20/7/19; Prepared by Structural Soils Limited.

The new document provides information relating to findings from works conducted at site to investigate ground conditions at 5No. selected locations.

The work included sampling and subsequent chemical analysis of soils extracted from hand dug pits which were excavated, to nominal depths of 0.6mbgl (HDP 1-4) and 0.5m (HDP 5), into materials described in the report as soils and made ground.

The submitted laboratory report indicates that relatively low concentrations of contaminants were detected in each of the samples. In the majority of cases the concentrations did not exceed the selected assessment criteria.

However, quantities of lead and asbestos were identified in samples of material extracted from a single location at the site.

Therefore, it is recommended that an informative and conditions are to be applied as follows:

Contamination Informative

The Council have information on the ground conditions and there is a possibility there may be contaminating substances present in the ground. We would advise persons working on site to take basic precautions in relation to any contamination they may find. It is understood there is some evidence that remedial works were undertaken at the site, however the possibility of contamination being present at depth remains. Precautions should be taken to minimise the mixing of any material that is dug up with clean shallow soils that are to remain on site.

REASON:

You are advised this development is on a former landfill. The advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site once works are complete to minimise risk to the occupants of the site.

It should be noted that the Environment Agency previously indicated "we are minded to remove our objection subject to inclusion of the below planning condition."

"Condition

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy, detailing how this contamination will be dealt with, has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons

The Preliminary Risk Assessment (PRA), submitted in support of this planning application, provides us with confidence that it will be possible to suitably manage the risk posed to controlled waters by this development. The PRA indicates that contamination may be present on site and confirms that the groundworks to enact the proposed development are minimal. The report recommends a Discovery Strategy and this planning condition is to secure implementation of that strategy. We request this condition to ensure that the development does not contribute to, is put at unacceptable risk from, or is adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources. This is in line with End 2 paragraph 170 of the NPPF. The required remediation strategy should be carried out by a competent person in line with paragraph 178 of the NPPF."

In conjunction with the above informative and the EA condition it is recommended that the following four part condition and condition are also applied.

(i) Any subsequent remediation scheme concerning newly discovered contamination shall include a written method statement providing details of how the completion of the remedial works will be verified. The details shall be agreed in writing with the LPA prior to commencement. No deviation shall be made from the scheme without the express agreement of the LPA prior to its implementation.

(ii) All works which form part of any 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 strategy shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(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.

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).

3 Observations:

Findings from the investigation included identification of a variety of contaminants including metals, non-metals and Hydrocarbons which were detected in each of the selected locations.

The chemical concentrations of the contaminants were assessed against Generic Assessment Criteria (GAC).

Concentrations of lead which exceeded the GAC were identified in a single sample taken from Made Ground, at a depth of between 0.05 - 0.2mbgl in HDP2.

Asbestos materials were also detected in HDP2.

The location of HDP2 is identified on the proposed site plan P267-PAC-03 as an existing grassed area with trees, which the site plan outlines proposals which state: "Existing turf and timber edging removed, ground prepared & laid with 20mm gauge buff stone edged with concrete edging strip"

There is reported evidence of a previously installed geo-textile membrane which was identified in trial holes. The report also suggests that the membrane acts as a barrier between historic deposits of contaminated fill materials and a more recent engineered clean soil cover placed above the membrane.

Clearly types of works which involve removal and preparation of ground materials at the site require prescribed processes and procedures to be in place to mitigate the risks of exposing possibly harmful waste materials that are considered likely to be present at depth.

CASE OFFICER:

If recommended for approval, the information requested by the Council's specialists will be secured by condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy BE33 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning applications for the establishment of residential moorings will be assessed in relation to the following criteria:-

- (i) Residential moorings should be located on urban stretches of the canal and not on rural or open stretches where they would be incongruous and out of place;
- (ii) They should be located so that they do not interfere with other uses of the canal, or use of the bank or towpath, and should generally be located off the canal in a marina or basin, or on the non-towpath side;
- (iii) The number and density of boats at any point should not be so great that they act as a

barrier separating people on the bank from the canal, or exert a detrimental effect on the canal scene;

(iv) Provision for service vehicles and car parking must be made in a form which will not adversely affect the amenity of the canal; and

(v) Adequate service facilities must be provided.

This is supported by Policy DMHB 20 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) which states that planning applications for the establishment of moorings will be assessed in relation to the following criteria:

i) moorings should generally be located on urban stretches of the canal and not on rural or open stretches where they would be incongruous and out of keeping;

ii) moorings and associated development and servicing should be located so they do not impede other canal and waterside uses, paths or access to the waterway;

iii) the number and density of moorings in any one location should be appropriate to their location on the waterway and should not separate people from the waterway or interfere with navigation;

iv) provision for service vehicles and car parking must be made in a form which will not adversely affect the amenity of the canal;

v) adequate servicing, including provisions for appropriate utility connections, must be provided; and

vi) development should take account of guidance contained in the relevant publications from the Canal & River Trust.

This application proposes to change the use of 25 leisure moorings to residential moorings. In effect, this would change their use from a semi-permanent unlimited leisure use to permanent residential use. This would increase the maximum number of residential moorings from 30 to 55. The proposal would locate all residential moorings within the marina and would not impact on any leisure moorings located on the Grand Union Canal. Notably, the proposal would not increase the total number of moorings and the precedent for the use of moorings for permanent residency has already been established by the existing 30 residential moorings.

In conjunction with this, residential car parking spaces are proposed to increase from 30 to 55 and leisure mooring car parking spaces are proposed to increase from 84 to 103. The existing bin stores would be replaced to create a new refuse/recycling area. The existing cycle shelters would be removed and 2 x 18 space 'Chelsea' shelters and 2 x 10 space 'Chelsea' shelters are to be provided, totalling of 56 cycle spaces (a net gain of 26 cycle spaces). Two grassed areas located to the south of the parking area would be replaced with 20mm gauge buff stone to create new areas for cycle stores, refuse storage and resident storage boxes. In terms of planting, two silver birch saplings are proposed.

In summary, all proposed residential moorings would be located suitably within the marina. This proposed arrangement would maintain access of the marina facilities by canal users, would not interfere with other users of the canal and would not have a detrimental impact on the canal scene by virtue of the moorings already existing. The proposed car parking and service facilities are also considered to be sufficient and acceptable for their purpose. As such, the proposal accords with Policy BE33 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 20 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Please see the 'Impact on the character & appearance of the area' section of the report.

7.04 Airport safeguarding

Not applicable to the consideration of this application.

7.05 Impact on the green belt

Paragraph 145 of the National Planning Policy Framework (NPPF) (June 2019) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include: b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

Policy 7.16 of the London Plan (March 2016) states that 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.

Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that agriculture, horticulture, nature conservation, open air recreation and cemeteries are the only open land uses which are acceptable in the Green Belt. All other forms of development are, by definition, 'inappropriate'. In order for 'inappropriate' development to be acceptable in the Green Belt, very special circumstances must apply.

This is supported by Policy DME1 4 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) which states that:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

i) the height and bulk of the existing building on the site;

ii) the proportion of the site that is already developed;

iii) the footprint, distribution and character of the existing buildings on the site;

iv) the relationship of the proposal with any development on the site that is to be retained; and

v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The application site is located within the Green Belt. It proposes a change of use of moorings from leisure to residential use. Under paragraph 145 the provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, are appropriate, as long they preserve the openness of the Green Belt. However as the proposed residential moorings will not be used purely for outdoor recreation purposes, they would technically not constitute appropriate development within the Green Belt under paragraph 145 of the NPPF. The proposed change of use is therefore considered to be inappropriate development in the Green Belt. Such development should be refused unless a case of very special circumstances can be made which outweighs the harm to the Green Belt.

It is noted that the 25 moorings, which form the focus of this application, already exist and

are used by boat owners on a semi-permanent basis. The proposal would allow the boat owners permanent residency. As such, there would not be an increase in the total number of moorings on the site. In conjunction with this, two grassed areas located to the south of the parking area would be replaced with 20mm gauge buff stone to create new areas for cycle stores, refuse storage and resident storage boxes.

Given that this site already has planning permission for a mix of residential and leisure moorings, it is considered reasonable to expect the operator/owner to upgrade facilities to serve the additional boats that will now use these moorings on a permanent basis. The additional facilities proposed are very modest in scale and would enable the amenity of future occupiers. On the basis that the works proposed to enable the change of use of the existing moorings is very modest in scale and would not have a detrimental impact on the character or function of the Green Belt. It is considered that the above represents very special circumstances that outweighs inappropriate development in the Green Belt, and the limited harm to the openness of the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that new developments, within or on the fringes of Conservation Areas, should retain or enhance the character and appearance of such areas and those features which contribute to the special architectural qualities. This is supported by Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

This is supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) which states that: A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

Policy EM3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires that the Council continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer

contributions where appropriate. The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals. The Council will collaborate with adjacent local authorities to ensure that Hillingdon's river and canal corridors complement and link with cross boundary corridors.

Policy BE32 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that when considering proposals for development adjacent to or having a visual effect on the Grand Union Canal, the Local Planning Authority will seek to ensure that every opportunity is taken to:

- (i) Secure and where possible enhance the role of the canal and its immediate surrounds as a wildlife corridor;
- (ii) Secure environmental improvements appropriate to waterside areas;
- (iii) Ensure that buildings are of a design which complements the visual qualities of the canal in terms of scale, bulk, layout and materials;
- (iv) Conserve buildings or features associated with the working life of the canal;
- (v) Create new public access to the waterside towpath linked to the footpath network in the surrounding area;
- (vi) Enhance or create views through and from the development, from and towards the watercourse; and
- (vii) Retain existing leisure moorings unless alternative provision is made in suitable locations.

This is supported by Policy DMEI 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) which states that new development adjacent to the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

The application site is characterised as part of the marina. The northern section of the site is designated as the Cowley Lock Conservation Area and the Grand Union Canal adjoins the site to the east and south. The proposed change of use of moorings from leisure to residential is not considered to materially impact on the setting of the Conservation Area or canal scene as the aesthetic will remain the same. The associated cycle store and refuse store are small scale in nature and are not considered to have a detrimental impact on the character and appearance of the area. The Council's Urban Design and Conservation Officer also considers the proposal to be acceptable.

Given the above considerations, the proposal is considered to accord with Policy EM3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies BE4, BE13 and BE32 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policies DMHB 4, DMHB 11 and DMEI 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.08 Impact on neighbours

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of the occupiers and their neighbours.

Policy DMHB 11 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that: B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Aside from the existing residential moorings contained within the marina, the closest residential dwellings to the application site are located over 50 metres to the north and over 130 metres to the south-east. It is not considered that the proposed change of use of 25 leisure moorings to residential moorings and associated works would significantly impact on the amenity or privacy of occupiers or neighbours. The proposal accords with Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 11 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.09 Living conditions for future occupiers

Toilet and shower facilities are available to users of the marina and the proposal provides additional cycle and refuse storage facilities to the benefit of occupiers. The adjoining woodland and Grand Union Canal provide provide a sufficient quantum of amenity space for future occupiers. As such, it is considered that sufficient services exist on-site and are proposed to accommodate the additional residential moorings.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. This is supported by Policies DMT 1 and DMT 2 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

As stated by the Council's Highways Officer, the proposal is likely to increase traffic generation from the site. As the proposal replaces an equivalent number of leisure units which already generate a specific level of use intensity, the proposal is only considered to generate a marginal increase. As such, the proposal would not exacerbate congestion and would not raise any highway safety concerns, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy DMT 1 and DMT 2 of the of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policy 6.3 of the London Plan (March 2016).

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) will be considered and requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards. This is supported by Policy DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

The car park currently consists of 132 spaces and would rise to 158 as part of the proposed re-positioning of the existing bin store and re-configuration of the car park. A total of 55 residential parking spaces are to be provided as part of the proposal, equating to 1:1 parking ratio. The remaining 'non-residential' 103 spaces out of a total of 158 would be retained for 109 leisure moorings which equates to just under a 1:1 ratio. As stated by the Council's Highways Officer, this is considered acceptable within the context of this use and capacity of the Marina car park.

As required by local policy, 10% of proposed parking spaces should be disabled compliant equating to a minimum of 2 spaces. A total of 3 disabled compliant spaces are indicated which conforms to the standard and is considered acceptable. Revised plans were submitted showing the proposal for 3 active and 3 passive electrical charging spaces and is considered acceptable.

Regarding cycle provision, standards require 1 secure and accessible space for each of

the moored units totalling 25 spaces. A cycle store with 56 spaces is proposed and would conform with this requirement.

Given the above considerations, it is considered that the proposal would accord with Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policy 6.9 and 6.13 of the London Plan (March 2016).

7.11 Urban design, access and security

Urban design matters are covered in the 'Impact on the character & appearance of the area' section of the report.

SECURITY

There would be no change to the security arrangements on the site.

7.12 Disabled access

The proposal does not make any changes to the existing access arrangement. As stated by the Council's Access Officer, there is no objection to the proposed development.

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy DMHB 11 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) states: A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposal involves the re-arrangement of the car park and associated area of soft landscape and implementation of additional cycle parking and bin store areas. As stated by the Council's Trees and Landscaping Officer, no trees or landscape features of merit will be affected by the proposal. Tree protection measures are required and secured as a planning condition. Subject to further details, the proposed development is considered to accord with Policy 5.10 of the London Plan (March 2016), Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 11 and DMHB

14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019).

ECOLOGY

Paragraph 170 of the NPPF (June 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that in determining planning applications, the Local Planning Authority may require certain on-site ecological features to be retained in new developments and seek to enhance the nature conservation and ecological interest of sites or create new habitats through the use of planning conditions attached to planning permissions or through planning agreements negotiated with developers.

Policy DMEI 7 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The proposed development would not significantly change the use of the site, only a small area of grass is proposed to be removed, two existing trees are to be retained and two silver birch saplings are to be planted. Based on this, the nature of the proposed works are not considered to have detrimental impacts on local ecology. A condition is, however, proposed to secure the use of smokeless fuels and phosphate free products to minimise environmental impacts. As such, the proposal is considered acceptable with regard to ecology, in accordance with the NPPF (June 2019), Policy 7.19 of the London Plan (March 2016), Policy EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMEI 7 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.15 Sustainable waste management

Policy 5.17 of the London Plan (March 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.

As stated by the Council's Waste Strategy Officer and Highways Officer, the proposed development is suitable for waste and recycling requirements as additional refuse stores are proposed to facilitate the additional residential moorings. As such, the proposal is not considered contrary to Policy 5.17 of the London Plan (March 2016).

7.16 Renewable energy / Sustainability

Not relevant to the consideration of this application.

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Saved 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. This is supported by Policy DMEI 9 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

As stated by the Council's Flood and Water Management Officer, the proposed development would not require a separate surface water drainage network. As such, the proposal is considered to accord with Policy EM6 Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMEI 9 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.18 Noise or Air Quality Issues

NOISE

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

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

Policy OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact is mitigated within the acceptable levels by engineering, lay-out or administrative measures.

The proposed development is not considered to be detrimental to the character or amenities of surrounding properties and as stated by the Highways Officer, the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns.

The proposed development would allow for an additional 25 moorings to be used on a permanent basis, totalling 55 residential moorings within the marina. Theoretically, the re-designation of leisure moorings to residential would mean that the number of boats mooring up and departing would be less frequent. In conjunction with this, residential boat users may also intensify the use of generators on site for the use of residents. It is noted that marinas are considered to be the ideal location for such residential moorings and any noise impact associated with the use of boats would be expected at such a site. As stated by the Council's Environmental Protection Unit Officer, there is no objection to the proposed development. As such, the proposed change of use is considered to be acceptable with regard to noise, in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

AIR QUALITY

The Council's Air Quality Officer has stated that an air quality report is not required for this application. It is therefore assumed that the impact of the proposed development on air quality is negligible. However, in line with potential increased use of generators, a condition is proposed to secure the use of smokeless fuels and phosphate free products to minimise

environmental impacts.

7.19 Comments on Public Consultations

Please see the 'External Consultees' section of the report.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the National Planning Policy Framework (June 2019) have put three tests on the use of planning obligations into law. Planning obligations should be:

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

Policy R17 of the adopted Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate that there is no need for any contributions or planning obligations to mitigate the impact of the development.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATION

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all water quality, both ground and surface. Proposals for development on contaminated land should provide mitigation strategies that reduce the impacts on surrounding land uses.

Policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for proposals which:

- (i) Involve the use, storage, installation or processing of explosive, inflammable, corrosive, toxic or other harmful/hazardous substances which are a potential safety risk to existing or proposed development in the vicinity; or
- (ii) Involve an increase in the use by the public of contaminated land which is to remain untreated, unless the Local Planning Authority is satisfied that appropriate ameliorative measures proposed can overcome (i) and (ii) above.

Applications should demonstrate that contamination issues have been adequately assessed and the site can be safely remediated. Where appropriate, full intrusive ground investigations and remediation proposals will be expected prior to any approvals. This is supported by Policies DMEI 10, DMEI 11 and DMEI 12 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policies 5.14 and 5.21 of the London Plan (March 2016).

The applicant has submitted a Preliminary Risk Assessment (Dated February 2019), which is based on a desk study, the production of the initial conceptual model and risk assessment, and concludes that the identified risks are considered low. The history of the site involves contaminative activities and is within a landfill buffer zone. The Council's Contamination Officer notes that occupants shall require regular access, to and from their places of residence, including over various areas of land within the boundary. The areas of

land will likely be readily available and accessible, as open space, to an increased number of permanent residents and others, thereby increasing the probability and consequence of risk involving potentially complete pollutant linkages at the site.

Following consultation, the applicant also submitted an Interpretive Report on Ground Investigation (Dated July 2019) providing information relating to findings from works conducted at site to investigate ground conditions at 5No. selected locations. The work included sampling and subsequent chemical analysis of soils extracted from hand dug pits which were excavated. The submitted laboratory report indicates that relatively low concentrations of contaminants were detected in each of the samples. In the majority of cases the concentrations did not exceed the selected assessment criteria. However, quantities of lead and asbestos were identified in samples of material extracted from a single location at the site.

Given the above considerations, the Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring a remediation strategy if contamination not previously identified is found to be present at the site. Subject to such a condition, the proposal is considered to accord with Policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMEI 10, DMEI 11 and DMEI 12 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policies 5.14 and 5.21 of the London Plan (March 2016).

CONDITIONS ON EXTANT CONSENT

As identified in section 3.3, the planning history indicates that numerous conditions have not been submitted for approval under previous permissions granted and implemented. The Council have used this opportunity to secure the previous condition details and consult statutory consultee's accordingly. It is now considered that the details submitted are acceptable. The site would not therefore be subject to any enforcement action.

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

In conclusion, the proposed change of use of 25 existing moorings from leisure to residential use and the associated works are considered to be acceptable in principle and with regard to their impact on the character of the area, green belt, neighbour amenity, the local highway network, access, security, living conditions, trees and landscaping, waste, flooding, noise, air quality, ecology and contamination. Subject to conditions, this application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (June 2019)

The London Plan (March 2016)

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

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

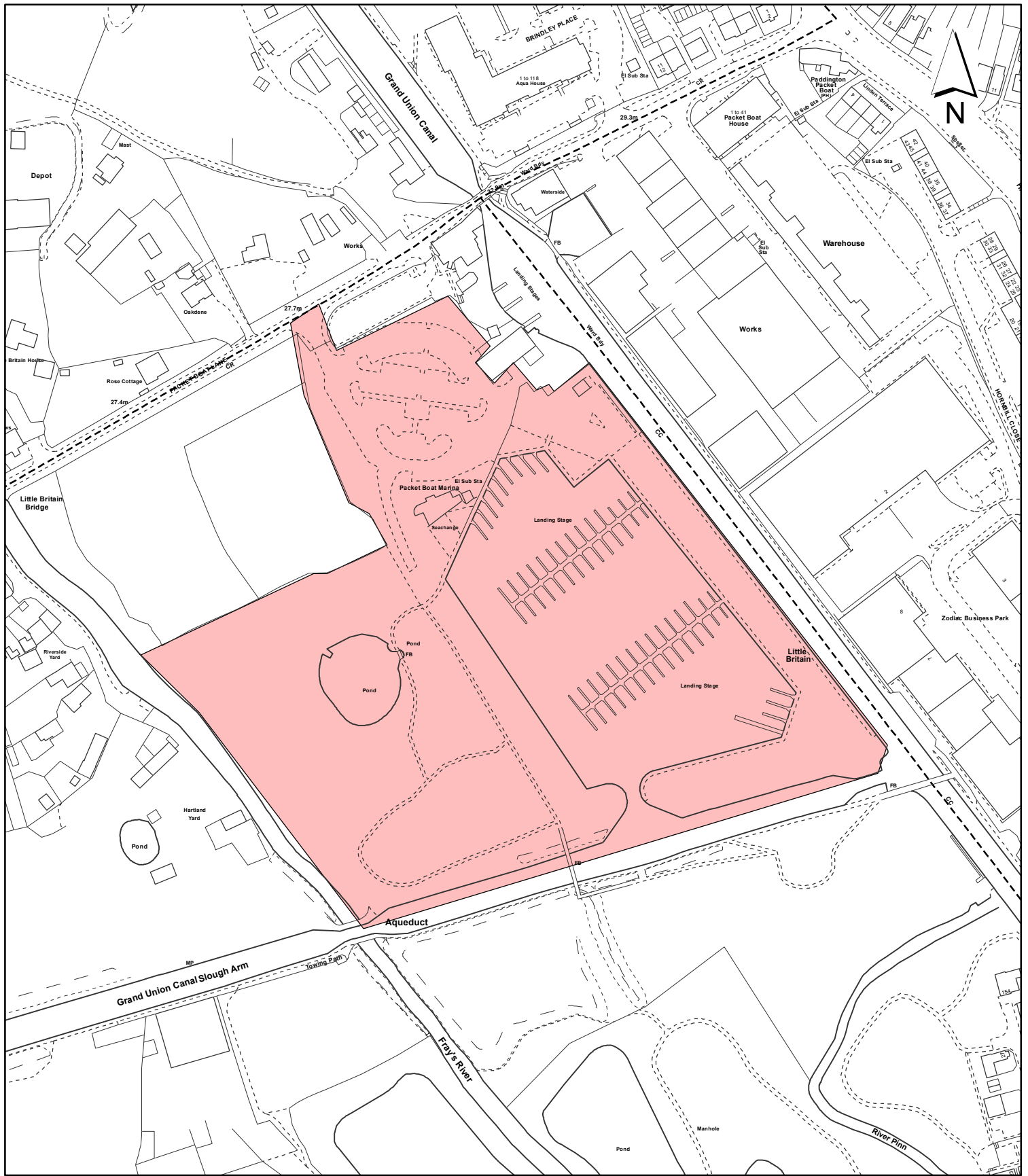
Emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019)

Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)

Hillingdon Design and Accessibility Statement: Accessible Hillingdon (December 2008)
Planning Obligations - Supplementary Planning Document (July 2014)
Noise - Supplementary Planning Document (April 2006)

Contact Officer: Michael Briginshaw

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Packet Boat Marina
 Packet Boat Lane**

Planning Application Ref:
53216/APP/2018/4179

Planning Committee:
Major Page 222

Scale:
1:2,500

Date:
November 2019

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



Plans for Major Applications Planning Committee

Wednesday 20th November
2019



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address WATERCRESS BEDS SPRINGWELL LANE HAREFIELD

Development: Change of use of site to a camping site (Use Class D2), alteration of existing building to provide visitors' centre, erection of seven camping pods, associated landscaping and car parking with 18 spaces.

LBH Ref Nos: 24597/APP/2018/2373

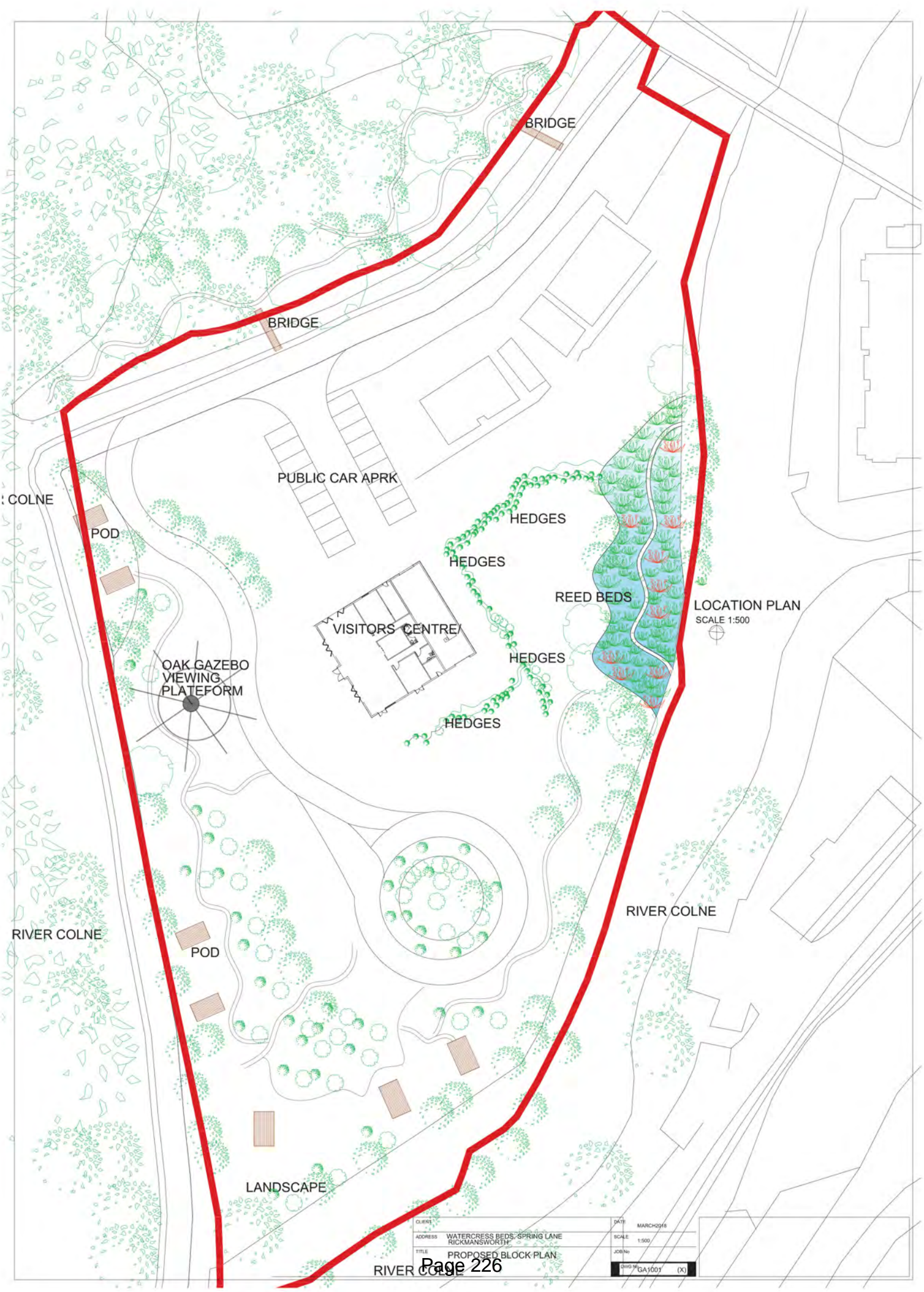
Date Plans Received: 26/06/2018

Date(s) of Amendment(s):

Date Application Valid: 05/11/2018

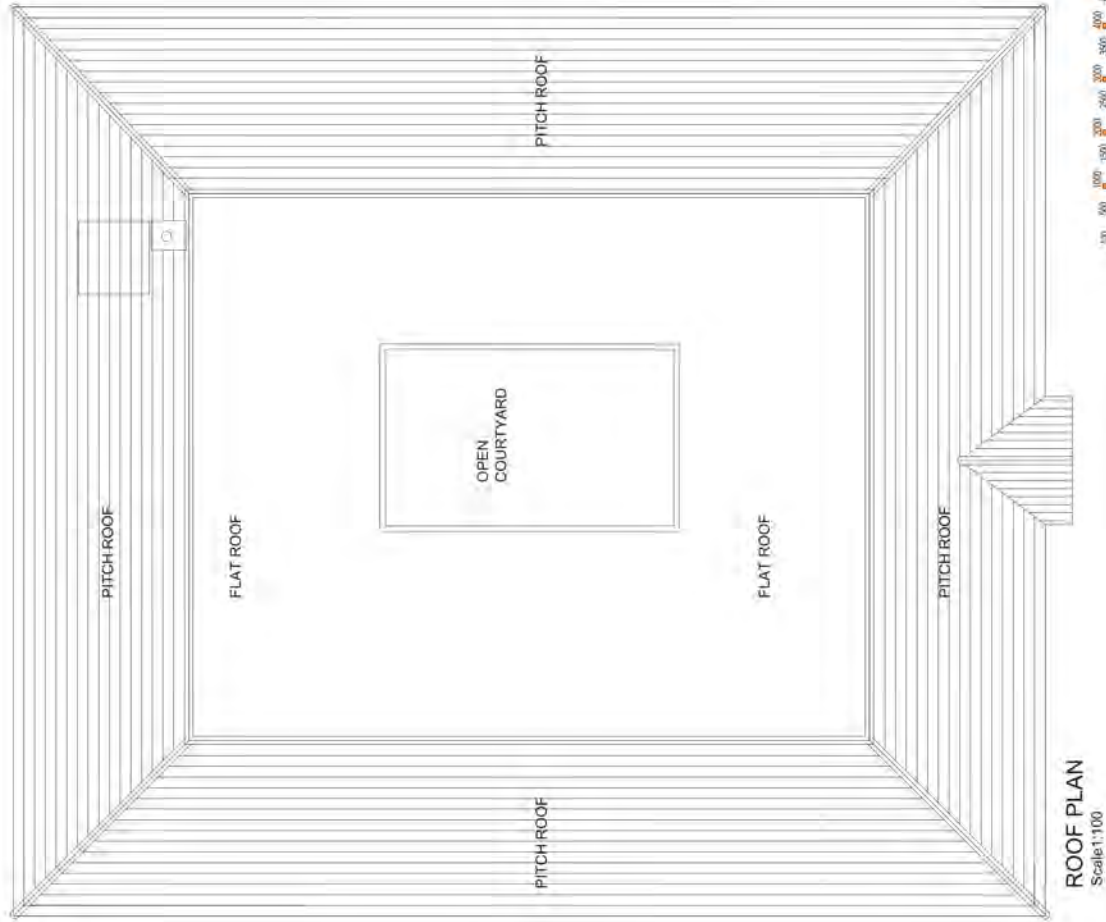
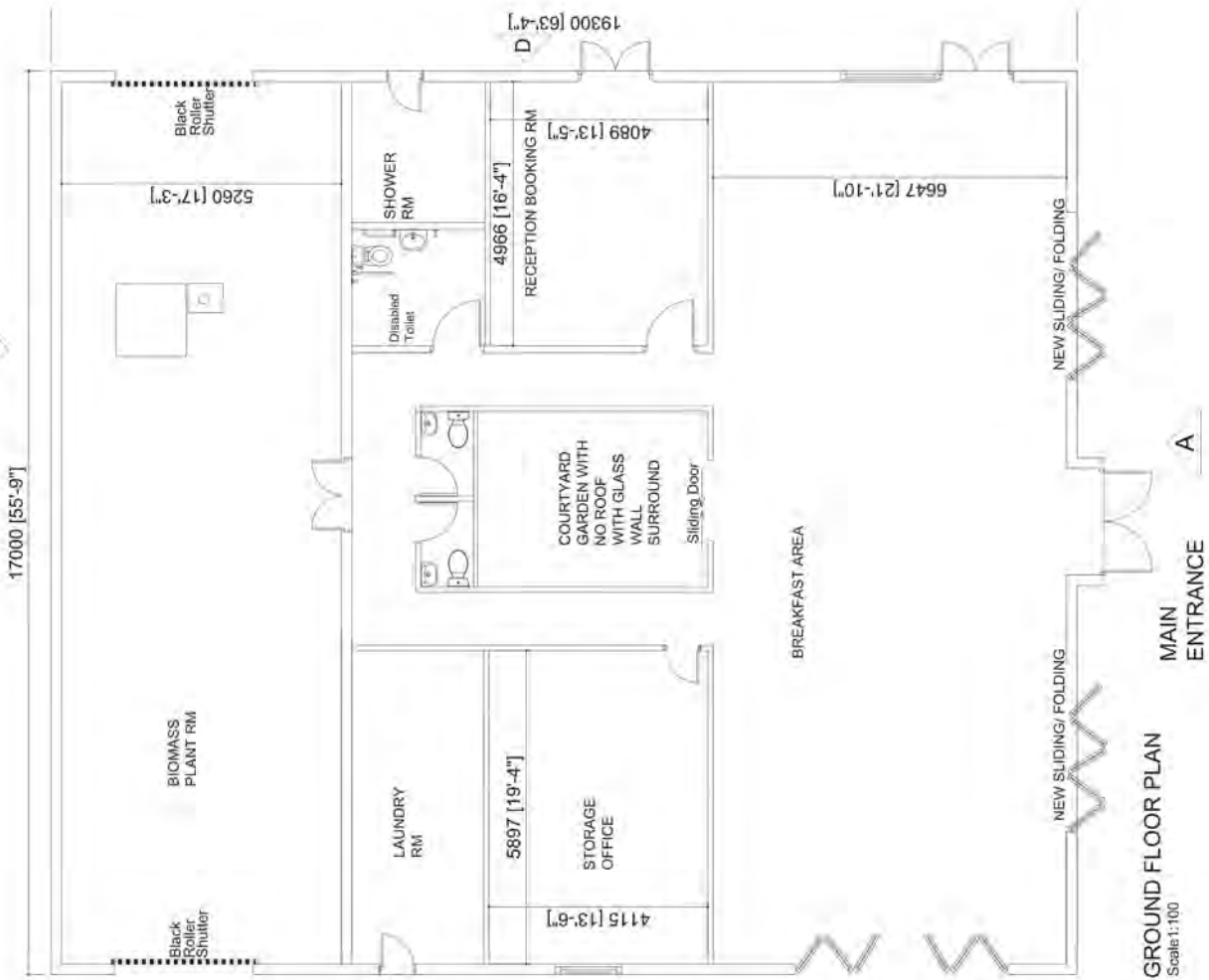


ADDRESS:	WATERCRESS BEDS, SPRING LANE RICKMANSWORTH		
TITLE:	EXISTING & PROPOSED SITE LOCATION PLAN		
SCALE: 1:1250	DRAWN: SD	DATE: MARCH 2018	A3
DRAWN:	GA 1000		

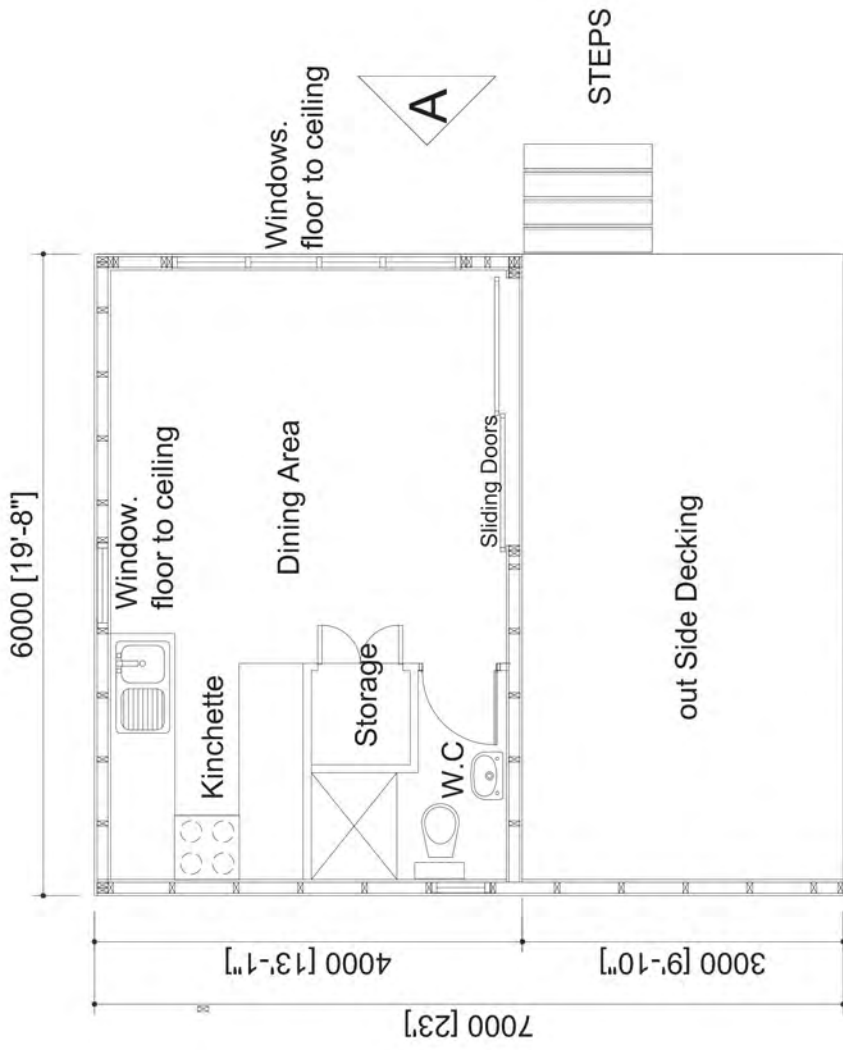


LOCATION PLAN
SCALE 1:500

CLIENT	DATE	MARCH 2016
ADDRESS	SCALE	1:500
TITLE	JOB No	
PROPOSED BLOCK PLAN		
RIVER COLNE		
		DWG No GAJ001 (X)



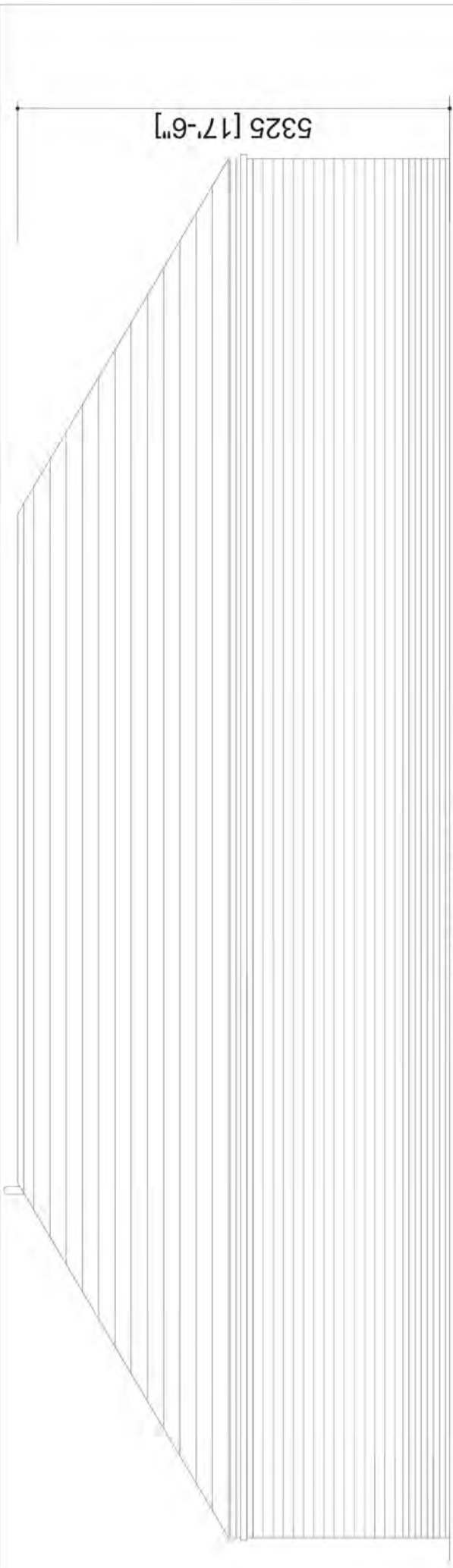
MODEL NO	WATERCRESS BEDS, SPRING LANE RICKMANSWORTH		
TITLE	GROUND & ROOF PLAN		
SCALE	1:100	DRAWN BY	SD
DRAWN BY	GA 1002	DATE	MARCH 2015
		(A3)	



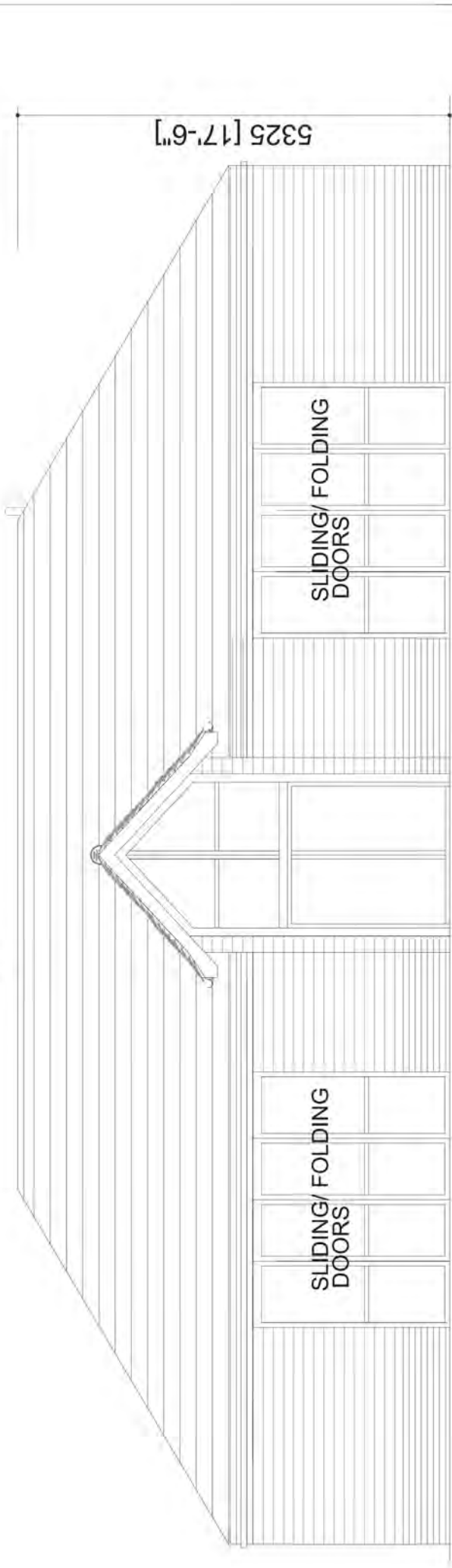
PROPOSED FLOOR PLAN
SCALE 1:50



ADDRESS:	WATERCRESS BEDS, SPRING LANE RICKMANSWORTH		
TITLE:	FLOOR PLAN		
SCALE:	1:100	DRAWN: SD	DATE: JUNE 2018
PROJECT:	GA 2000		(A3)



REAR ELEVATION B
Scale: 1:50

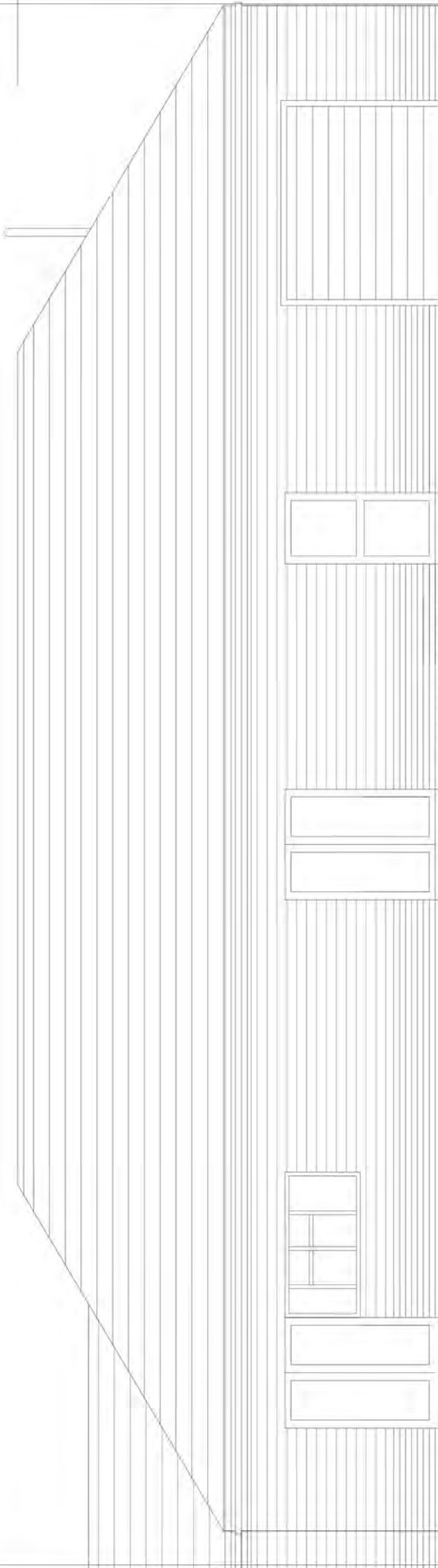


FRONT ELEVATION A
Scale: 1:50

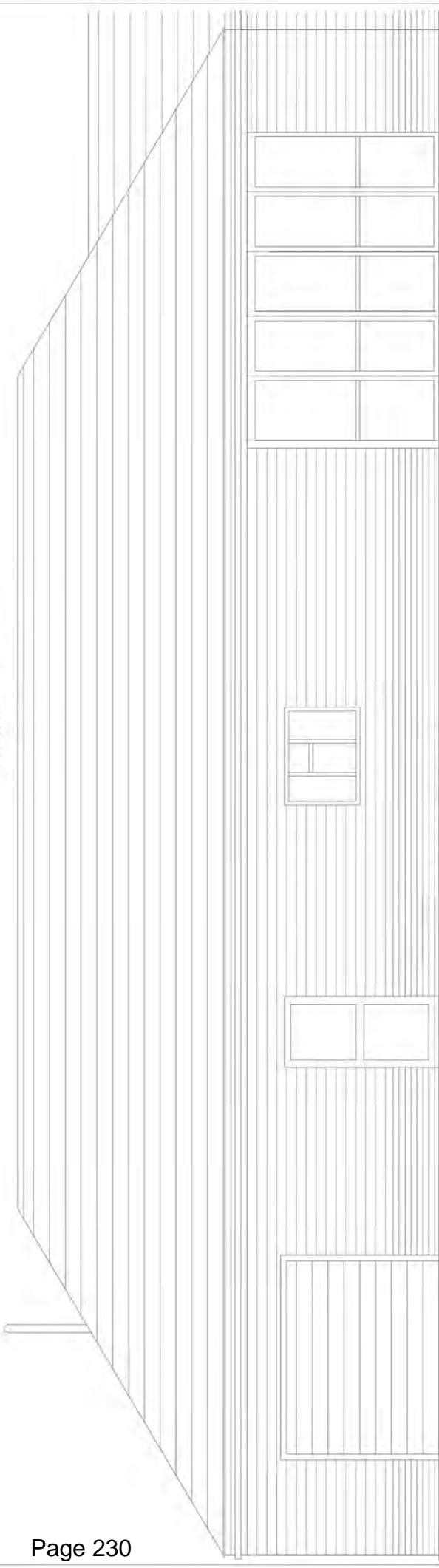


PROJECT	WATERCRESS BEDS, SPRING LANE RICKMANSWORTH		
FILE	EXTERNAL ELEVATIONS A & B		
SCALE	1:50	DRAWN SD	DATE: MARCH 2018
DRAWN	GA 1000		

SIDE ELEVATION D
Scale 1:50



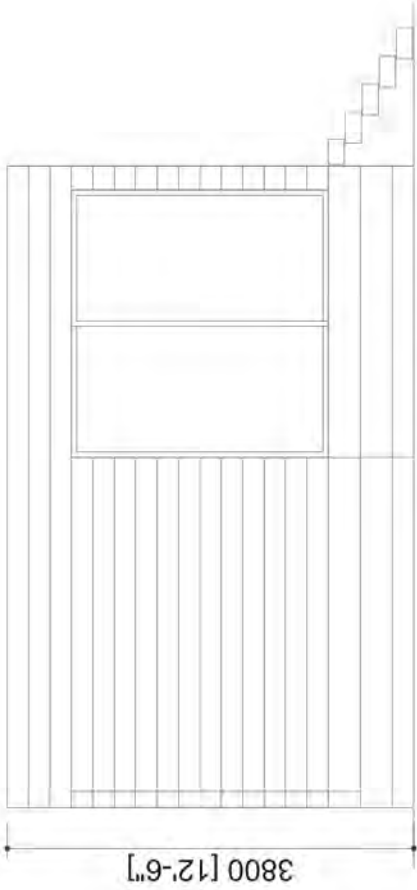
SIDE ELEVATION C
Scale 1:50



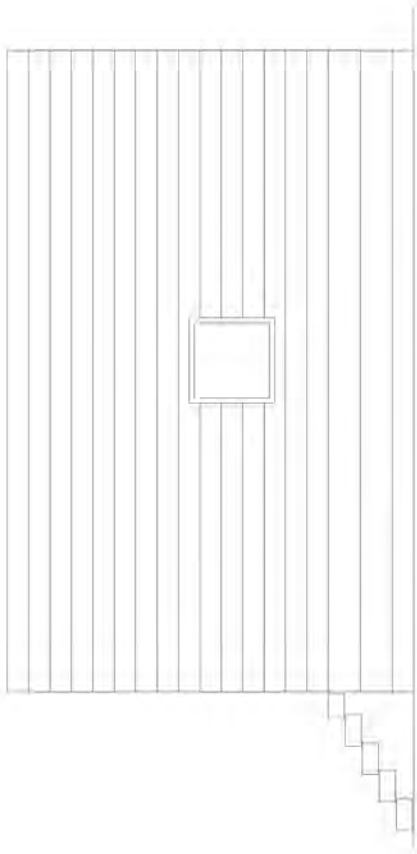
ADDRESS:	WATERCRESS BEDS, SPRING LANE RICKMANSWORTH		
TITLE:	EXTERNAL ELEVATIONS C & D		
SCALE:	1:50	DRAWN BY:	SD
DATE:	MARCH 2018		
ENGINEER:	GA 1004		



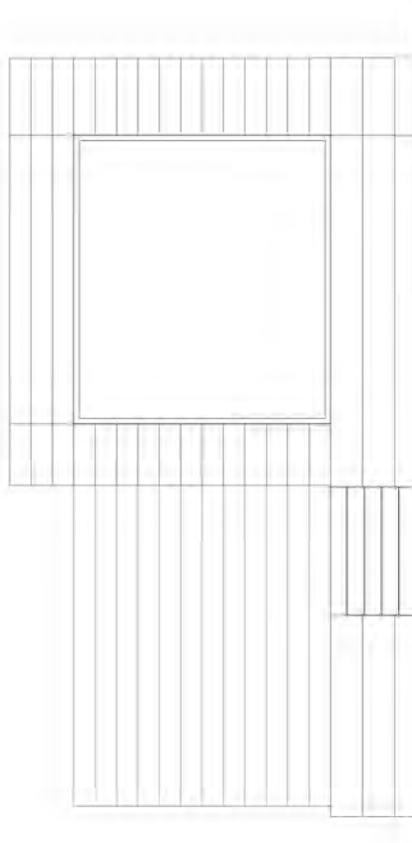
Scale Bar



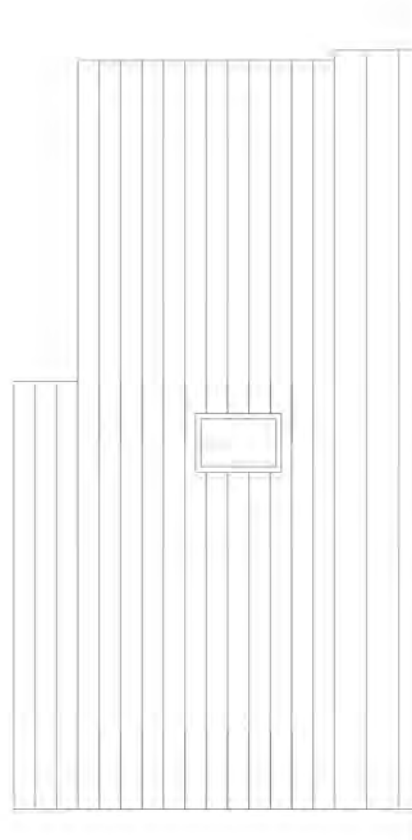
PROPOSED SIDE
ELEVATION C SCALE 1:50



PROPOSED SIDE
ELEVATION D SCALE 1:50



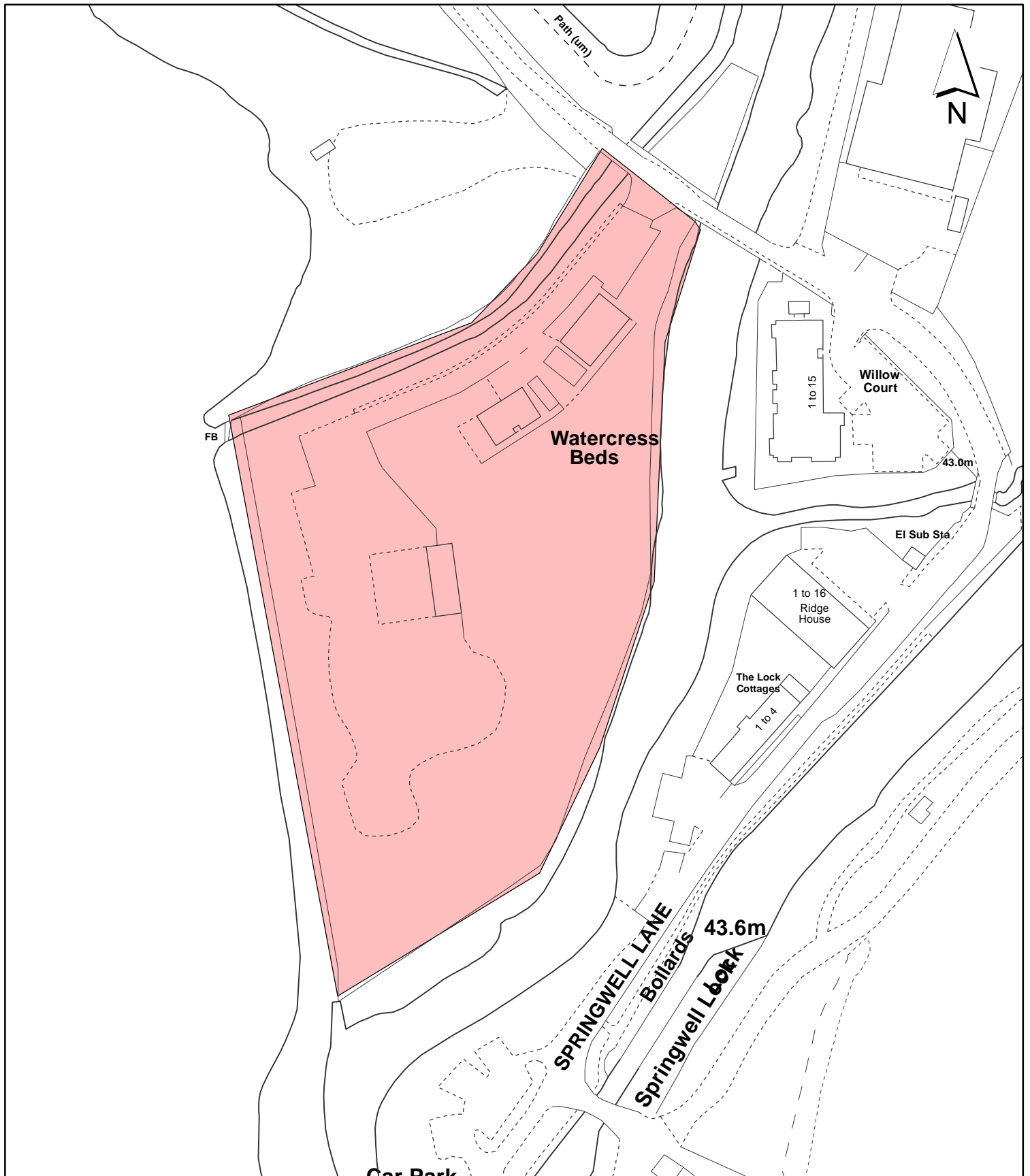
PROPOSED FRONT
ELEVATION A SCALE 1:50



PROPOSED REAR
ELEVATION B SCALE 1:50



ADDRESS	WATERCRESS BEDS, SPRING LANE RICKMANSWORTH		
TITLE	PROPOSED ELEVATIONS		
SCALE	1:100	ISSUED	SD
DATE	JUNE 2018		
DRAWING	GA 2001		



Notes:

 Site boundary

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Site Address:

**Watercress Beds
 Springwell Lane
 Harefield**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

24597/APP/2018/2373

Scale:

1:1,250

Planning Committee:

Major Page 232

Date:

November 2019



Report of the Head of Planning, Transportation and Regeneration

Address LAND ADJACENT TO WHITEHEATH JUNIOR SCHOOL WHITEHEATH AVENUE RUISLIP

Development: Erection of 4 dwellings with associated parking, new crossover and all external works

LBH Ref Nos: 64510/APP/2019/1412

Date Plans Received: 26/04/2019

Date(s) of Amendment(s): 26/04/2019

Date Application Valid: 01/05/2019



SITE AREA = 1305.2m², 0.13ha



NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
	Project PROPOSED DEVELOPMENT AT LAND ADJACENT TO WHITEHEATH JUNIOR SCH WHITEHEATH AVE, RUISLIP, HA4 7PR	Drawn by DB	Date APRIL 2019
	Description SITE LOCATION PLAN	Checked by	Drawing No. 2018/D271/P/01
			Rev.



RESIDENTS SERVICES, CAPITAL PROGRAMME & WORKS TEAM
2E/10, CIVIC CENTRE, UXBRIDGE, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

NOTES

The Contractor shall verify all dimensions of the site before starting work. Any discrepancies must be reported to the Client immediately. The Contractor shall be responsible for any and all site preparation work.

DO NOT SCALE FROM THIS DRAWING

SCHEDULE OF ACCOMMODATION

HOUSE 1 & 2
 4B-7P HOUSES EACH @ GIA = 136m²
 REAR GARDEN AMENITY 140m², 160m²
 2 CAR PARKING SPACES EACH

HOUSE 3 AND 4
 4B X 7P HOUSE EACH @ GIA = 122m²
 REAR GARDEN AMENITY 200m² and 147m²
 2 CAR PARKING SPACES EACH

NOTE:
 6 car parking spaces in total No 4 to be DDA adaptable.

HILLINGDON
 RESIDENTS SERVICES, CAPITAL PROGRAMME & WORKS TEAM
 2/1/16, CIVIC CENTRE, UDDINGHILL, URB L10W
 Tel: 01895 277 224
 Fax: 01895 277 224

PROJECT:
 PROPOSED HOUSING DEVELOPMENT AT
 WHITEHEATH AVENUE,
 RUISLIP, HA4 7PR

DISCUSSION:
 PROPOSED SITE PLAN

SCALE: 1:250 @ A3
DRAWN BY: DB
CHECKED BY: DATE
 12/05/2019
DATE: 12/05/2019
REVISION:
 DRAWING NO: 2018/D271/P/03
REV: C



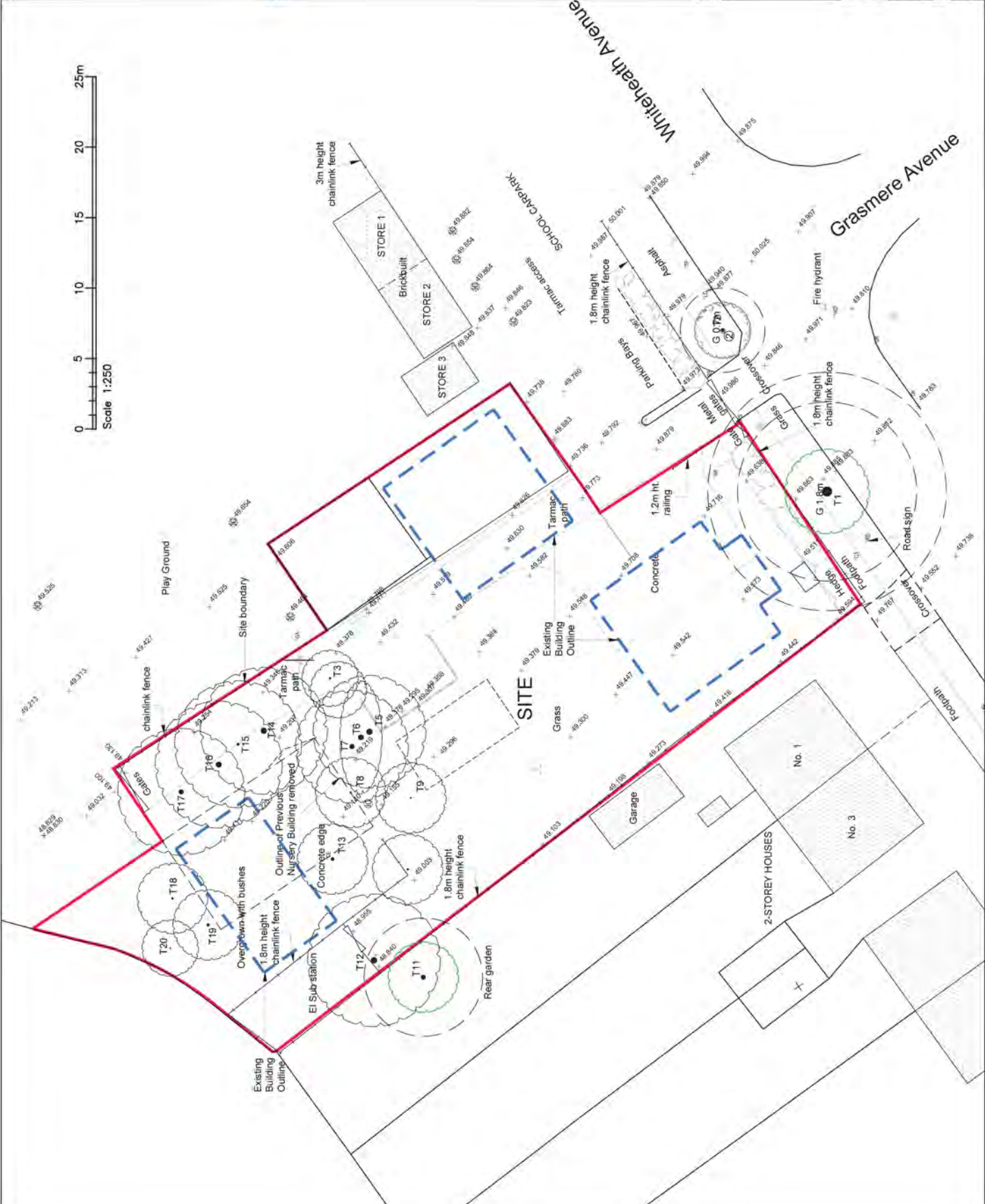
NOTES

The Contractor shall be responsible for the site survey and shall refer to the site survey drawings for the proposed building outline.

EDMONT SCALE FROM THIS DRAWING



Proposed building outline



RESIDENTS SERVICES CAPITAL PROGRAMME WORKS SERVICE 2RD10, CIVIC CENTRE, UMBROSE, UB8 3HW TEL: 0181 250 1111 FAX: 0181 250 2224	
PROJECT: PROPOSED HOUSING DEVELOPMENT AT LAND ADJACENT WHITEHEATH JUNIOR SCHOOL, WHITEHEATH AVENUE, RUSSLIP, HA4 7PR	
DESCRIPTION: EXISTING PLAN AND TOPO	
SCALE: 1:250 @ A3	CHECKED BY DATE: SV APR 2019
DRAWN BY: DB	REV: A
DRAWING No: 2018/D271/P/02	

NOTES

1. The Client has been advised that the proposed development is subject to a planning application. The proposed development is subject to a planning application. The proposed development is subject to a planning application.

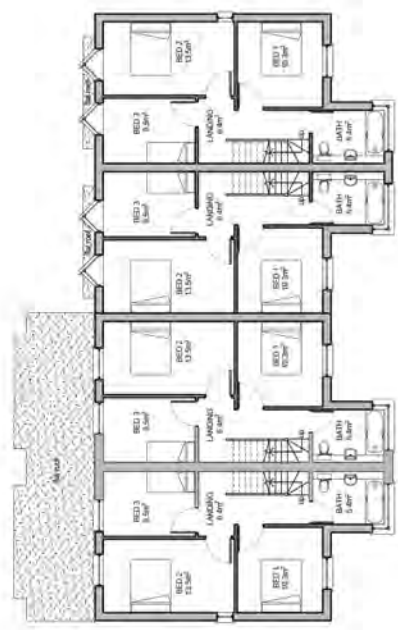
SCHEDULE OF ACCOMMODATION

HOUSE 1 & 2
 4B-7P HOUSES EACH @ GIA = 136m²
 REAR GARDEN AMENITY 167m², 160m²
 2 CAR PARKING SPACES EACH

HOUSE 3 AND 4
 4B X 7P HOUSES EACH @ GIA = 122m²
 REAR GARDEN AMENITY 171m² and 149m²
 2 CAR PARKING SPACES EACH

NOTE:
 6 car parking spaces in total No 4 to be DDA adaptable.

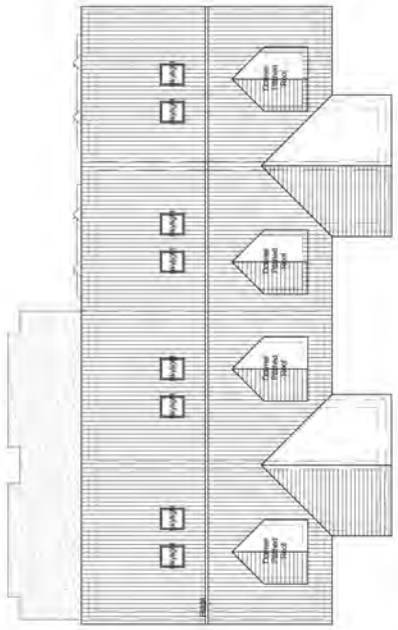
PROPOSED FIRST FLOOR



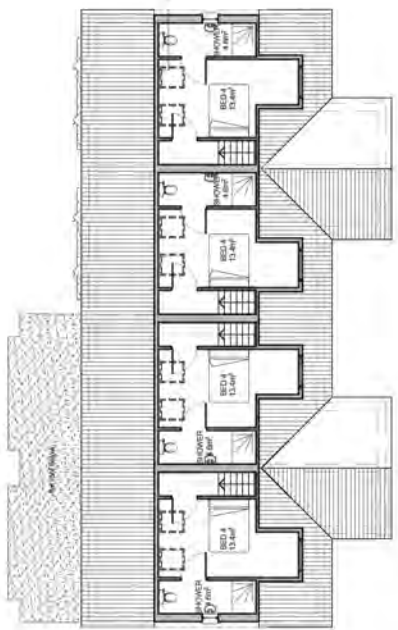
PROPOSED GROUND FLOOR



PROPOSED ROOF PLAN



PROPOSED LOFT FLOOR



Date	Revisions	Issue	Total
21/11/10	1	1	1
02/04/18	1	1	1



HILLINGDON
HOMES

RESIDENTIAL SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 36-40 CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 3UH
 Tel: 01895 250 111 Fax: 01895 277 224

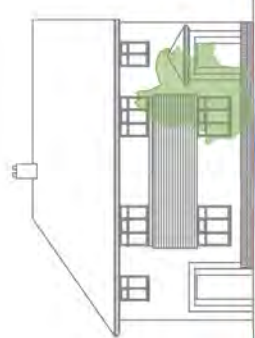
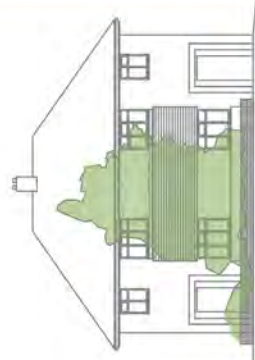
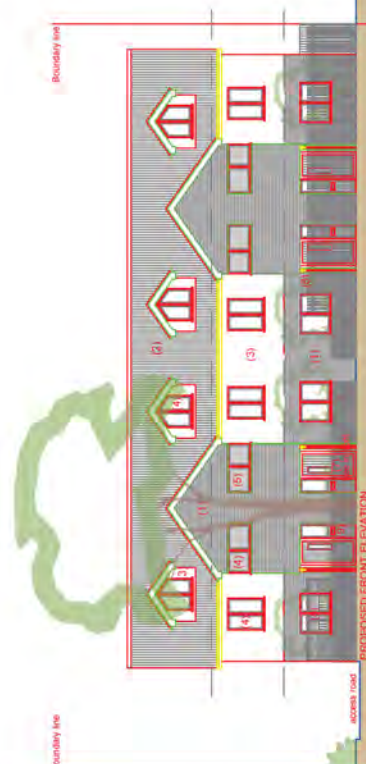
PROPOSED HOUSING DEVELOPMENT AT
 WHITEHEATH AVENUE,
 RUISLIP, M44 7PR

PROPOSED PLANS

PROJECT NO:	1200 @ A3	DATE:	JUN 2019
DESIGNER:	DB	SCALE:	B

NOTES:

This Contractor shall verify all dimensions at the site before starting out. Measurements shall be taken from the centre of the wall unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.



C	Final floor window heights reduced & fan drive removed	ST	21.10.19
B	Changes added to front elevation	ST	11.10.19
A	Revised ground to service scheme	db	19.06.19
Rev	Revision notes	Issued	Date

HILLINGDON
LONDON

RESIDENTS SERVICES, CAPITAL PROGRAMME WORKS SERVICE
22/10, CHICHESTER, WESTMIDLANDS, B89 1JW
Tel: 01825 292 111
Fax: 01825 277 214

PROJECT:
PROPOSED HOUSING DEVELOPMENT AT LAND
ADJACENT WHITEHEATH JUNIOR SCHOOL,
WHITEHEATH AVENUE, RUISLIP, H44 7PR

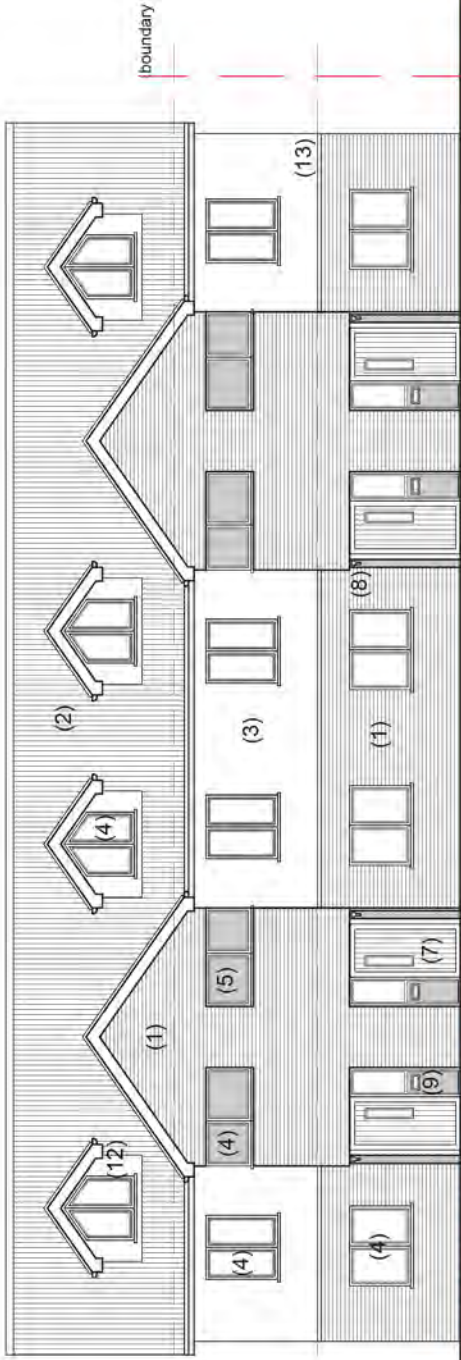
INDICATIVE CONTEXT ELEVATIONS

SCALE	DRAWN BY	CHECKED BY	DATE
1:1000/A3	DB	SV	APR 2019
DRAWING No.	REV		
2018/D271/P/07	C		

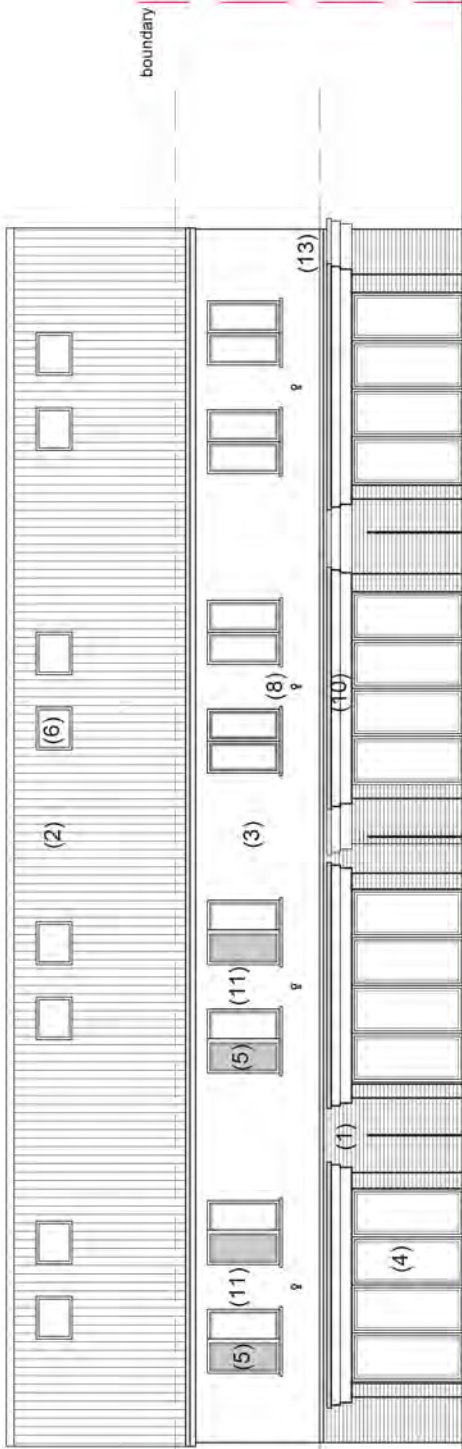


10/10/2015
 The Client hereby warrants that the information contained in this document is true and correct to the best of their knowledge and belief.
 The Client warrants that the information contained in this document is true and correct to the best of their knowledge and belief.
 FOR NOTICABLE REASONS ONLY (MAY BE DELETED)

- MATERIALS KEY**
- (1) Fairface brickwork
 - (2) Plain Roof Tiles at 35° pitch
 - (3) White render
 - (4) PPC aluminium windows
 - (5) Obscure glass to windows
 - (6) Skylight
 - (7) Oak door with vision window
 - (8) Light with dusk to dawn PIR
 - (9) Letter box in side panel
 - (10) Lead lined flat roof
 - (11) Oriol Window
 - (12) Plain tiles cladding to dormer walls
 - (13) Projecting string course



PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



Date	Description	Drawn	Checked	Scale
11.03.15	1st Floor plan			
10.07.15	2nd Floor plan			
	3rd Floor plan			
	4th Floor plan			
	5th Floor plan			
	6th Floor plan			
	7th Floor plan			
	8th Floor plan			
	9th Floor plan			
	10th Floor plan			
	11th Floor plan			
	12th Floor plan			
	13th Floor plan			
	14th Floor plan			
	15th Floor plan			
	16th Floor plan			
	17th Floor plan			
	18th Floor plan			
	19th Floor plan			
	20th Floor plan			
	21st Floor plan			
	22nd Floor plan			
	23rd Floor plan			
	24th Floor plan			
	25th Floor plan			
	26th Floor plan			
	27th Floor plan			
	28th Floor plan			
	29th Floor plan			
	30th Floor plan			
	31st Floor plan			
	32nd Floor plan			
	33rd Floor plan			
	34th Floor plan			
	35th Floor plan			
	36th Floor plan			
	37th Floor plan			
	38th Floor plan			
	39th Floor plan			
	40th Floor plan			
	41st Floor plan			
	42nd Floor plan			
	43rd Floor plan			
	44th Floor plan			
	45th Floor plan			
	46th Floor plan			
	47th Floor plan			
	48th Floor plan			
	49th Floor plan			
	50th Floor plan			

HILLINGDON
 RESIDENTIAL SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 26/10, CIVIC CENTRE, LANSBRIDGE, AMBLESEX, URM URM
 Tel: 01865 250 111 Fax: 01865 277 224

PROPOSED HOUSING DEVELOPMENT AT
 WHITEHEATH AVENUE
 RUISLIP, HA4 7PR

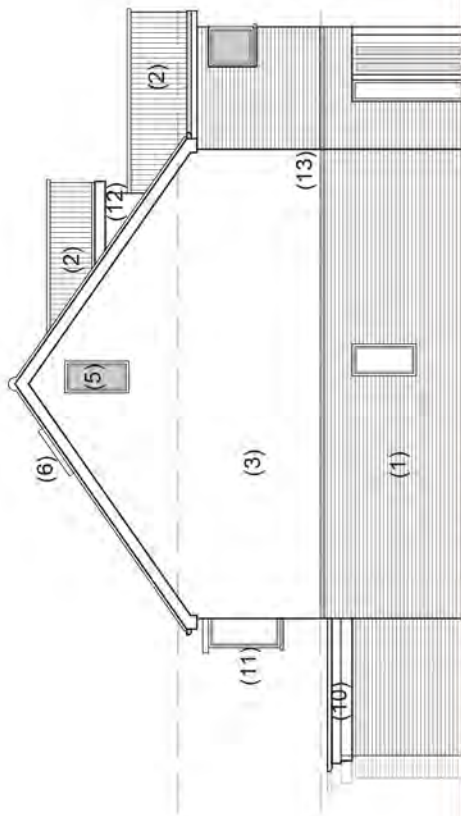
PROPOSED FRONT & REAR ELEVATIONS

Scale	1:100 @ A3	Drawn by	SV	Check by		Date	April 2016	
Project No.	2018/D271/P/10							Sheet
Drawn by								B

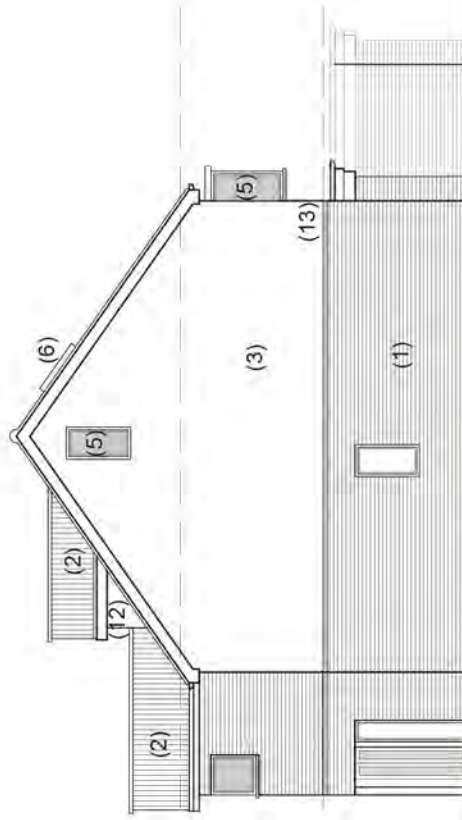
NOTES

The Client has agreed to pay for the design and construction of the building. The Client has agreed to pay for the design and construction of the building. The Client has agreed to pay for the design and construction of the building.

- MATERIALS KEY**
- (1) Fairface brickwork
 - (2) Plain Roof Tiles at 35° pitch
 - (3) White render
 - (4) PPC aluminum windows
 - (5) Obscure glass to windows
 - (6) Skylight
 - (7) Oak door with vision window
 - (8) Light with dusk to dawn PIR
 - (9) Letter box in side panel
 - (10) Lead lined flat roof
 - (11) Oriel Window
 - (12) Plain tiles cladding to dormer walls
 - (13) Projecting string course



PROPOSED SIDE (SW) ELEVATION



PROPOSED SIDE (NE) ELEVATION



Date	Description	Drawn	Check	Total
17/11/16	Final design development to new building	ST		
18/11/16	Final layout of new garden to help connectivity on to site	DB		
10/07/19	All floor numbers removed on site drawings			



HILLINGDON
HOMES

RESIDENTS SERVICES
CORPORATE PROPERTY & CONSTRUCTION GROUP
35/40, CIVIC CENTRE, UXBROUKE, MIDDLESEX, URB1 1JW
Tel: 01895 250 111 Fax: 01895 277 224

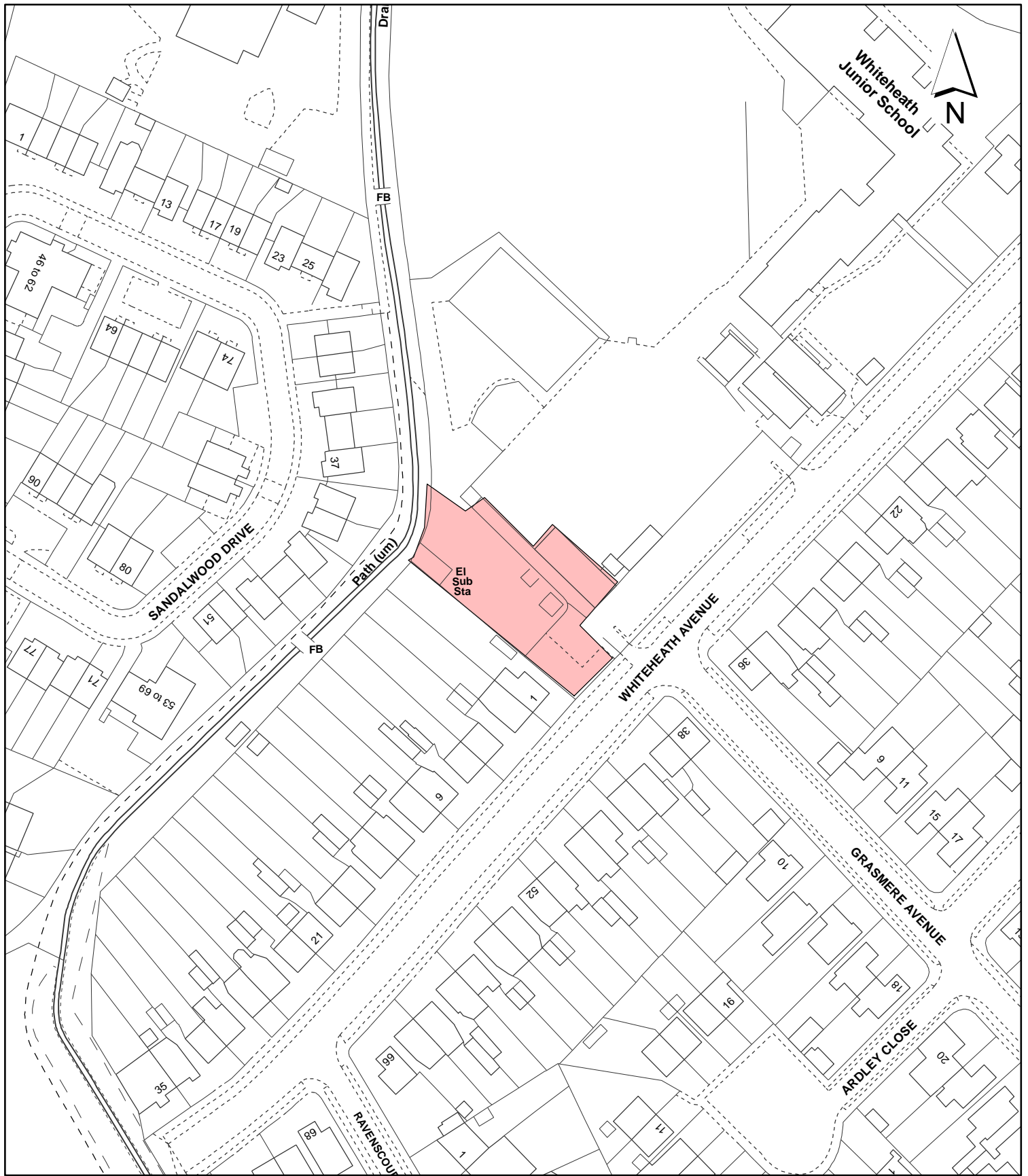
PROJECT
WHITEHEATH AVENUE
RUISLIP, HA4 7PR

DOCUMENT NO.
PROPOSED SIDE ELEVATIONS

SCALE 1:100 @ A3	DATE 17/11/16	DESIGNED BY ST	CHECKED BY SV	DATE April 2016
---------------------	------------------	-------------------	------------------	--------------------

2018/D271/P/11

B



Notes:

 Site boundary

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Site Address: **Land Adjacent to
 Whiteheath Junior School
 Whiteheath Avenue
 Ruislip**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
64510/APP/2019/1412

Scale:
1:1,250

Planning Committee:
Major Page 241

Date:
November 2019



Report of the Head of Planning, Transportation and Regeneration

Address LAND AT CESSNA ROAD HEATHROW AIRPORT HOUNSLOW

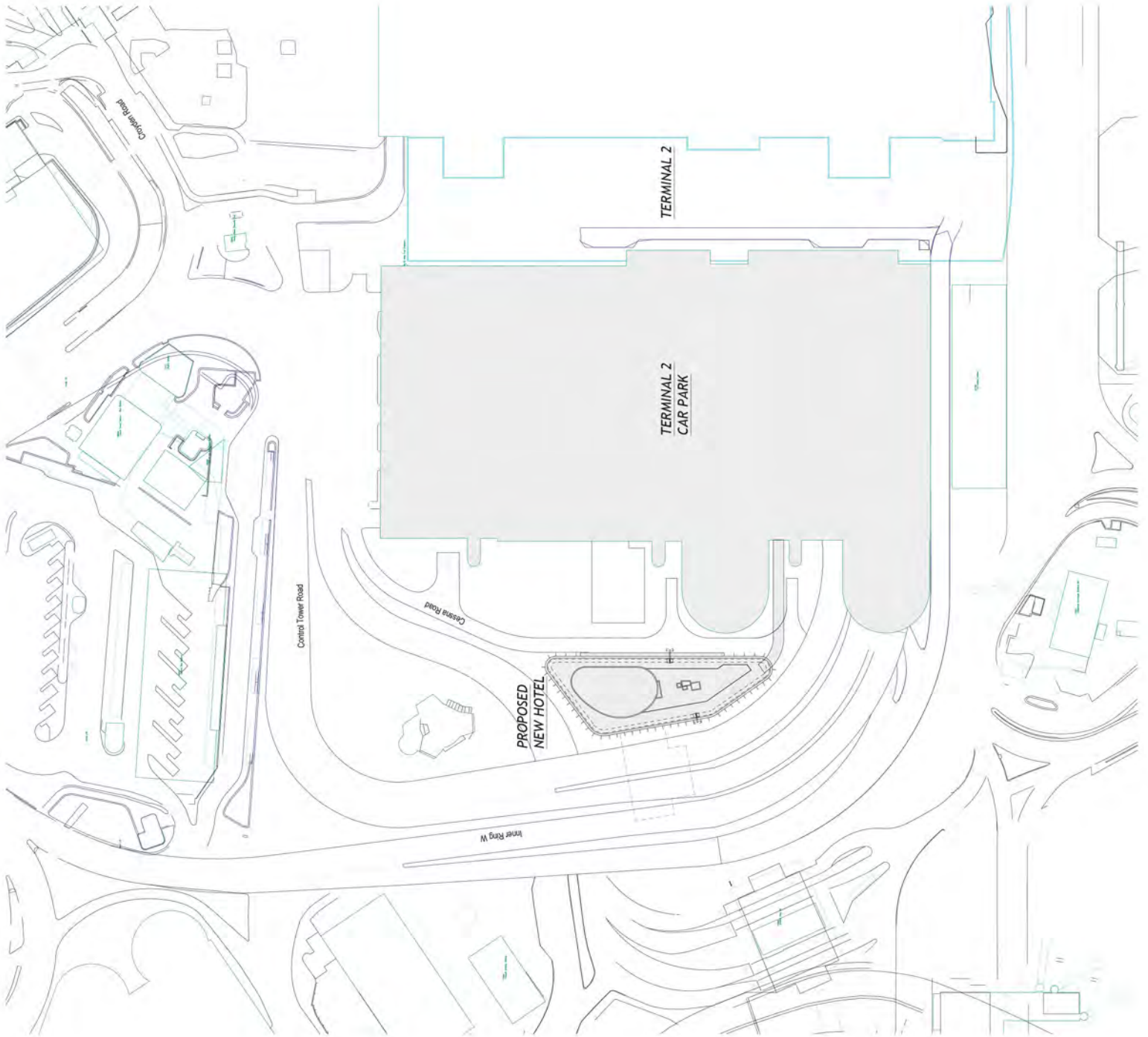
Development: Reserved matters (landscaping) pursuant to condition 2 of outline planning permission ref: 62360/APP/2017/3000 dated 27-06-19 (Section 73 application to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport. Changes include alterations to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal re-arrangements.).

LBH Ref Nos: 62360/APP/2018/3381

Date Plans Received:	20/09/2018	Date(s) of Amendment(s):	21/09/2018
Date Application Valid:	20/09/2018		20/09/2018

Please do not scale from this drawing. If in doubt, ask. This drawing is for information only and should not be reproduced, copied or disclosed in any form, other than for the purpose of this project.

Revision	Date	By
P1	04.07.17	GB
P2	13.07.17	GB
P3	31.07.17	EB



UJRM
 UJRM PARTNERSHIP
 CHARTERED ARCHITECTS
 4 Hockley Road
 Gillingham, G3 7PR. T. 0141 353 2745

PLANNING			
Client	Grove Developments		
Project Title	Proposed Hotel at T2 Heathrow Location plan @ roof level		
Drawing Title	Location Plan		
Date	Scale	Drawn	Checked
March'17	1:1250	EB	A3
Drawing No.	083-L(PL)-204		Rev
			P3



NO.	DATE	DESCRIPTION	BY	CHECKED
1	15/08/2022	ISSUED FOR PERMITTING	...	...
2	15/08/2022	ISSUED FOR PERMITTING	...	...
3	15/08/2022	ISSUED FOR PERMITTING	...	...
4	15/08/2022	ISSUED FOR PERMITTING	...	...
5	15/08/2022	ISSUED FOR PERMITTING	...	...
6	15/08/2022	ISSUED FOR PERMITTING	...	...
7	15/08/2022	ISSUED FOR PERMITTING	...	...
8	15/08/2022	ISSUED FOR PERMITTING	...	...
9	15/08/2022	ISSUED FOR PERMITTING	...	...
10	15/08/2022	ISSUED FOR PERMITTING	...	...

NOTE: Existing Site details are based on drawings by Carl Surry's Design Ltd. The proposed development is based on a site survey conducted on 15/08/2022 by Carl Surry's Design Ltd. (Licence No. 19000) and H&L Survey Services (Licence No. 19000).
 Drawing: "Terminal_2_Car_Park_Cover"

 KEY:

- Line denotes location of proposed hardwing
- Boundary as per Approved Planning drawing by RTDL, A-1031
- Hotel Demise Boundary
- Existing Foundations (partial extract)
- HY cable ducts and inspection chambers
- Levels as proposed

 23.70



URM
 URBAN REGENERATION MANAGEMENT
 CONSULTANTS

PRELIMINARY

Client: Grove Developments
 Proposed Hotel at T2-Hastings
 Proposed Site Plan

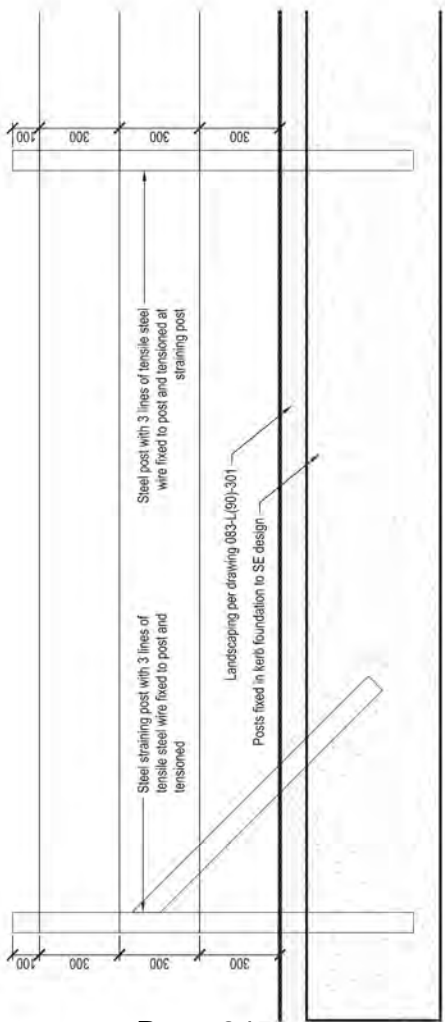
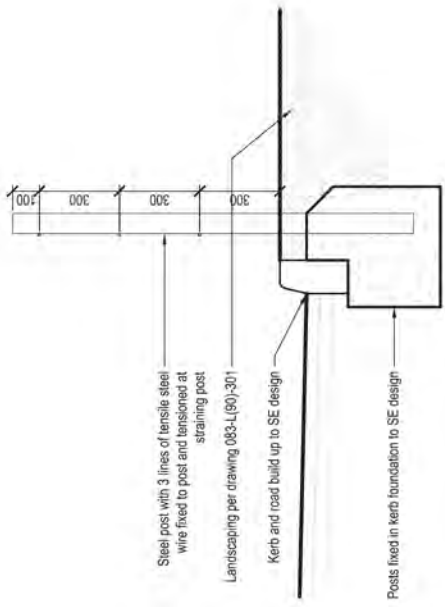
Scale: 1:500
 Date: 15/08/2022
 Drawing No: 088-L120-202
 Sheet: P5



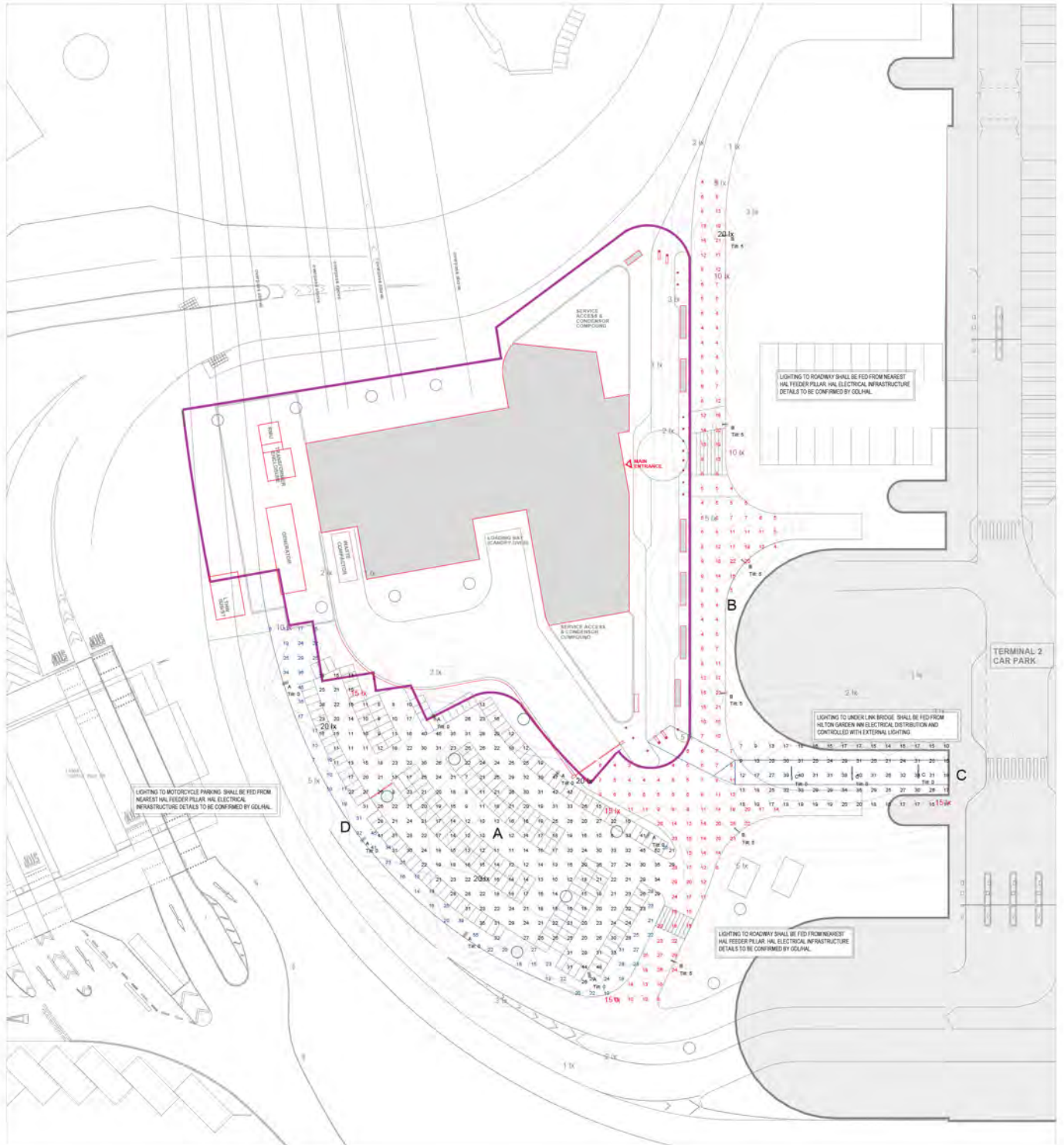
Please do not scale from this drawing. If in doubt, ask. This drawing is a preliminary design and is not to be reproduced, copied or disclosed in any form, either in full or for the purpose of this project.

Revision:

Rev	Date	By
01		26.02.18 GB



PRELIMINARY	
Client:	Grove Developments
Project Title:	Proposed Hotel at T2 Heathrow
Drawing Title:	Detail fence at perimeter of Delivery area
Date:	Feb 18
Scale:	1:20
Drawn:	GB
Checked:	EB
Drawn No.:	083-A(90)-001
Checked No.:	
Rev:	P1



Render - Displaying Lighting (Car Park, Roadway and Underpass)



Category	Code	Height	Beam	Mounting	Notes
A Motorcycle Parking	20lx	3.0m	15°	8	0.30
B Car Park	15lx	3.0m	15°	8	0.30
C Roadway	10lx	3.0m	15°	8	0.30
D Underpass	15lx	3.0m	15°	8	0.30
SO	2.0m	3.0m	15°	8	0.30

EXTERNAL LIGHTING DESIGNED IN ACCORDANCE WITH BS EN 12464-2:2014, BS5489-1:2013 AND BS EN 15221-2:2015

Symbol	Code	Label	Arrangement	ELP	Description
A	20lx	A	20lx	2.0m	20lx Motorcycle Parking
B	15lx	B	15lx	3.0m	15lx Car Park
C	10lx	C	10lx	3.0m	10lx Roadway
D	15lx	D	15lx	3.0m	15lx Underpass

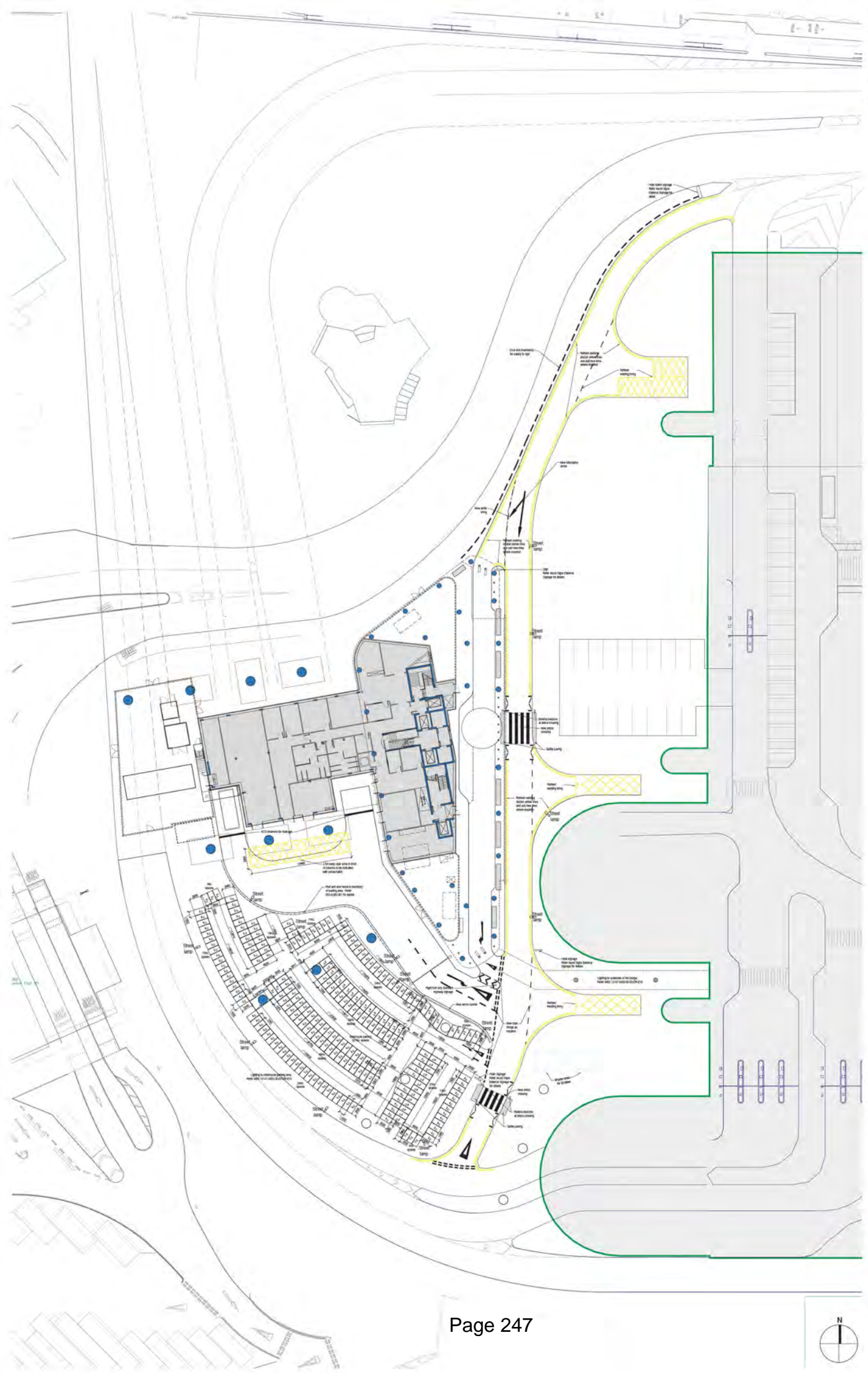
3	LIGHTING DESIGN TO ADDRESS ROAD AND UNDERPASS REVISION	ENGT10	MOC	MCC
2	SITE PLAN KREF UPDATED	13/06/11	MOC	MCC
1	LUX LEVEL READINGS ADDED	28/02/10	AK	CU



GROVE DEVELOPMENTS	
PROJECT CONTACT	APRORA HOTELS
NAME	HILTON T2 HEATHROW
PROJECT	EXTERNAL LIGHTING OUTSIDE HOTEL BOUNDARY

FOR APPROVAL	
DATE	05/11/17
BY	AK
1147-WB-00-00-00-E-01-01	3

Item	Description	Scale
1	Proposed site boundary	1:100
2	Proposed site layout	1:100
3	Proposed site landscaping	1:100
4	Proposed site lighting	1:100
5	Proposed site signage	1:100
6	Proposed site access	1:100
7	Proposed site drainage	1:100
8	Proposed site parking	1:100
9	Proposed site circulation	1:100
10	Proposed site boundary	1:100



NB: For layout showing landscaping / street furniture site drawing 0834-000-201
 For layout showing external site strategy and master plan site drawing 0834-000-203

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NB: Existing site details are based on combined information from survey drawings by Cal Surveys Group Ltd. Drawing 0104, 15-193-LUD-007, 10000-00-m3-011-000001 (Buried Services Survey) and H&L Survey Drawing 'Heathrow_contained_utilities'

URM
 URBAN REGENERATION MANAGEMENT
 PRELIMINARY
 Grove Developments
 Proposed Hotel at
 T2 Heathrow
 External Works:
 White straight/street lighting/signage
 Date: 15/01/2014
 Scale: A0
 Drawing: 0834-000-202
 Page: 19



Plant Schedule	Species Name	Height	Pot Size	Specification	Density
12 No.	Buxus sempervirens	25-30cm	2L	C. 4 bris Bushy	No.
3 No.	Buxus sempervirens	60-80cm	2-5L	C. Bushy Ball	Counted
3 No.	Buxus sempervirens	125-150cm	2-5L	C. Bushy Cone	Counted
3 No.	Caeanothus thyrsiflorus repens	30-40cm	3L	C. 7 bris Bushy	3m ²
3 No.	Caeanothus thyrsiflorus repens	30-40cm	3L	C. 7 bris Bushy	3m ²
6 No.	Eunymus fortunei 'Emerald 'n' Gold'	25-30cm	3L	C. 7 bris Bushy	2m ²
23 No.	Hebe 'Green Globe'	30-40cm	3L	C. 3 bris Bushy	3m ²
24 No.	Hebe 'Green Globe'	30-40cm	3L	C. 5 bris Bushy	3m ²
19 No.	Hebe rakaiensis	20-25cm	3L	C. 5 bris Bushy	3m ²
9 No.	Laurus nobilis	150-175cm	50L	C. 3 bris Cone Shaped	No.
41 No.	Lonicera 'Loughall Green'	30-40cm	3L	C. 6 bris Bushy	3m ²
24 No.	Pachysandra terminalis 'Green Carpet'	15-20cm	3L	C. 5 bris Several Shoots	5m ²
42 No.	Potentilla fruticosa 'Landscape'	30-40cm	5L	C. 5 bris Bushy	3m ²
32 No.	Spiraea betulifolia var. aemiliana	30-40cm	3L	C. 6 bris Branching	3m ²
32 No.	Vinca minor 'Atropurpurea'	10-15cm	2L	C. 9 bris Several Shoots	10m ²

Herbaceous	Species Name	Height	Pot Size	Specification	Density
12 No.	Buxus sempervirens	25-30cm	2L	C	15m ²
22 No.	Geranium macrorrhizum 'Spessart'	3L	C		

Grasses	Species Name	Height	Pot Size	Specification	Density
42 No.	Stipa tenuissima	C.V.	3m ²		
16 No.	Stipa tenuissimal	2L	C.V.		No.

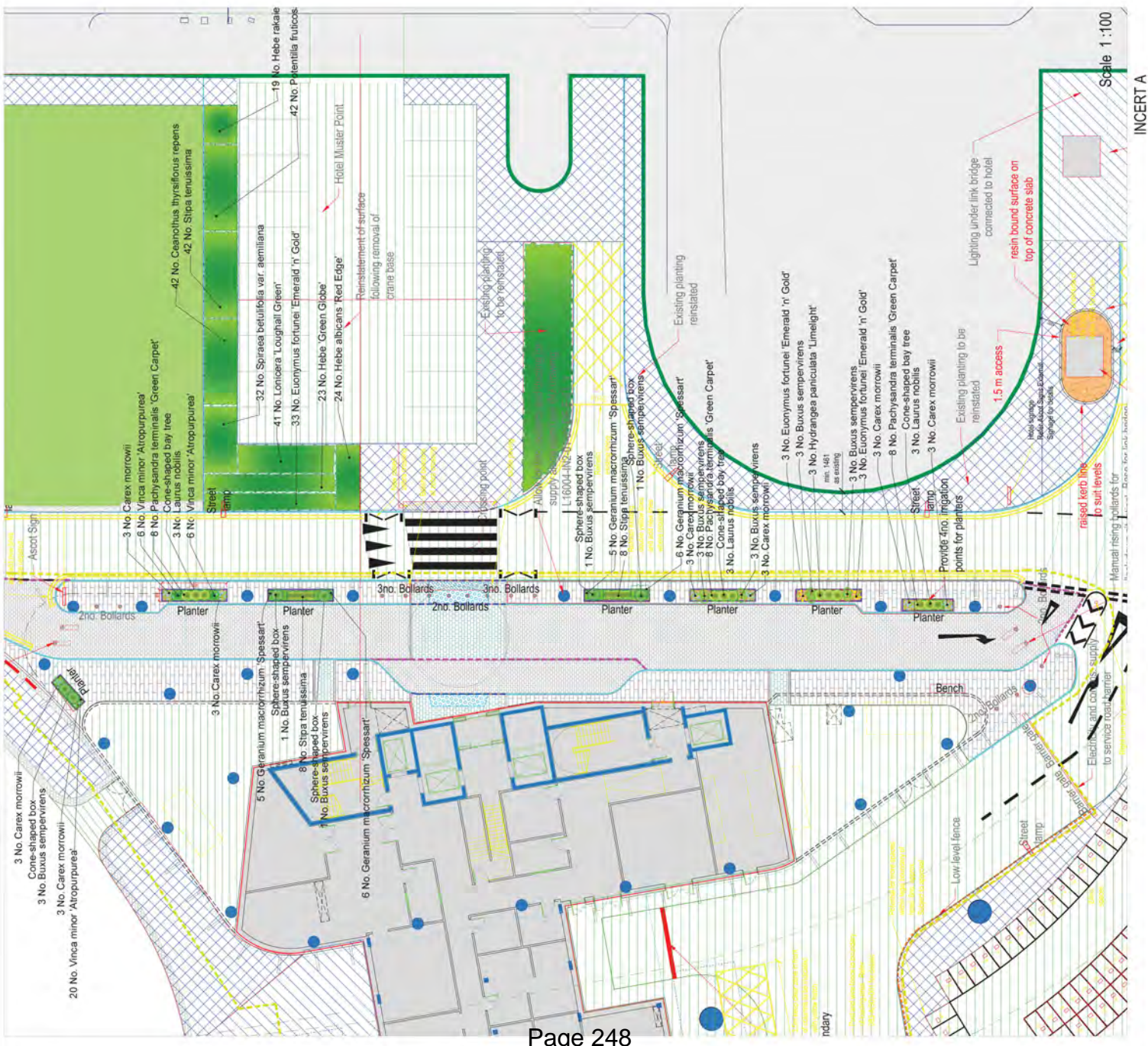
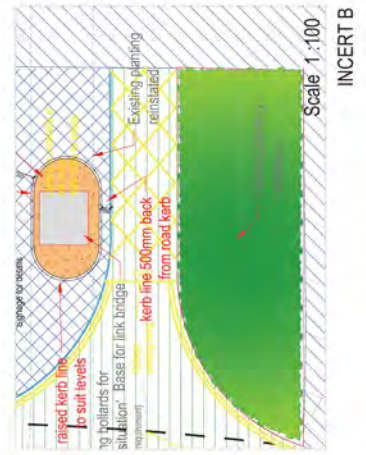


Author	Checked	Date

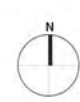
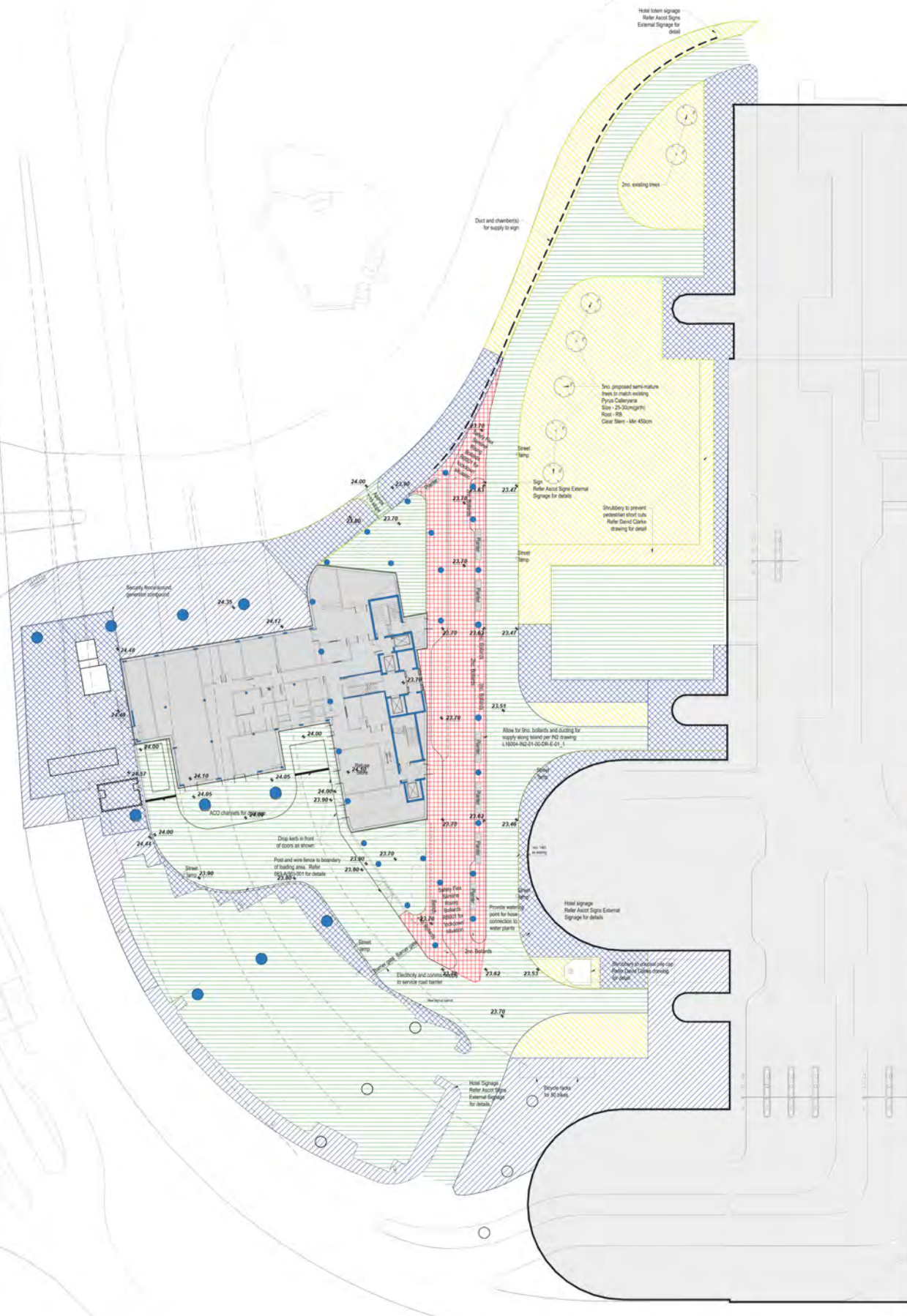
DAVID CLARKE
LANDSCAPE ARCHITECT

648 Stone Road, Whakarewa Village
Newmarket, Co. Antrim, BT37 8ST
Tel: +44 (0)2830 280000 Fax: +44 (0)2830 80771
Email: david@dc-landscape.co.uk

Client: Grove
Job: T2 Hall
Title: PLANTING PLAN
Proj No: 0806
Scale: 1:100, 1:500
Date: 09 July 18
Drawn By: cs
Checked By: ds



Rev	Description	Date	By	App'd
1	Issue for construction	08/08/2018
2
3
4
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NB: For layout showing while straight/true lighting/signage see drawing 033-1-190-202
 For layout showing external fire strategy and manual point see drawing 033-1-190-203
 Refer Detail Clarification drawing 0356 for detail of soft landscaping

Landscaping Key

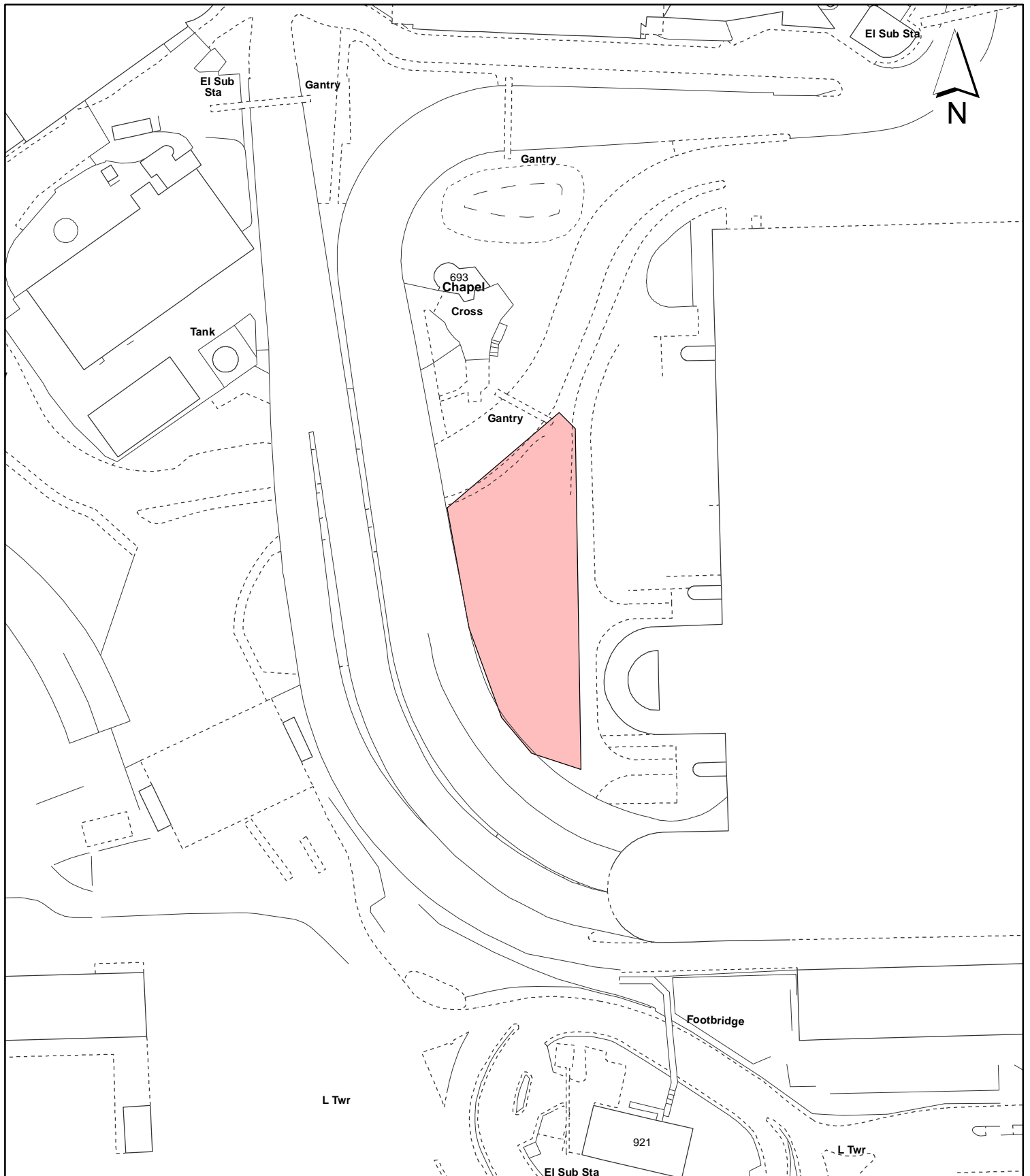
- New lawn / lawn surface
- New lawn / deck paving
- Existing paving (deck pool) with new paving to be replaced
- Paved area paving to match existing
- Replacement of original soft landscaping

Street Furniture Key

- Street lamp
- Bollard
- Security gate (CTA gate)
- Barrier gate
- Street lamp

NB: Existing Site details are based on combined information from survey drawings by C&I Surveyors Group Ltd. drawing 'CDL15193-LAD-807', '10000-xx-m3-n1-000001 (Barbed Wire Survey) and 'HAL Survey Drawing 'Heatthrow_continued_utilities'

UNM
UNIVERSITY OF NORTHUMBRIA
CONSTRUCTION
 Group Developments
 Proposed Hotel at
 T2 Heathrow
 Proposed Scope of External Works
 Including Proposed Tree Planting
 Date: 08/08/2018
 Scale: 1:200
 Sheet: 24 of 32
 Drawing No: 033-L(90)-201
 A0
 C2



Notes:

 Site boundary

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Site Address:
**Land at Cessna Road
 Heathrow Airport
 Hounslow**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
62360/APP/2018/3381

Scale:
1:1,250

Planning Committee:
Major Page 250

Date:
November 2019



Report of the Head of Planning, Transportation and Regeneration

Address UNIT 2-4, AIRPORT GATE BUSINESS CENTRE BATH ROAD HEATHROW

Development: Application for the change of use from B1c and B8, to B1c, B2 and B8 for Units 2-4, including the replacement of external cladding, and internal alterations to the first-floor and alterations to access, car parking layout serving Units 5-7 and landscaping and service yards together with associated works

LBH Ref Nos: 54794/APP/2019/2421

Date Plans Received:	18/07/2019	Date(s) of Amendment(s):	18/07/2019
Date Application Valid:	18/07/2019		25/07/2019



Offices
 Woking
 London
 Milton Keynes
 Watlington

Architecture
 Planning
 Master Planning
 Urban Design
 Interiors
 Landscape

12 Warren Yard,
 Warren Park,
 Milton Keynes,
 MK12 5NW
 01908 305 248
 info@prc-group.com
 www.prc-group.com

Revisions:

Drawn/Chd: _____ **Date:** _____

Client:
 APLUT

Project:
 AIRPORT GATE, BATH ROAD, HEATHROW

Drawing Title:
 SITE LOCATION PLAN

Figured dimensions only are to be used. All dimensions to be checked on site. Differences between drawings and specifications or bills of materials to be reported to the PRC Group. The copyright of the drawings and designs contained therein remains vested in the PRC Group.

Scale @ A3:
 1:1000

Job No:
 11165

Checked by:
 JR

Stage:
 PL

Scale:
 1:100

Date:
 JUL19

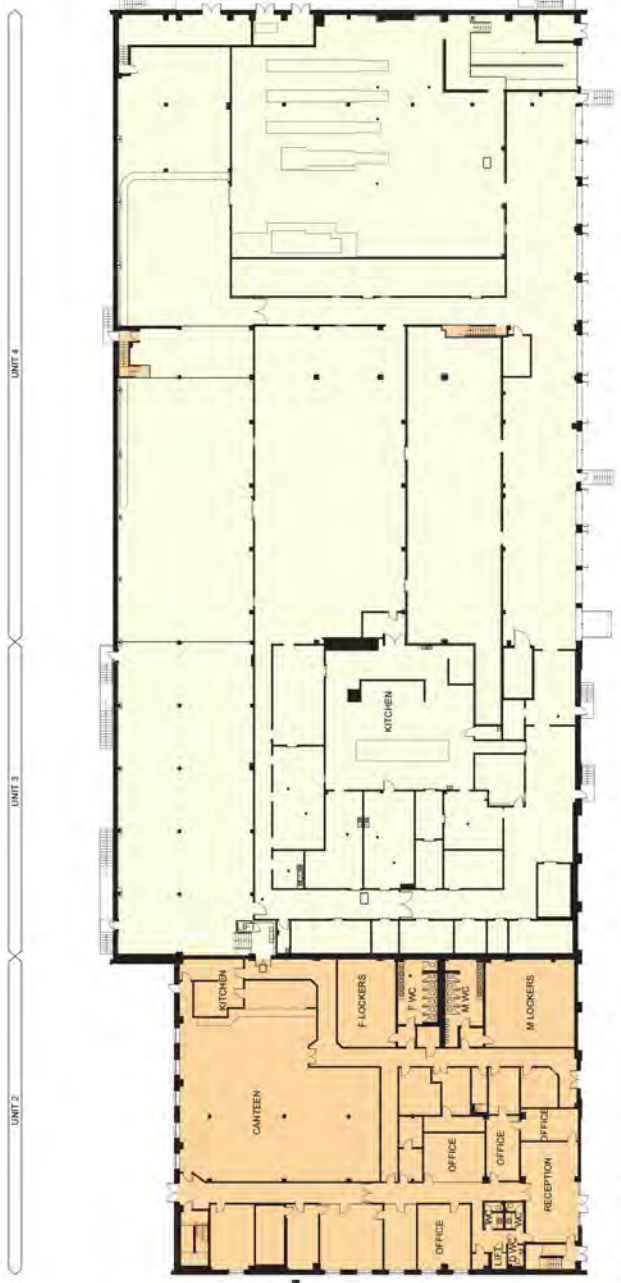
Rev.:

Information:

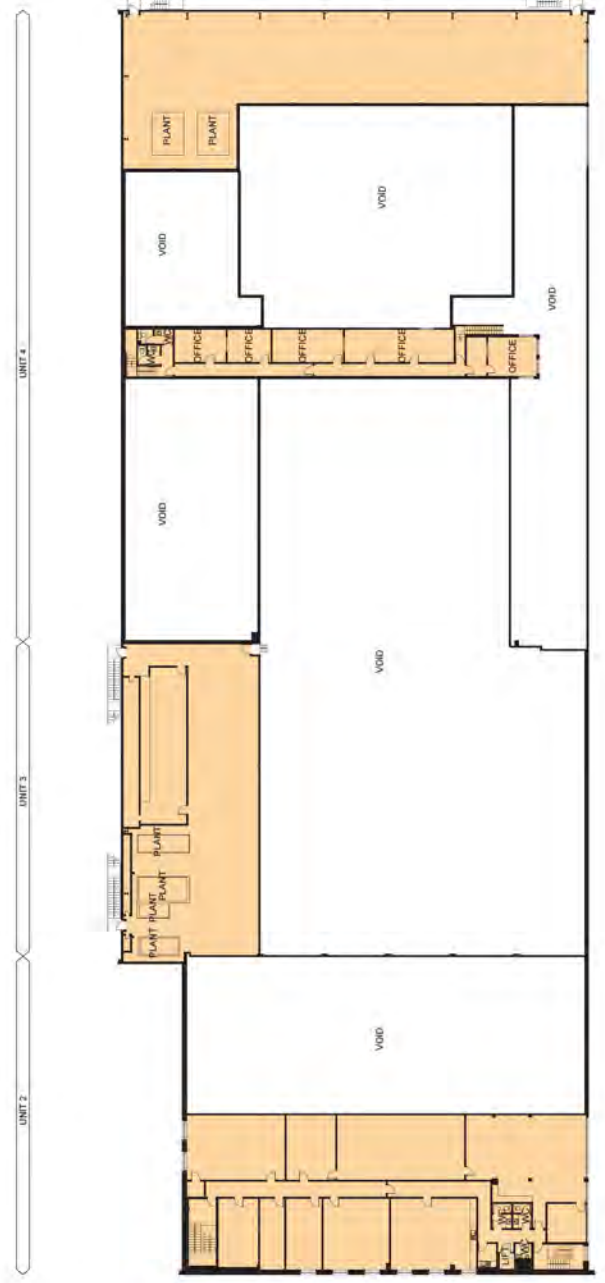
Construction
 Approval
 Preliminary
 Tender
 Information

Approved drawings shall not be used for alterations to the building without the written consent of the architect. All drawings shall be checked and approved by the architect before construction. The copyright of this document and designs contained herein remains with the PRC Group.

REVISIONS: _____ DRAWING: _____ DATE: _____



GROUND FLOOR PLAN



FIRST FLOOR PLAN

BASED ON SURVEY DRAWINGS FOR DRAWING NUMBERS 31819_01_P 31819_02_P



13 Wilton Way, Warrington, Cheshire, WA2 1 1AA, UK
Tel: 01925 836200
www.prcgroup.co.uk

Client: APUT
Project: AIRPORT GATE BATHROAD, HEATHROW
Drawing Title: EXISTING FLOOR PLANS GROUND & FIRST FLOOR

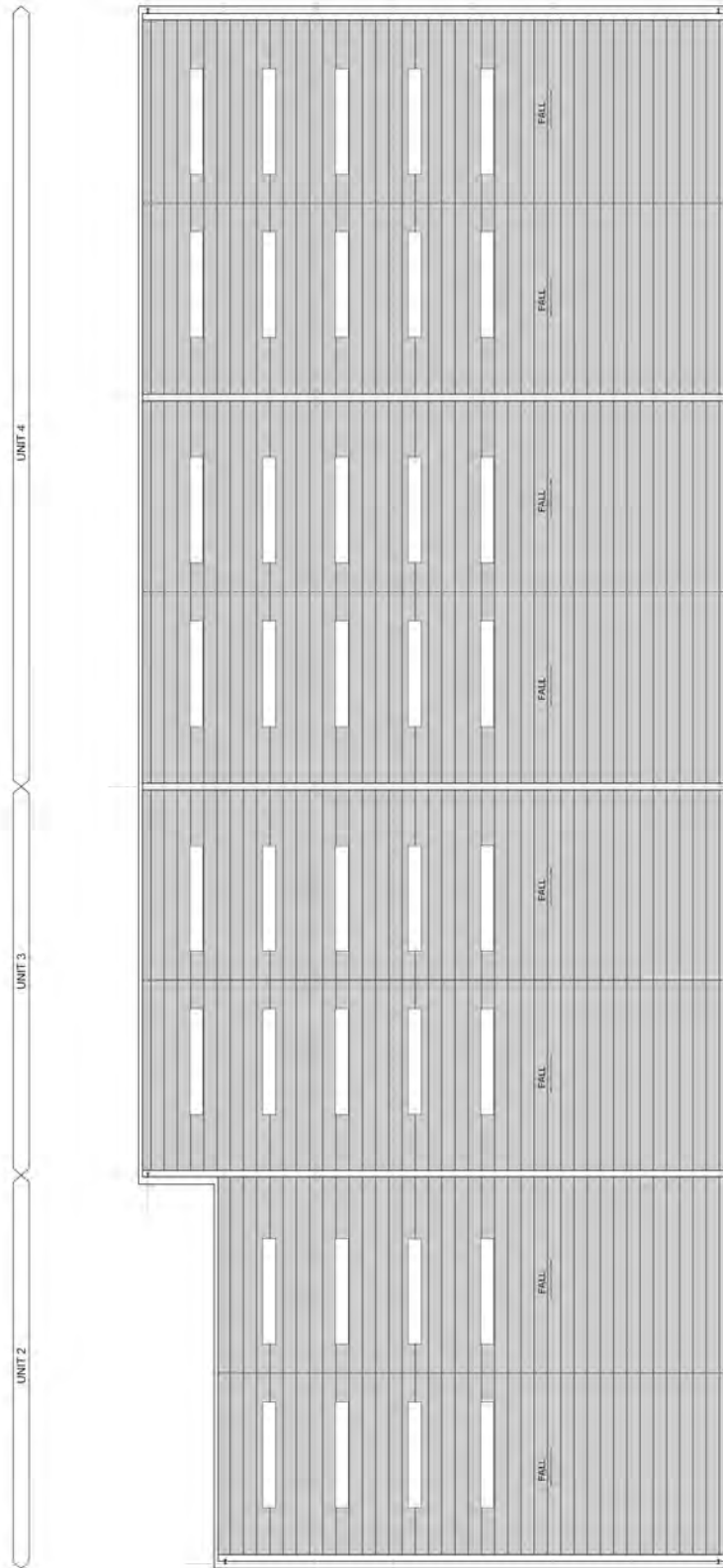
Architects: Peering, Moore Topping, Urban Group, Landings
Scale: 1:250
Date: JUL 19
Sheet: PL_107

Offices: Woking, London, Milton Keynes, Oxford
New Sites: Preston, Ayr, Aberdeen, Glasgow



Approved dimensions only are to be used. All dimensions to be checked on site.
 All dimensions to be checked on site. All dimensions to be checked on site.
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REVISIONS:	DATE:



EXISTING ROOF PLAN



Client:
APUT

PROJECT:
AIRPORT GATE
BATH ROAD, HEATHROW

Drawing Title:
EXISTING ROOF PLAN



12 Kings Way,
Weybridge,
Middlesex,
TW20 9LN
Tel: 0181 751 1144
www.prcgroup.com

Architecture
Planning
Master Planning
Urban Design
Landscape

Scale 1:200
Date JUL 19
Sheet No. PL 108

Head Office
London
Tel: 020 8741 1144
Fax: 020 8741 1145

PRC Architecture Group



GROSS EXTERNAL AREA

PROPOSED UNITS

GROUND	FIRST	TOTAL
54,417ft ²	5,962ft ²	60,379ft ²
5,055m ²	554m ²	5,609m ²

GROSS INTERNAL AREA

PROPOSED UNITS

GROUND	FIRST	TOTAL
52,989ft ²	5,609ft ²	58,593ft ²
5,923m ²	521m ²	5,444m ²

GROSS EXTERNAL AREA

EXISTING UNITS

GROUND	FIRST	TOTAL
53,908ft ²	17,147ft ²	71,055ft ²
5,008m ²	1,592m ²	6,600m ²

GROSS INTERNAL AREA

EXISTING UNITS

GROUND	FIRST	TOTAL
52,255ft ²	16,389ft ²	68,644ft ²
4,854m ²	1,521m ²	6,375m ²

Client: **AMPUT**

Project: **ABORT GATE BATHROOM REATHROW**

Drawing Title: **EXISTING & PROPOSED FLOOR AREAS**



11000 1st St.
 Suite 100
 Irvine, CA 92618
 (949) 450-1100
 www.prc.com

Architecture

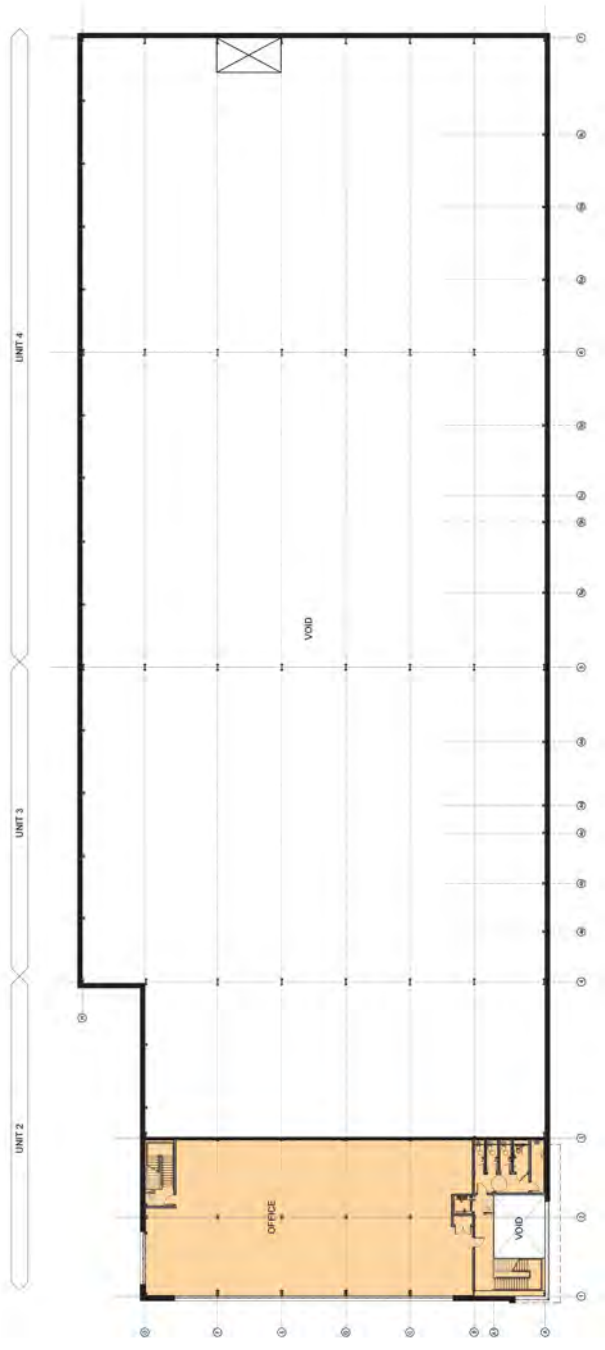
Project: **AMPUT**
 Main Drawing: **AMPUT**
 User: **AMPUT**
 Location: **AMPUT**

Date: **04/14/2024**
 Scale: **1/8" = 1'-0"**

Approved dimensions only to be used. All dimensions to be checked on-site. Information to be submitted to the Planning Department.

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REVISIONS: _____ DATE _____



FIRST FLOOR PLAN

GROSS EXTERNAL AREA PROPOSED UNITS

GROUND	FIRST	TOTAL
54,417m ²	5,902m ²	60,379m ²
5,055m ²	554m ²	5,599m ²

GROSS INTERNAL AREA PROPOSED UNITS

GROUND	FIRST	TOTAL
52,869m ²	5,059m ²	58,592m ²
5,523m ²	521m ²	5,444m ²



Client: AIPUT

PRC Ltd
15 Wilton Way,
Wolverhampton,
West Midlands,
B92 5WQ
0191 751 1144
www.prcgroup.com

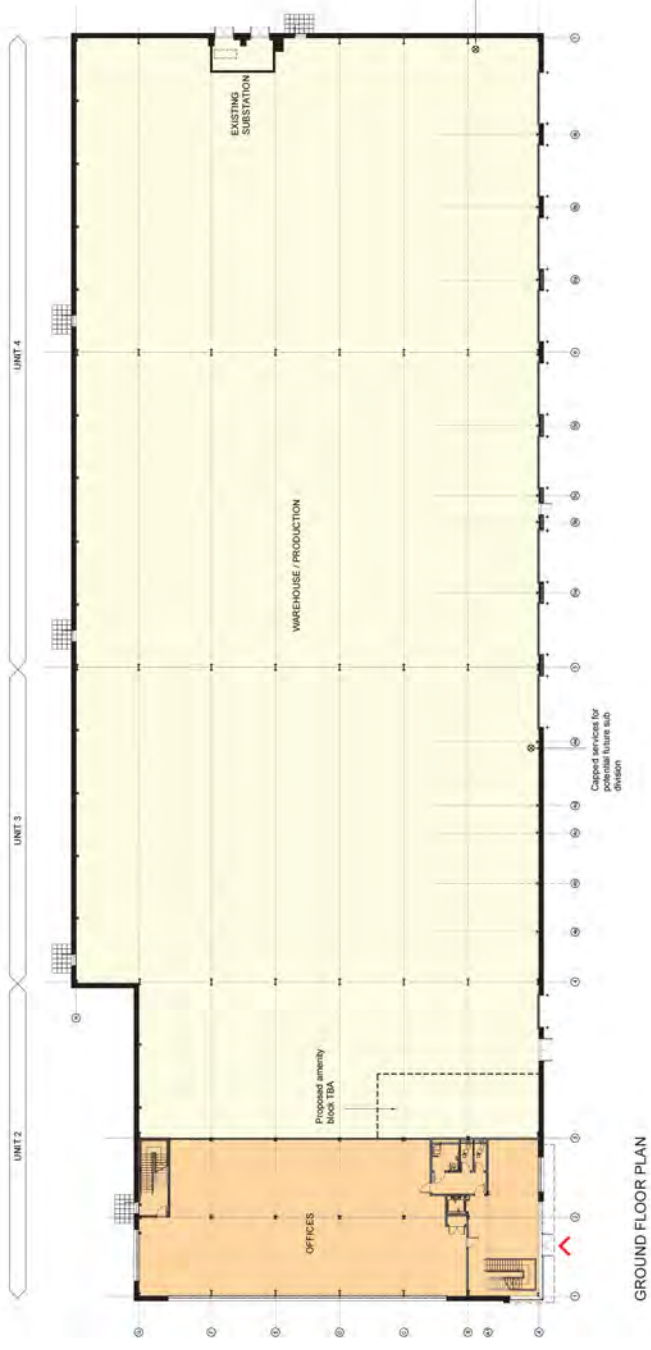
Client: AIPUT

Project:
AIRPORT GATE
BATH ROAD, HEATHROW

Drawing Title:
PROPOSED FLOOR PLANS

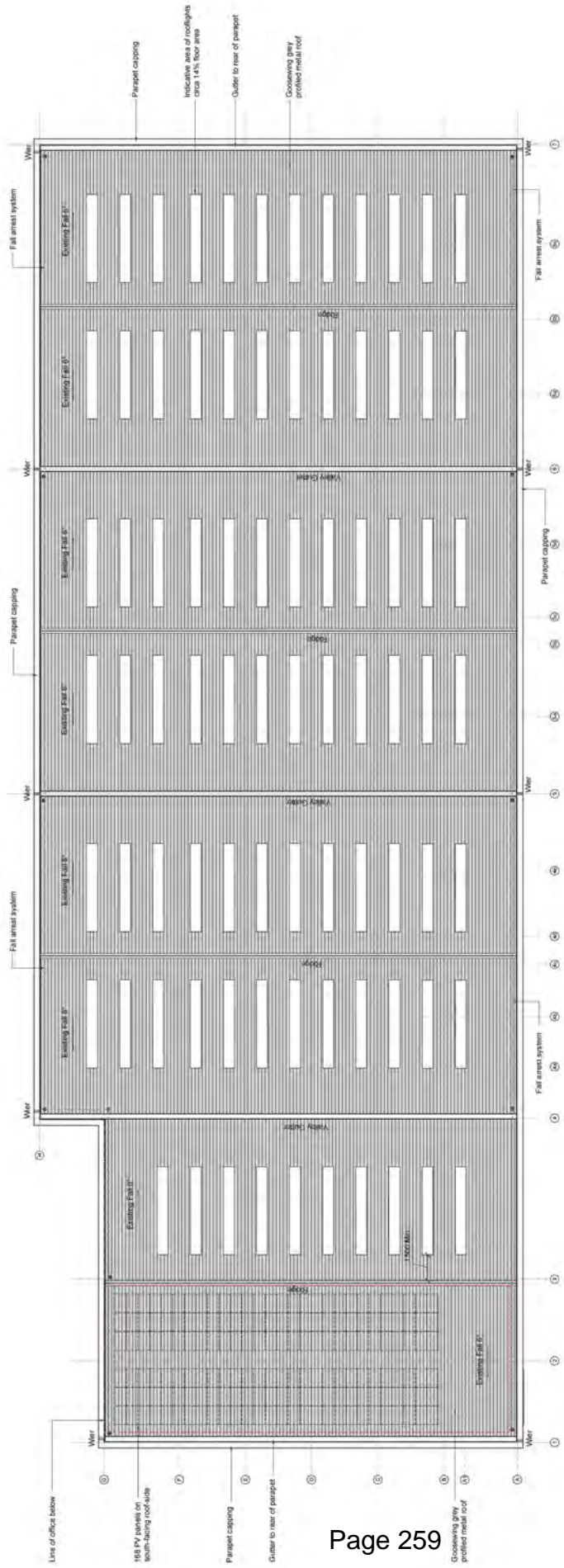
Architects
Planning
Site & L: 1:250
Date: JUN 19
Unit: Urban Design
Scale: 1:100
Sheet: PL 102

Offices
London
Manchester
Newcastle
Preston
Sheffield
Woking



GROUND FLOOR PLAN

UNIT 2 UNIT 3 UNIT 4



PROPOSED ROOF PLAN



PRC

12 Wilton Way,
 Weybridge,
 Middlesex,
 TW20 3NY
 0181 751 114
 www.prcgroup.com

CLIENT: APUT

PROJECT: AIRPORT GATE
 BATH ROAD, HEATHROW

DRAWING TITLE: PROPOSED ROOF PLAN

Architects:
 Planning
 Master Planning
 Urban Design
 Landscape

Scale: 1:200 Date: JUL 19
 Job: PL 103

Drawn: []
 Checked: []
 Approved: []
 Title: []

Offices:
 Woking
 London
 Milton Keynes
 Poole

PRC Architecture Group



- MATERIALS SPEC.**
- 1 PROFILED ROOF CLADDING
 - 2 HORIZONTAL PROFILED METAL CLADDING (SILVER GREY)
 - 3 MICRO-RIB CLADDING (SILVER GREY)
 - 4 ALUMINIUM FRAMED WINDOWS (ANTHRACITE)
 - 5 ALUMINIUM FRAMED ENTRANCE DOORS (ANTHRACITE)
 - 6 LOADING DOORS (BLUE)
 - 7 DOCK LEVELER DOORS (BLUE)
 - 8 STEEL PERSONNEL DOORS
 - 9 VENTILATION LOUVRES
 - 10 BRICKWORK
 - 11 SIGNAGE
 - 12 BRISE SOLEIL
 - 13 FIRE EXIT STAIRS
 - 14 RAINWATER PIPE

BASED ON SURVEY DRAWINGS BY GREENARCHITECTS GROUP DRAWING NUMBER 31516_04_P

PRC

12 Wilmslow Rd,
Wilmslow Park,
Macclesfield,
Cheshire,
M13 1JY, UK
01625 571114
www.prcgroup.com

Client: APUT

Project: AIRPORT GATE BATHROOM/HEATHROW

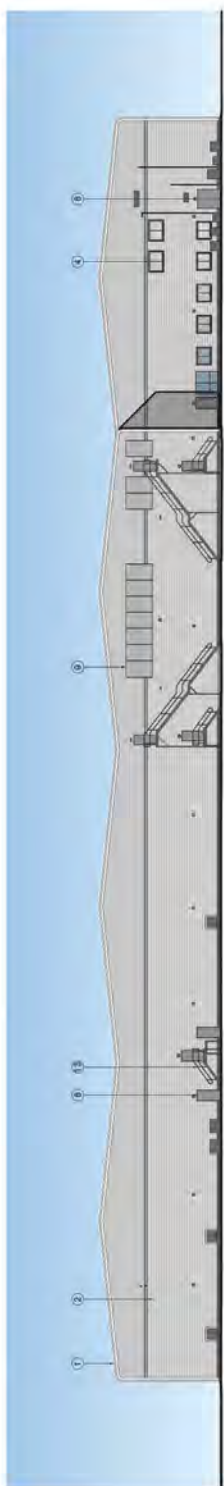
Drawing Title: EXISTING ELEVATIONS

Architecture: Planning, Master Planning, Urban Design, Landscaping

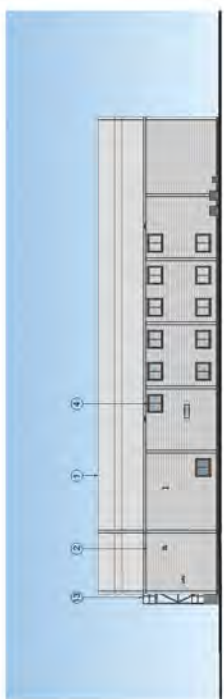
Site #: 1250 **Client:** JLR **Date:** JUL 19

Scale: 1:100 **Sheet No.:** PL 109

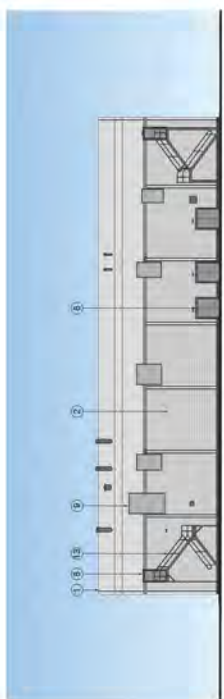
Offices: Working London, Manchester, Macclesfield, Preston



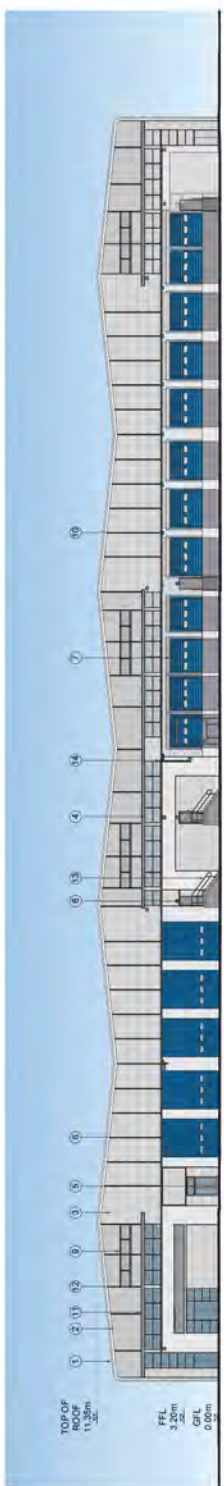
WEST ELEVATION



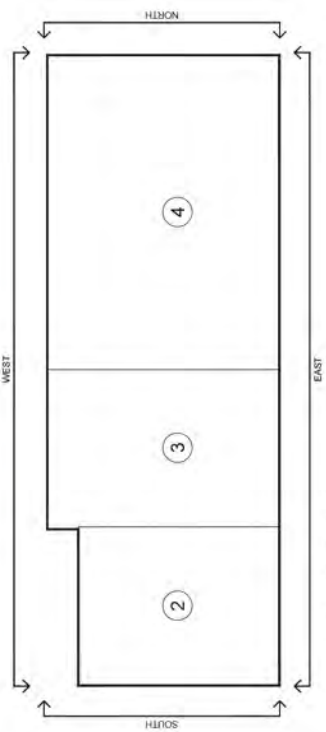
SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



FLOOR LAYOUT 1:500



- MATERIALS KEY:**
- 1 PROFILED ROOF CLADDING (GOOSEWING GREY - RAL 7039)
 - 2 HORIZONTAL PROFILED CLADDING (METALLIC SILVER - RAL 9009)
 - 3 CANOPY PROJECTION (ANTHRACITE - RAL 7016)
 - 4 ALUMINUM FRAMED WINDOWS (ANTHRACITE - RAL 7016)
 - 5 ALUMINUM FRAMED GLAZED DOORS (ANTHRACITE - RAL 7016)
 - 6 MICRO-rib COMPOSITE CLADDING (ANTHRACITE - RAL 7016)
 - 7 LOADING DOORS (ANTHRACITE - RAL 7016)
 - 8 STEEL PERSONNEL DOORS (ANTHRACITE - RAL 7016)
 - 9 STEEL DOOR/SLIDING (YELLOW RAL 1018)
 - 10 SIGNAGE ZONE
 - 11 FIN DETAIL (METALLIC SILVER - RAL 9009)
 - 12 AC ENCLOSURE (HIT & MISS TIMBER BOARDING)
 - 13 SUNRAY VENTILATED DOUBLE DOORS
 - 14 HORIZONTAL PROFILED CLADDING (BATT BLACK - RAL 9005)
 - 15 INFILL PANELS TO WINDOWS

PRC

12 Marina Way, Waverley, VIC 3155
 11111 111 114
 www.prcgroup.com

Client: APUT

Project: AIRPORT GATE
 BATH ROAD, HEATHROW

Drawing Title: PROPOSED ELEVATIONS

Architect: Planning
 Master Planning
 Urban Design
 Landscape

Scale: 1:250

Date: JUL 19

Issue No: PL_104

Rev: A

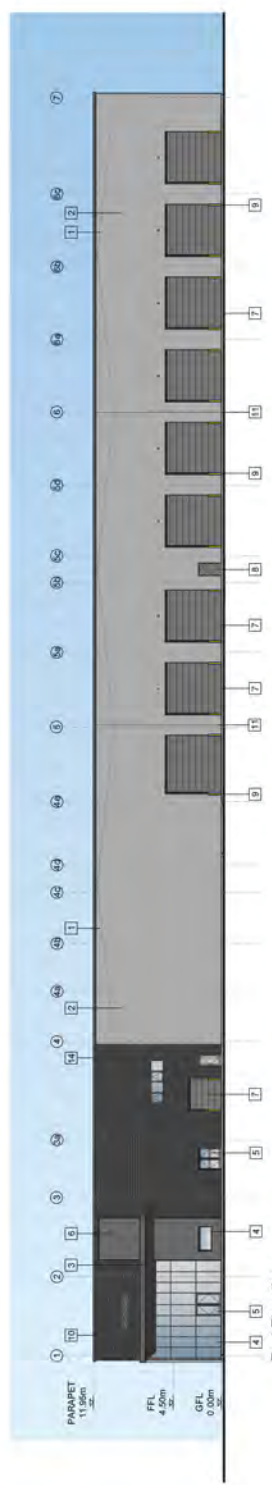
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 Meaney
 Taylor

Checked by: J.R.

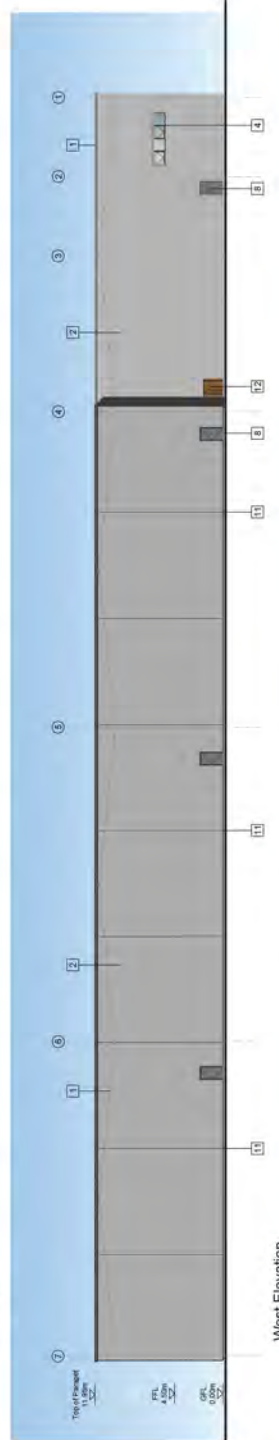
Drawn by: J.R.

Scale: 1:250

Scale: 1:250



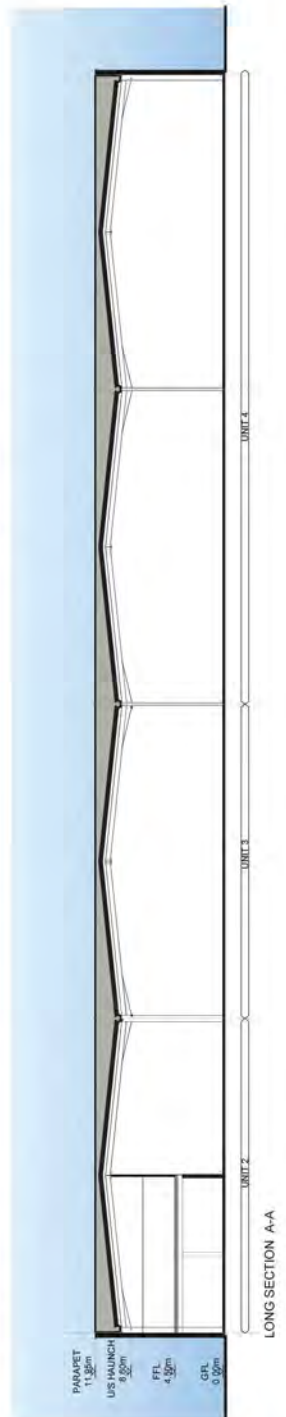
East Elevation



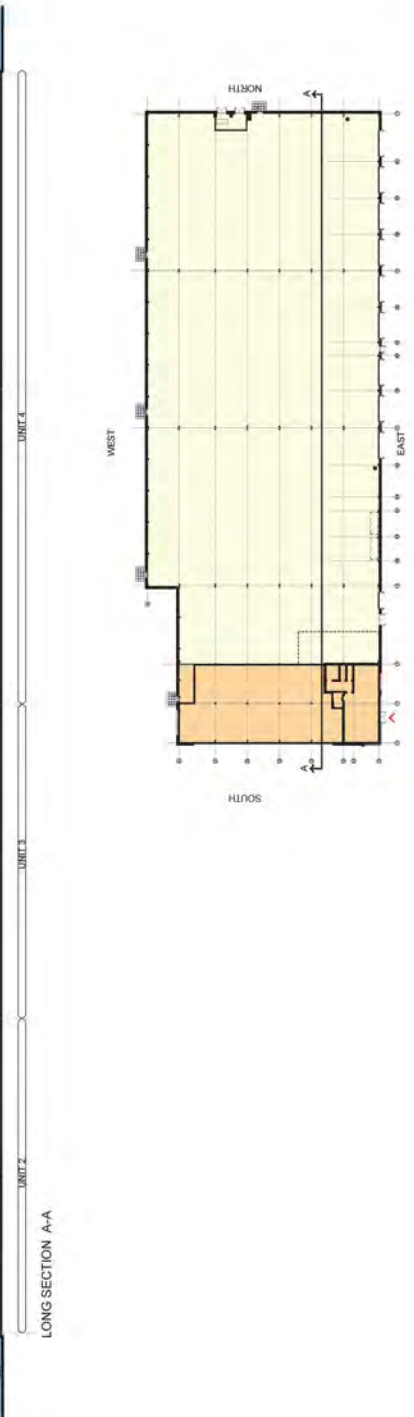
West Elevation



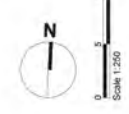
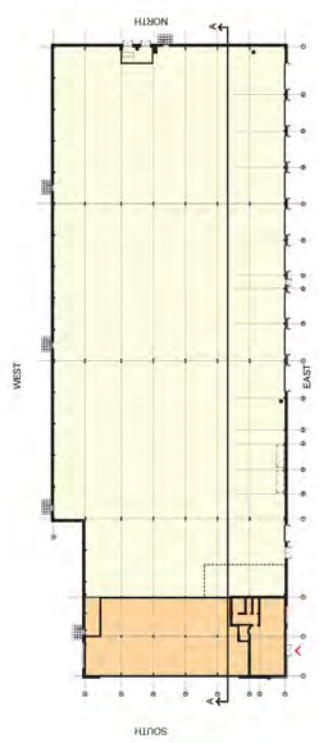
South Elevation



North Elevation

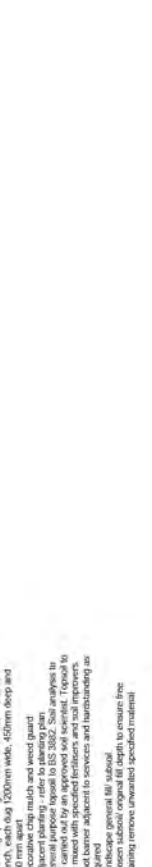


LONG SECTION A-A

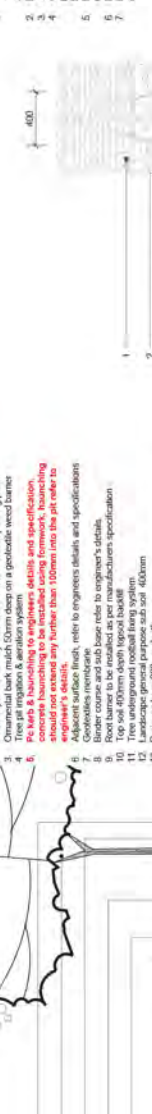
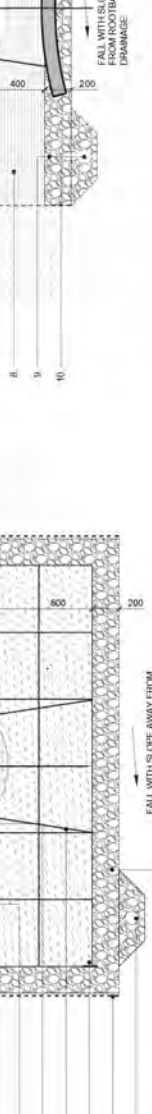
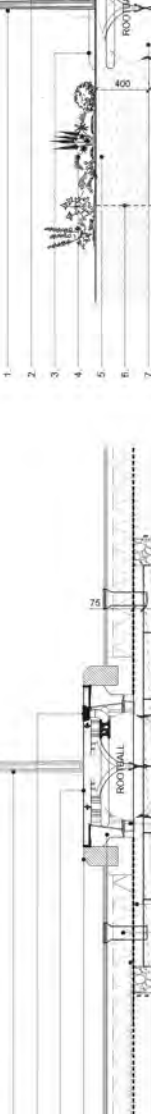


Scale 1:250

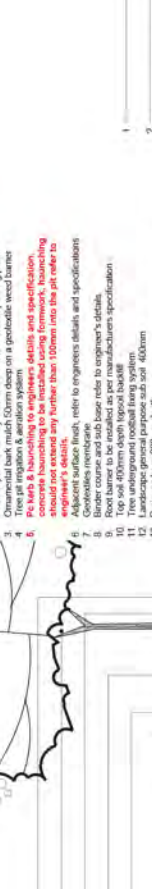
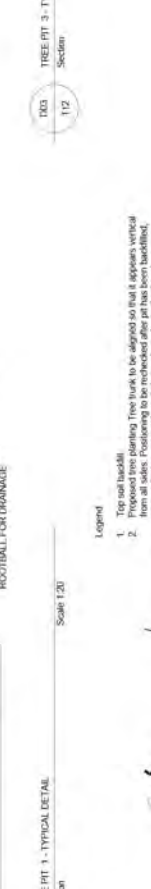
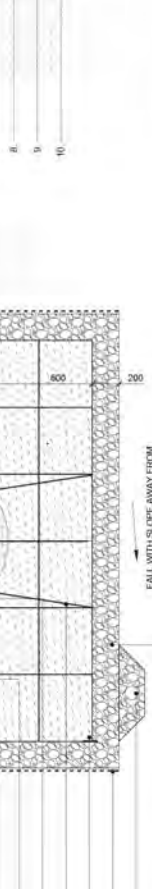
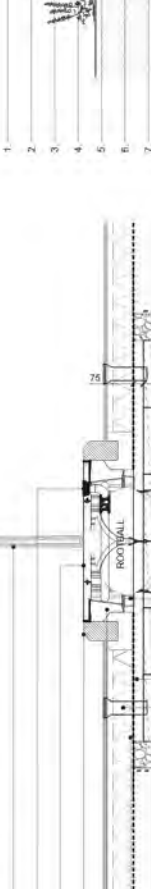
- Legend
1. Proposed tree planting - refer to planting plans
 2. Tree pit irrigation & aeration system
 3. Ornamental bark mulch 50mm deep on a granulate weed barrier
 4. Top soil 400mm depth (topsoil bank)
 5. Root barrier adjacent to services and external hard surfaces as per engineer's details
 6. Anchoring system. Trees to be secured with anchoring system fixed to tree anchors as specified
 7. Landscape general purpose sub soil
 8. Tree pit drainage collector pipe to engineer's specification connect to existing drainage. Positive drainage subject to soil survey and analysis



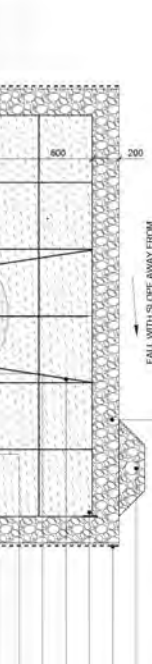
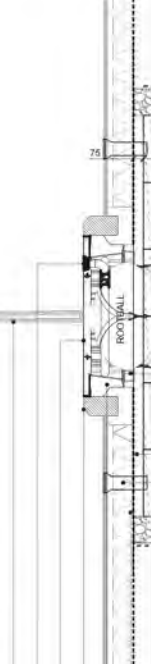
- Legend
1. Proposed tree planting - refer to planting plans
 2. Tree pit irrigation & aeration system
 3. Ornamental bark mulch 50mm deep on a granulate weed barrier
 4. Top soil 400mm depth (topsoil bank)
 5. Root barrier adjacent to services and external hard surfaces as per engineer's details
 6. Anchoring system. Trees to be secured with anchoring system fixed to tree anchors as specified
 7. Landscape general purpose sub soil
 8. Tree pit drainage collector pipe to engineer's specification connect to existing drainage. Positive drainage subject to soil survey and analysis



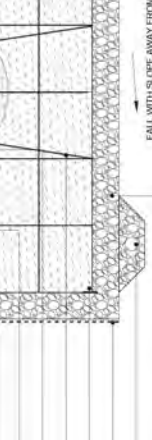
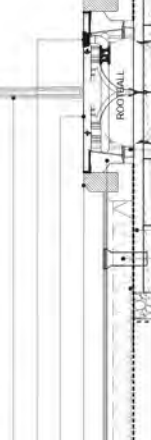
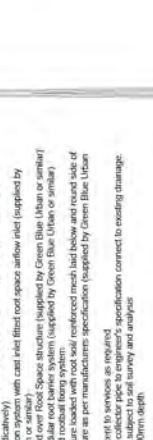
- Legend
1. Top soil bank
 2. Proposed tree planting. Tree trunk to be aligned so that it appears vertical from all sides. Positioning to be checked after pit has been backfilled, minor adjustments may have to be made - refer to planting plans
 3. Tree pit irrigation & aeration system
 4. Ornamental bark mulch 50mm deep on a granulate weed barrier
 5. Root barrier adjacent to services and external hard surfaces as per engineer's details
 6. Anchoring system. Trees to be secured with anchoring system fixed to tree anchors as specified
 7. Landscape general purpose sub soil
 8. Tree pit drainage collector pipe to engineer's specification connect to existing drainage. Positive drainage subject to soil survey and analysis



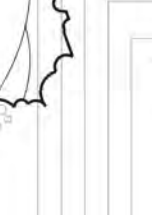
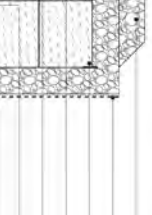
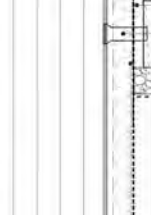
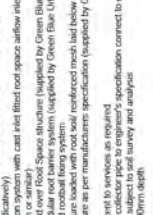
- Legend
1. Top soil bank
 2. Proposed tree planting. Tree trunk to be aligned so that it appears vertical from all sides. Positioning to be checked after pit has been backfilled, minor adjustments may have to be made - refer to planting plans
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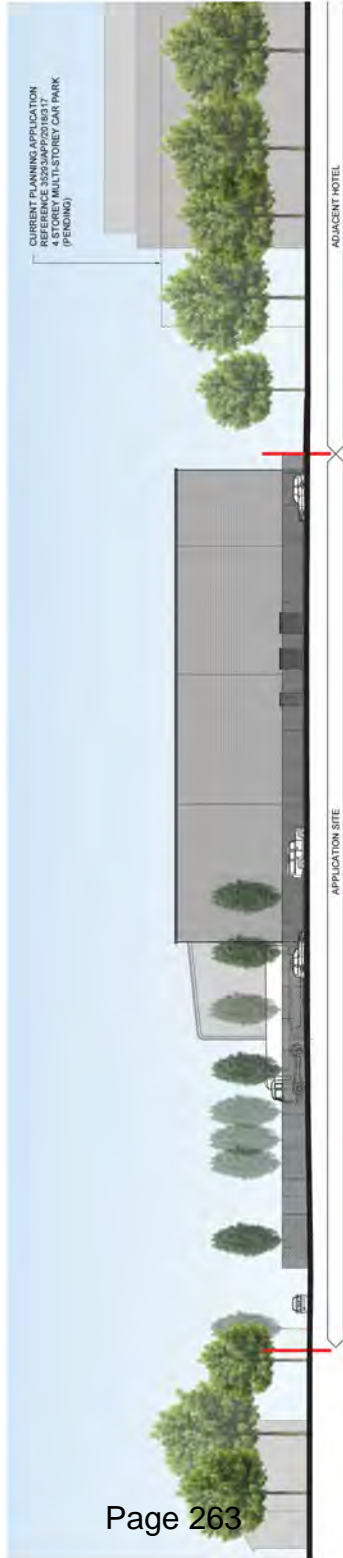


- Legend
1. Top soil bank
 2. Proposed tree planting. Tree trunk to be aligned so that it appears vertical from all sides. Positioning to be checked after pit has been backfilled, minor adjustments may have to be made - refer to planting plans
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 7. Landscape general purpose sub soil
 8. Tree pit drainage collector pipe to engineer's specification connect to existing drainage. Positive drainage subject to soil survey and analysis





STREET SCENE A - A



STREET SCENE B - B



PRC

Client: AIPUT

Project: AIRPORT GATE BATH ROAD, HEATHROW

Drawing Title: PROPOSED STREET SCENES

Architecture: Planning, Master Planning, Urban Design, Landscape

Scale: 1:250, Date: JUL 19

Author: PL 106

Issue Status: Checked, Approved, Final

Offices: London, Manchester, Preston

Approved documents only are to be used. All dimensions in this schedule are to be measured to the face of the work unless otherwise stated.

REVISIONS: DATE

LEGEND

Times and Planting

- Planting application boundary
- Existing trees - to be retained
- Existing vegetation - to be retained
- Proposed trees
- Hedge planting
- Planted area
- Raised kerb and tree pit

PRC

13 Broomfield
Avenue, Weybridge
Middlesex, Surrey
TW20 2EX
0181 611 1114

LANDSCAPE GENERAL ARRANGEMENT PLAN

Client: APUT

Project: ABBOTT GATE BATH ROAD, HEATHROW

Scale: 1:250

Date: JULY 19

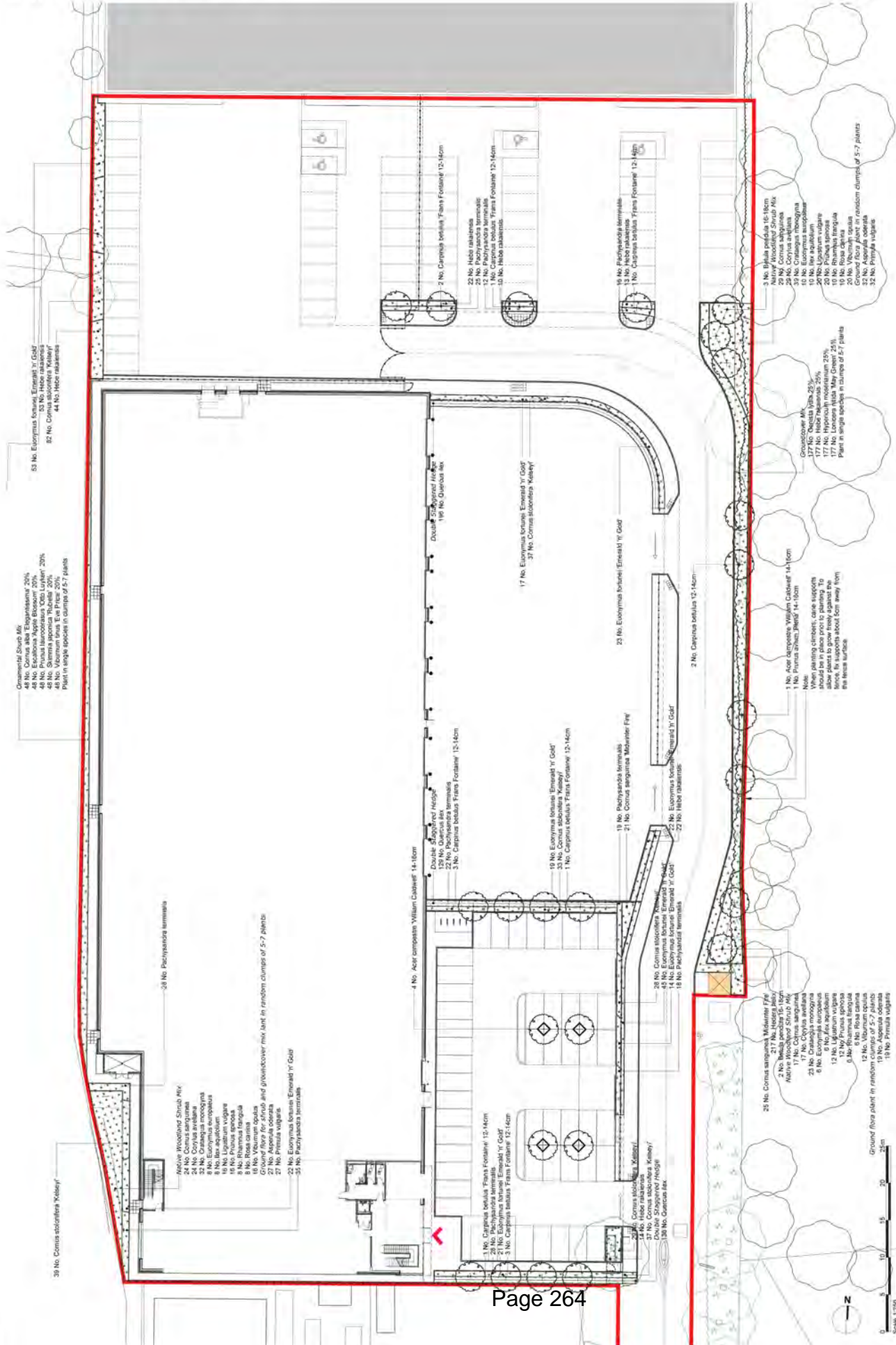
Sheet: PL 111

Author: [Name]

Checked: [Name]

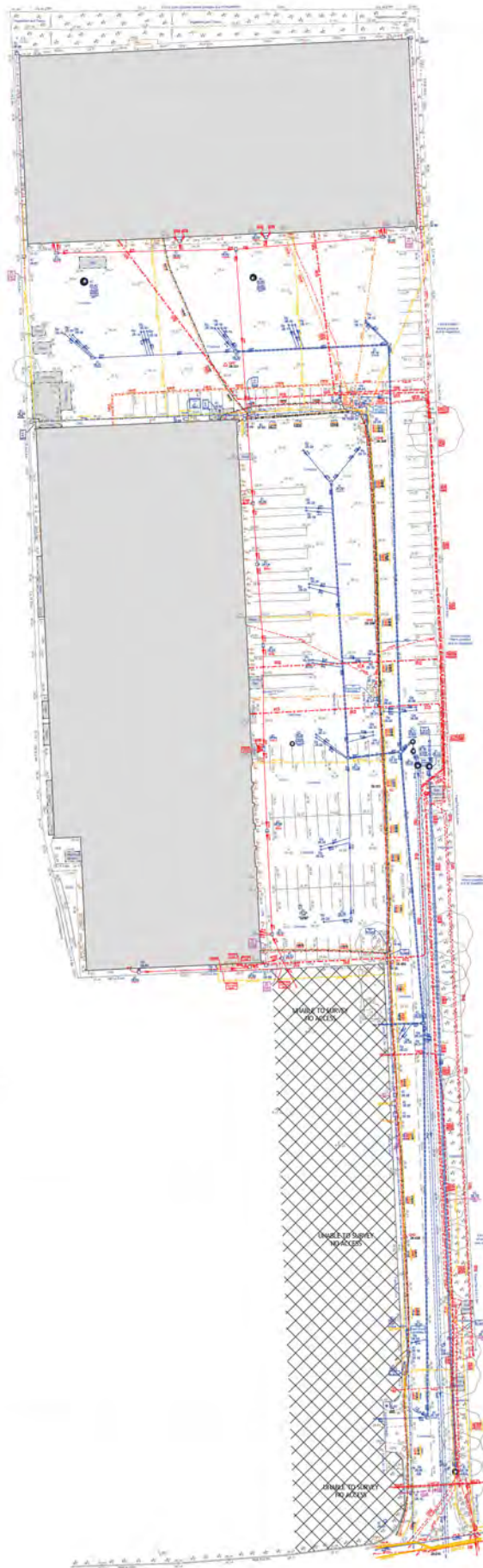
Drawn: [Name]

Office: [Name]



Planting Schedule

Item No.	Species	Specification	Height	Girth	Pot Size
5 No.	Asar campinensis 'William Calverley'	Large Fertilised 7 bbs. 3r	400-450cm	14-18cm	42-54L
6 No.	Betula pendula	Extra Heavy Standard C. Clear Stem min. 200cm	450-500cm	15-18cm	48-60L
7 No.	Carpinus betulus	Extra Heavy Standard C. Clear Stem min. 200cm	350-400cm	13-16cm	42-54L
8 No.	Prunus avium 'Royal'	Extra Heavy Standard 5 bbs. C. Clear Stem 175-200cm	400-450cm	14-18cm	48-60L
Total 20 No.					
Shrub					
46 No.	Cornus sanguinea 'Munstead Fwy'	Branched 3 bbs. C	40-50cm	3-4cm	3L
47 No.	Cornus stolonifera 'Kelsey'	Several Shoots 4 bbs. C	30-40cm	3-4cm	3L
48 No.	Shumia japonica 'Rubra'	Branched 3 bbs. C	40-50cm	3-4cm	3L
49 No.	Hebe salicoides	Branched 3 bbs. C	40-50cm	3-4cm	3L
50 No.	Phlox subulata 'Arminia'	Several Shoots 5 bbs. C	30-40cm	3-4cm	3L
Groundcover					
76 No.	Prunella vulgaris	Specification	Height	Density	Pot Size
77 No.	Prunella vulgaris	Specification	Height	Density	Pot Size
78 No.	Prunella vulgaris	Specification	Height	Density	Pot Size
Hedge Planting					
471 No.	Quercus ilex 'Farnham'	5 bbs. C (60-100cm) 0.40:1 Double Spargered at 0.4m offset 9L	100-120cm	0.3L	50cm
Ornamental shrub mix					
Number/Species					
48 No.	Cornus alba 'Elegantissima'	Branched 3 bbs. C	40-50cm	3-4cm	3L
49 No.	Prunus laurocerasus	Branched 3 bbs. C	40-50cm	3-4cm	3L
48 No.	Shumia japonica 'Rubra'	Branched 3 bbs. C	40-50cm	3-4cm	3L
49 No.	Hebe salicoides	Branched 3 bbs. C	40-50cm	3-4cm	3L
48 No.	Shumia japonica 'Rubra'	Branched 3 bbs. C	40-50cm	3-4cm	3L
49 No.	Viburnum tinus 'Eve Price'	Branched 3 bbs. C	30-40cm	3-4cm	3L



N

NOTES

- All dimensions are in millimetres unless otherwise stated.
- Dimensions to the centre of lines unless otherwise stated.
- Dimensions to the face of lines unless otherwise stated.
- Dimensions to the edge of lines unless otherwise stated.

LEGEND

UTILITY LINE TYPES	SYMBOL
Water	[Red line]
Waste Water	[Blue line]
Gas	[Yellow line]
Electricity	[Black line]
Telephony	[Green line]
Other	[Purple line]
Structure	[Grey area]
Foundation	[Hatched area]
Other	[Black area]

UTILITY INFORMATION

Utility Name	Depth (mm)	Material
Water	150	PVC-U
Waste Water	150	PVC-U
Gas	150	PE
Electricity	150	PVC-U
Telephony	150	PVC-U

DATE 12/11/2019

Area	Color	Description
Water	Red	Water
Waste Water	Blue	Waste Water
Gas	Yellow	Gas
Electricity	Black	Electricity
Telephony	Green	Telephony

ASSUMPTIONS

All dimensions are in millimetres unless otherwise stated. The plan is based on the information provided by the client and the utility companies. It is assumed that the utility lines are as shown and that there are no other utilities present. The plan is for information only and should not be used for construction without the approval of the relevant authorities.

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greenhatch group

Topographical Surveys, 3D Laser Scanning, Utility (CCTV) Surveys, Measured Building Surveys, Road & Site Surveys

Roxon House
Dunlins Road
Little Eaton
Derby
DE21 3DB

Tel: 01332 810000 | Fax: 01332 810001
info@greenhatchgroup.co.uk | www.greenhatchgroup.co.uk

Northland Project Management

Airport Gate Sipson UB7 0NA

Utility Survey

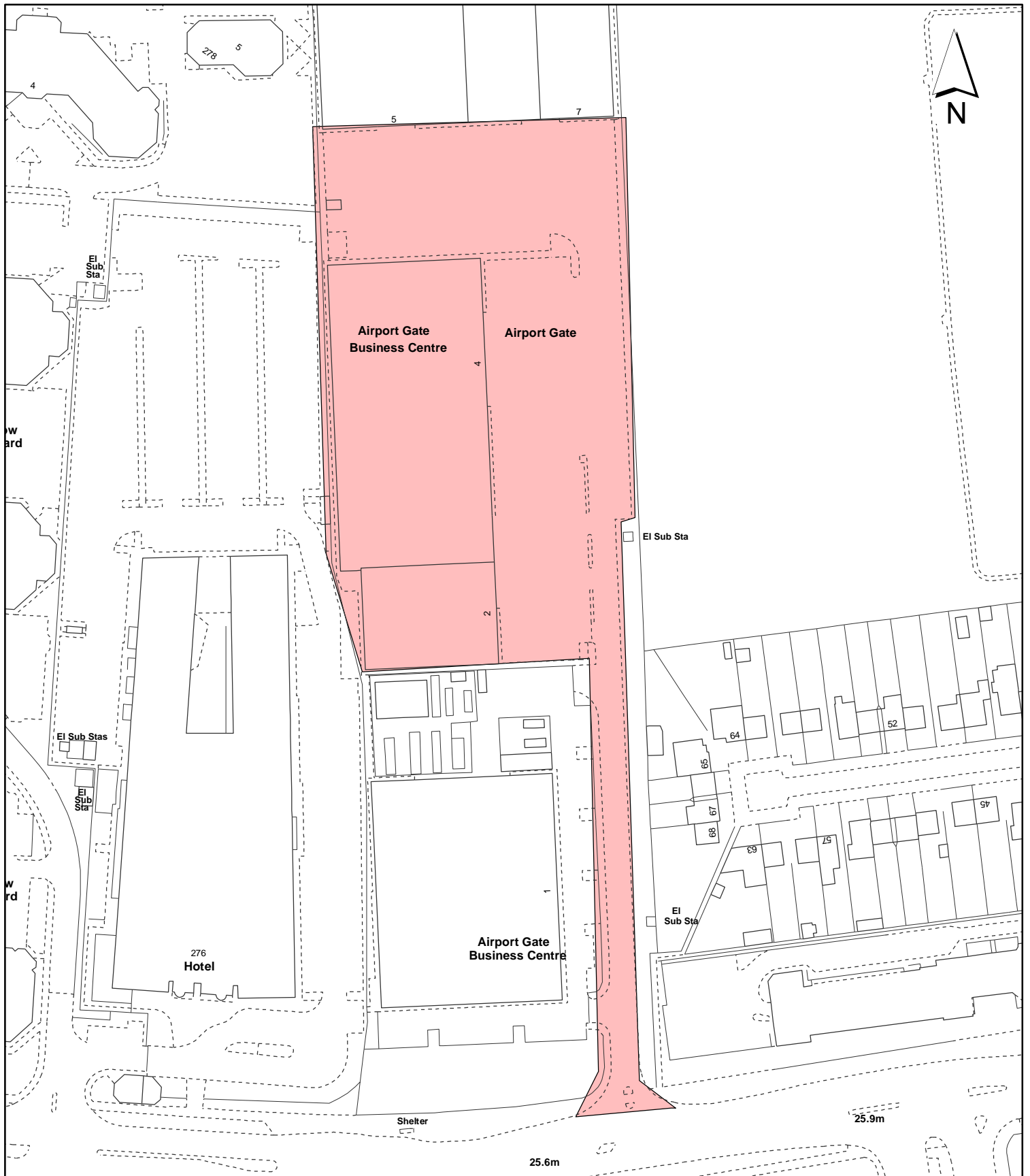
SCALE: A1@ 1:500 DATE: 09/01/2019

DESIGNER: JM QUALITY PROJ: G19115

CLIENT: See note
DRAWN BY: See note
JOB NUMBER: 31516

Drawing No: 31516A_T_UG Rev: 0

Comments:
This plan should only be used for its original purpose. Greenhatch Group accepts no responsibility for the plan if applied to any party other than the original client.
All dimensions should be checked on site prior to design and construction.
Change information (where applicable) has been clearly indicated from the surface and therefore should be treated as approximate only.



Notes:

 Site boundary

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Site Address: **Unit 2-4
 Airport Gate Business Centre
 Bath Road
 Heathrow**

Planning Application Ref:
54794/APP/2019/2421

Planning Committee:
Major Page 266

Scale:
1:1,500

Date:
November 2019

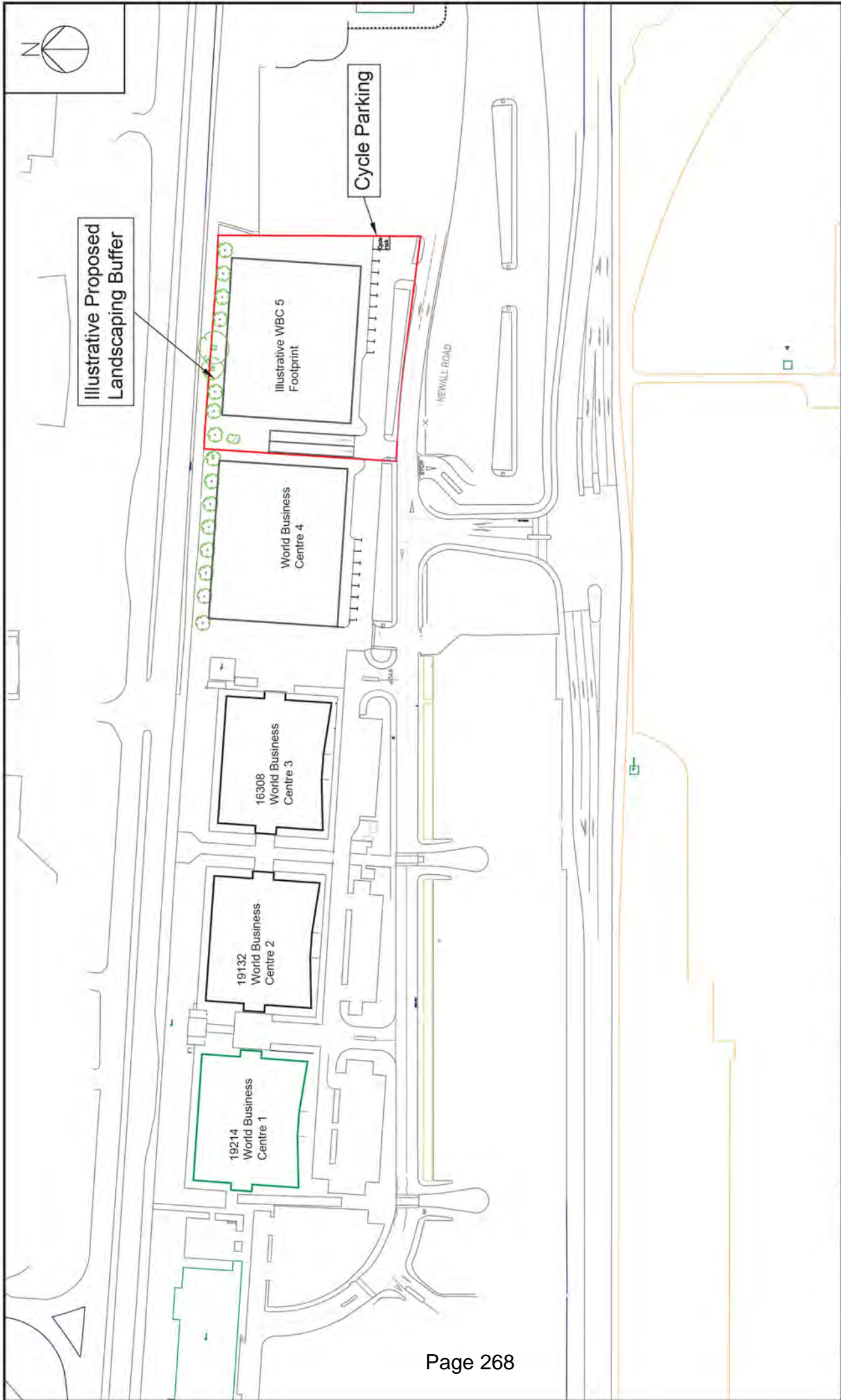
**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



Report of the Head of Planning, Transportation and Regeneration

Address WORLD BUSINESS CENTRE 5 NEWALL ROAD HEATHROW AIRPORT
Development: Erection of office building (Outline application with all matters reserved)
LBH Ref Nos: 74351/APP/2018/4098

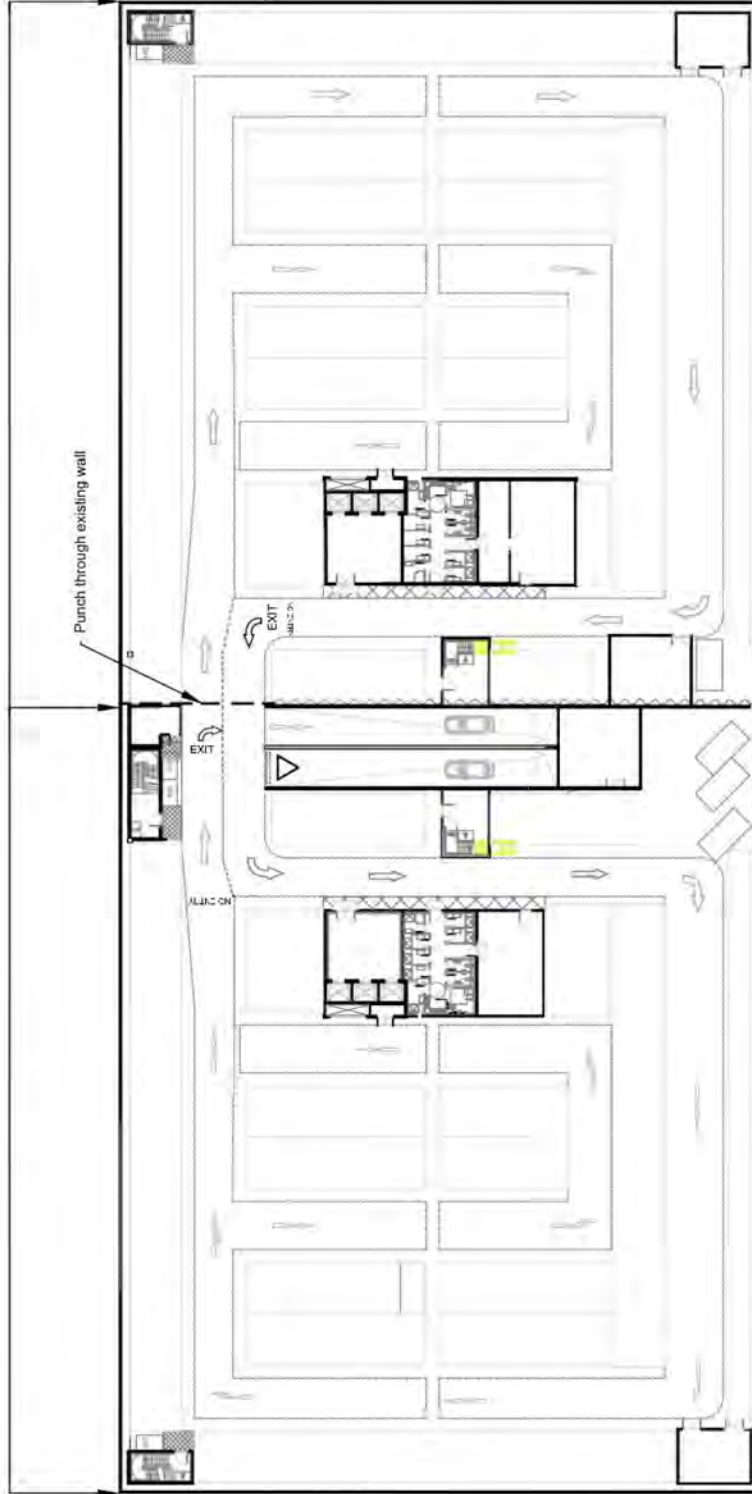
Date Plans Received:	21/11/2018	Date(s) of Amendment(s):	27/02/2019
Date Application Valid:	21/11/2018		10/09/2019
			21/11/2018
			16/08/2019
			21/12/2018



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<p>Site ID: 100002010</p> <p>Date: 12/08/2010</p> <p>Drawn by: GJB/Approved</p> <p>Checked by: GJB/Approved</p> <p>Company: GROVE DEVELOPMENTS</p> <p>Project Name: World Business Centre 5</p>		<p>Scale: 1:1250</p> <p>Issue Date: 12/08/2010</p> <p>Status: I</p>		<p>Project Name: World Business Centre 5</p> <p>Site Plan (Illustrative)</p>	
<p>Scale: 1:1250</p>		<p>Scale: 1:1250</p>		<p>TEL: 020 8757 7661</p> <p>TW6 2SF</p>	
<p>Scale: 1:1250</p>		<p>Scale: 1:1250</p>		<p>TEL: 020 8757 7661</p> <p>TW6 2SF</p>	
<p>Scale: 1:1250</p>		<p>Scale: 1:1250</p>		<p>TEL: 020 8757 7661</p> <p>TW6 2SF</p>	

As Built WBC4

Illustrative Layout



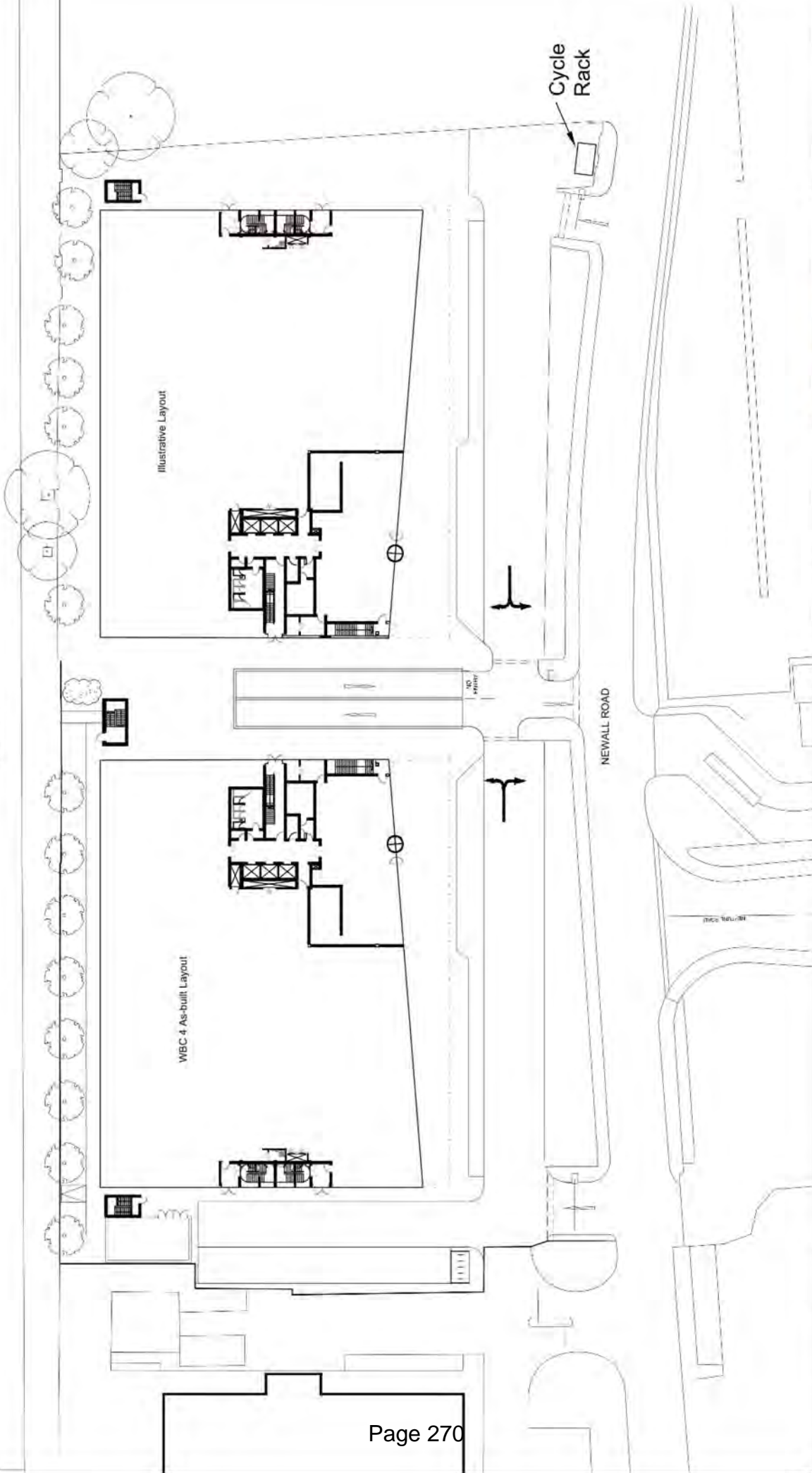
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Rev	Date	Description of Change
1.1	10/08/2018	ILLUSTRATIVE

GROVE DEVELOPMENTS
 Design | Build | Maintain
 WORLD BUSINESS CENTRE 2
 NEWALL ROAD
 LONDON HEATHROW AIRPORT
 MIDDLESEX
 TW6 2SE
 TEL: 020 8757 7881

World Business Centre 5
 Level B1
 Illustrative Basement Plan
 World Business Centre 5
 Scale: 1:500
 Date: 10/08/2018
 Drawing No: WBC5-GA-B1-00001
 Version: 2.0

A4 BATH ROAD



Cycle Rack

Illustrative Layout

WBC 4 As-built Layout

NEWALL ROAD

NO.	DATE	DESCRIPTION OF CHANGE	BY	CHK
1.0	20/03/2014	ILLUSTRATIVE		

GROVE DEVELOPMENTS
 Design | Build | Maintain
 WORLD BUSINESS CENTRE 2
 NEWALL ROAD
 LONDON HEATHROW AIRPORT
 MIDDLESEX
 TW6 2SE
 TEL: 020 8757 7861

The World Business Centre 5
 Level 00
 Illustrative Floor Plan

Project Name	World Business Centre 5	Scale	A30
Client	World Business Centre 5	Drawn by	20/03/2014
Architect	Grove Developments	Checked by	20/03/2014
Project Manager		Issued by	20/03/2014
Project Number	WBC5-GA-00-00001	Version	2.0



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Site Envelope

Heathrow height limit

Parapet Level ± 33.400
 FFL ± 30.700
 FFL ± 30.000
 FFL ± 32.300
 FFL ± 28.600
 GF FFL ± 24.900

Newall Road

Bath Road

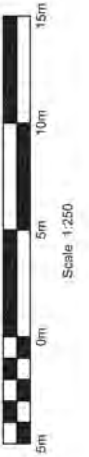
Basement Floor ± 21.400

Basement Parking

2.100

Application Site

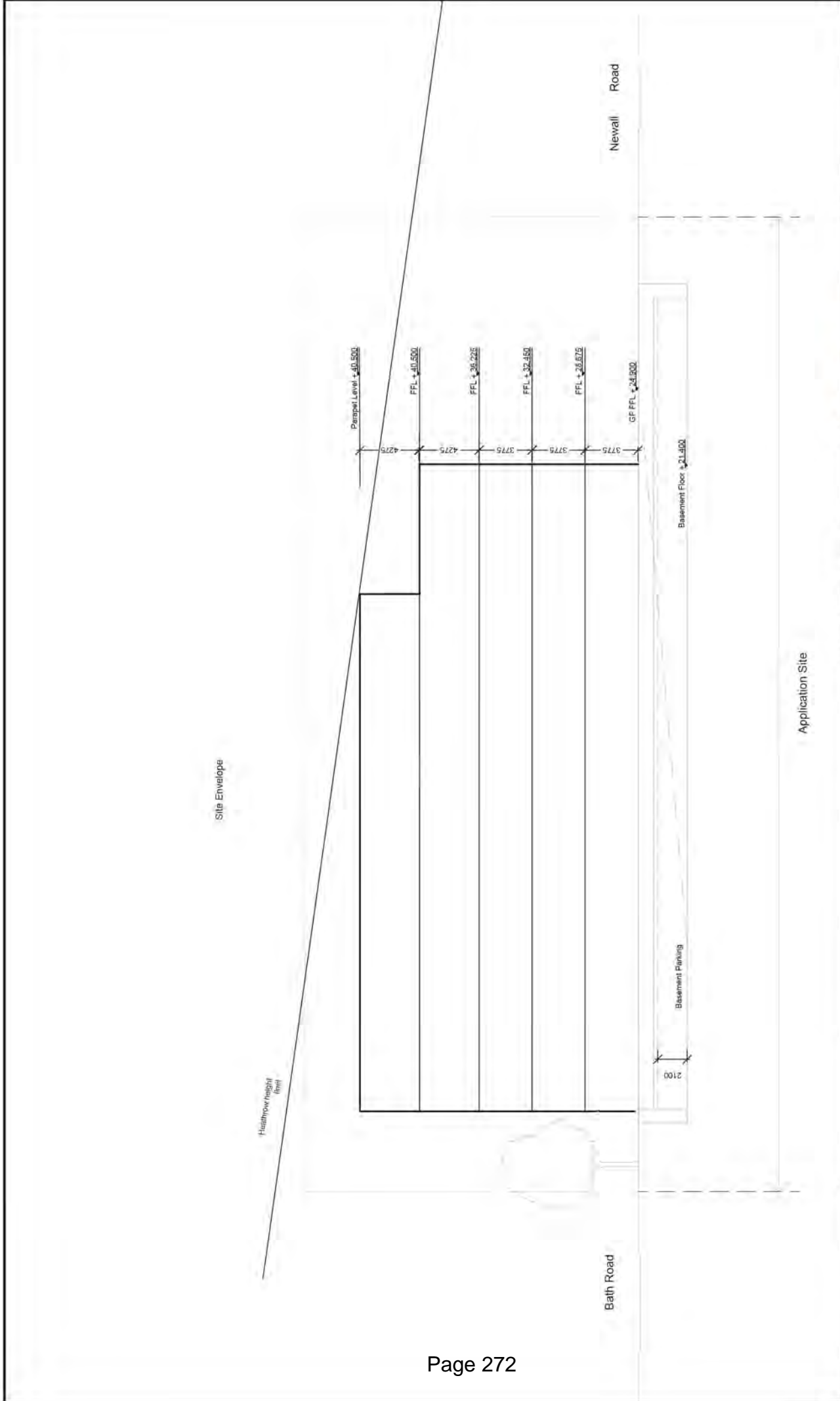
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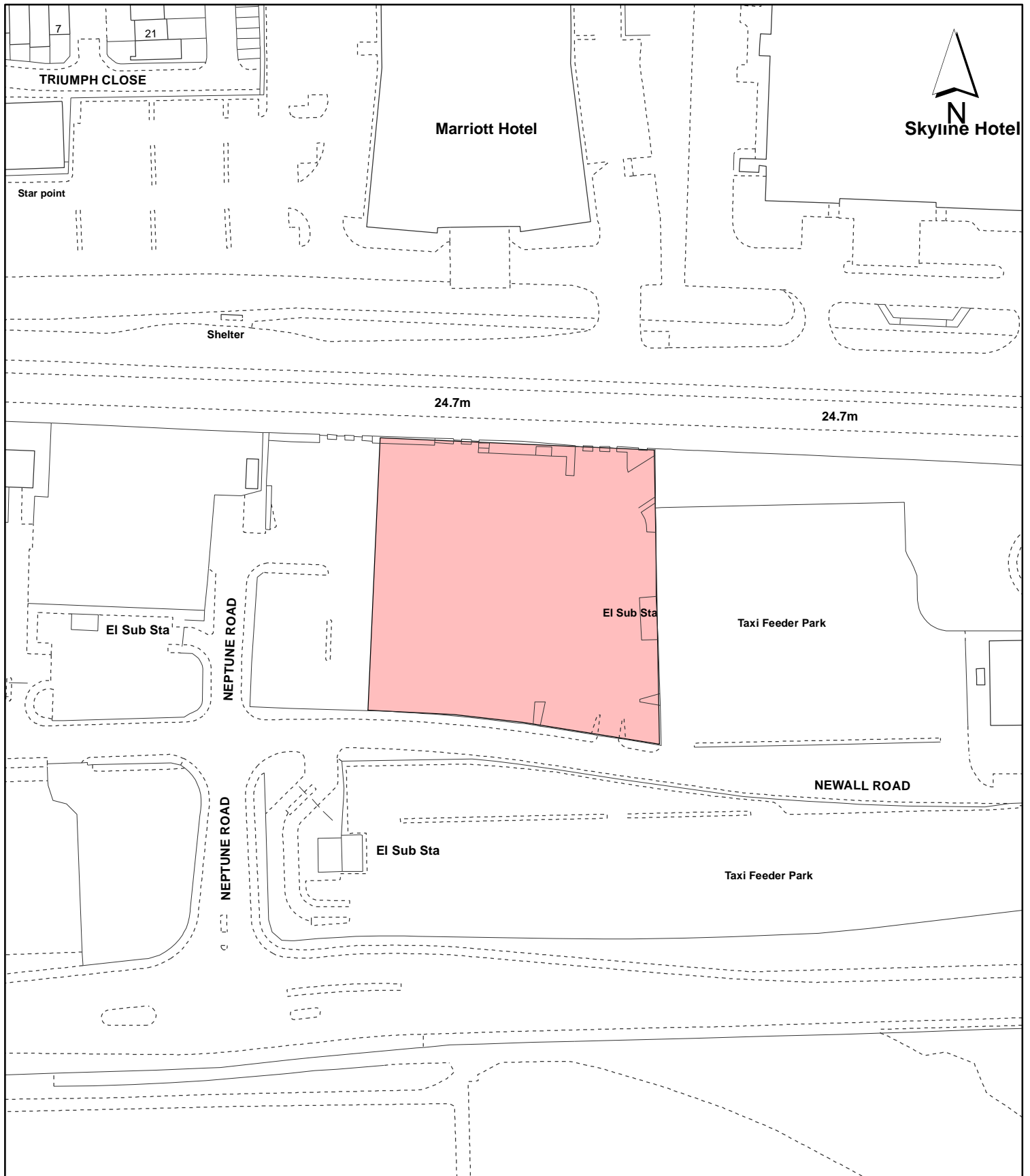
REV	DATE	DESCRIPTION OF CHANGE
1.0	14/03/2018	CONCEPT PLAN
2.0	04/12/2018	ILLUSTRATIVE
3.0	18/12/2018	ILLUSTRATIVE

GROVE DEVELOPMENTS
 Design | Build | Maintain
 WORLD BUSINESS CENTRE 3
 NEWALL ROAD
 LONDON HEATHROW AIRPORT
 MIDDLESEX
 TW6 2TA
 TEL: 020 8757 7691

for **World Business Centre 5
 East Elevation
 Illustrative**
 World Business Centre 5
 Illustrative
 Company: GROVE DEVELOPMENTS
 Project No: 141202018
 Scale: A3 (250)
 Date: 14/12/2018
 Version: 3.0
 Drawing Number: **WBC5-EL-E-00001**



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<p>Date 11/09/2019</p>	<p>Drawn By S. HUGHES</p>		<p>Company Grove Developments Ltd</p>	<p>Version 1.0</p>
<p>Site Envelope</p>		<p>Application Site</p>	<p>Scale 1:250</p>	



Notes:

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Site Address: **World Business Centre
 5 Newall Road
 Heathrow Airport**

Planning Application Ref:
74351/APP/2018/4098

Planning Committee:
Major Page 273

Scale:
1:1,250

Date:
November 2019

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



Report of the Head of Planning, Transportation and Regeneration

Address 51 BELMONT ROAD UXBRIDGE

Development: Variation to Conditions 1 and 2 of planning application reference 34151/APP/2017/3332 (Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval))

LBH Ref Nos: 34151/APP/2019/3459

Date Plans Received: 23/10/2019

Date(s) of Amendment(s): 24/10/2019

Date Application Valid: 24/10/2019



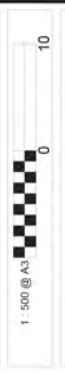
Rev	Date	Description

**Fluent**
ARCHITECTURAL DESIGN SERVICES

FLUENT
ARCHITECTURAL DESIGN SERVICES
69-771 WINDMILL ROAD, SUNNINGBY
MIDGLEDON, WINDMILL ROAD, SUNNINGBY
MIDGLEDON, OXFORD, OX3 9BT
E-MAIL: INFO@FLUENT-ARCH.DJUK
WEB: FLUENT-ARCH.DJUK

51 Belmont Road, Uxbridge

Proposed Site & Location Plan



Scale	Dwg No.
1:500 @ A3	FLU.838.3.08
Date	Rev
22.11.18	H
Drawn	N.Millin

Rev	Date	Description



Fluent
ARCHITECTURAL DESIGN SERVICES

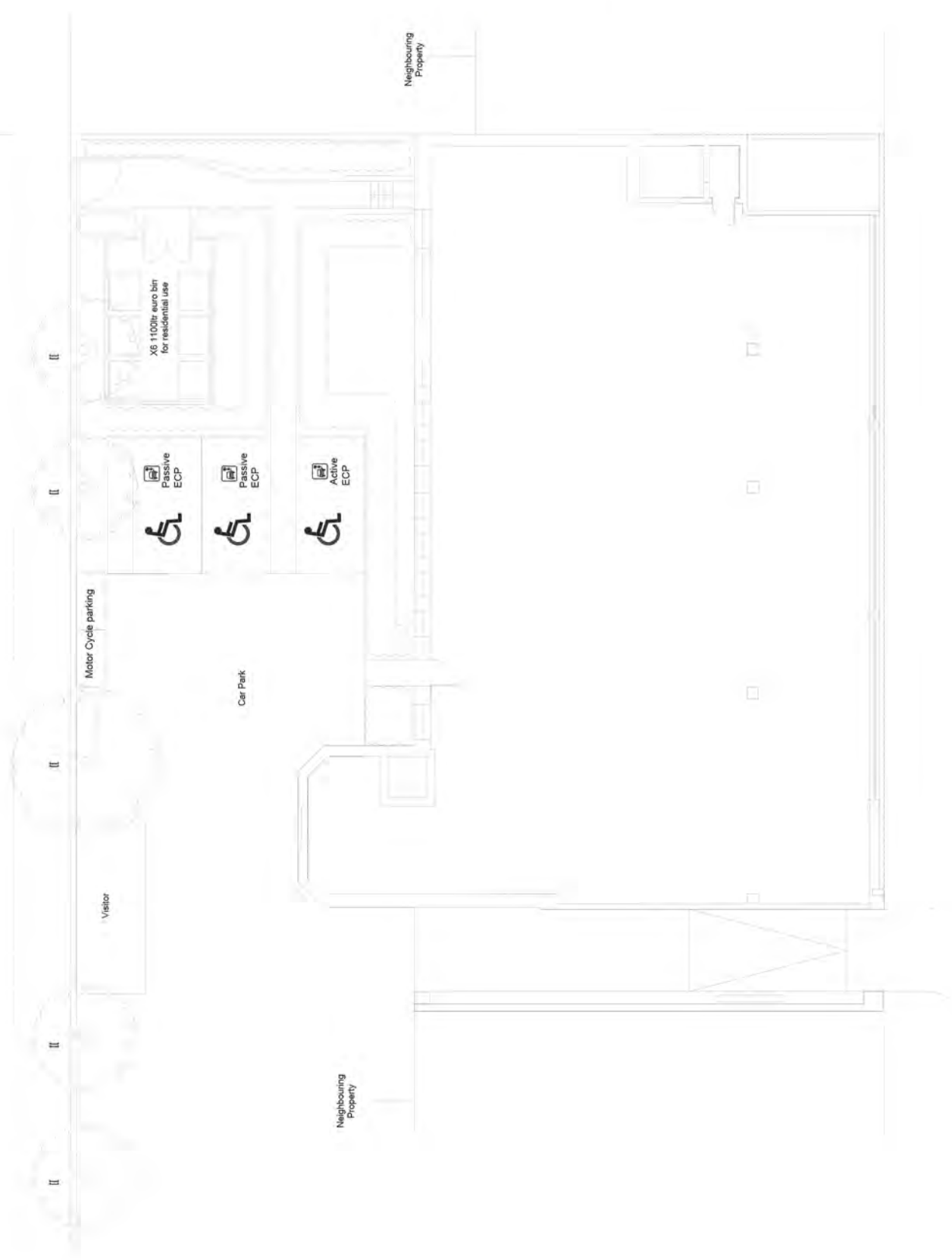
FLUENT
ARCHITECTURAL DESIGN SERVICES
69-71, WINDMILL ROAD, BUNBURY,
MIDDLESEX, TW16 7DT
TEL: 0200 0458838
E-MAIL: FLUENT@FLUENT.CO.UK
WWW.FLUENTARCHITECTURE.COM

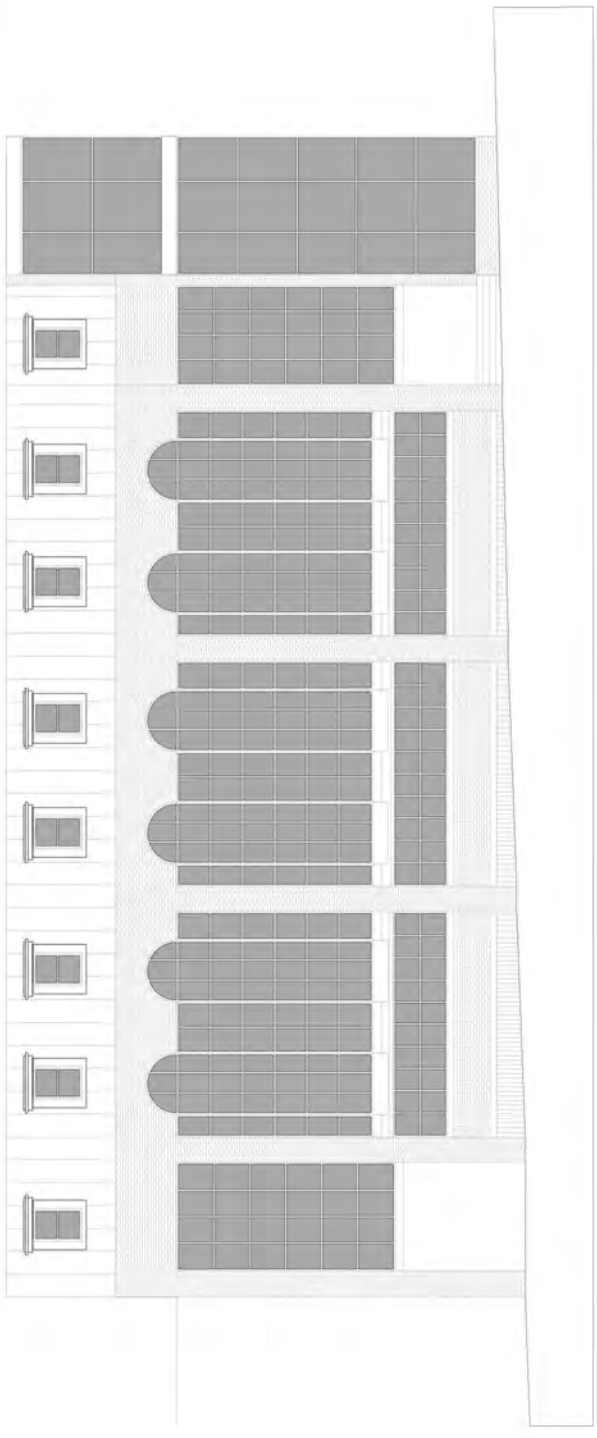
51 Belmont Road, Uxbridge

Proposed Lower Ground Floor Plan

1:100 @ A2 0 1 2 3 4 5

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1:100 @ A2	FLU.838.3.09
Date	Rev
22.11.18	
Drawn	M
N.Millin	

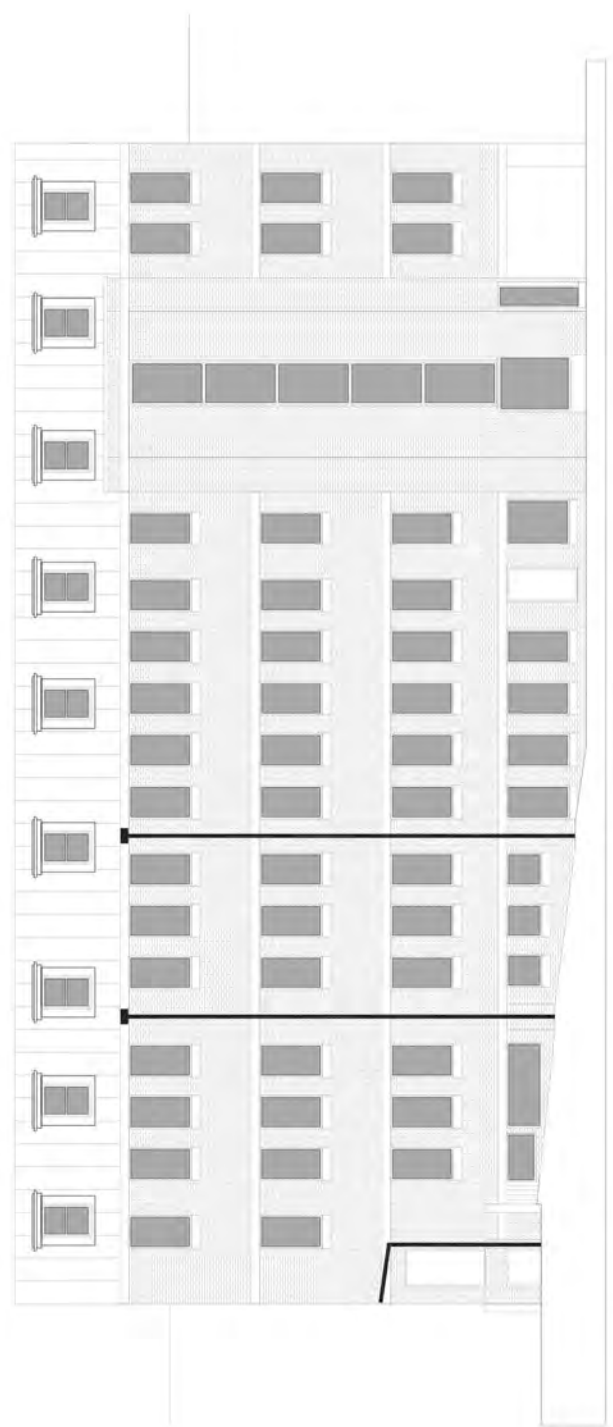




Adjoining Property

51 Belmont Road, Uxbridge

Adjoining Property



Adjoining Property

51 Belmont Road, Uxbridge

Adjoining Property

Rev	Date	Description

Fluent
ARCHITECTURAL DESIGN SERVICES

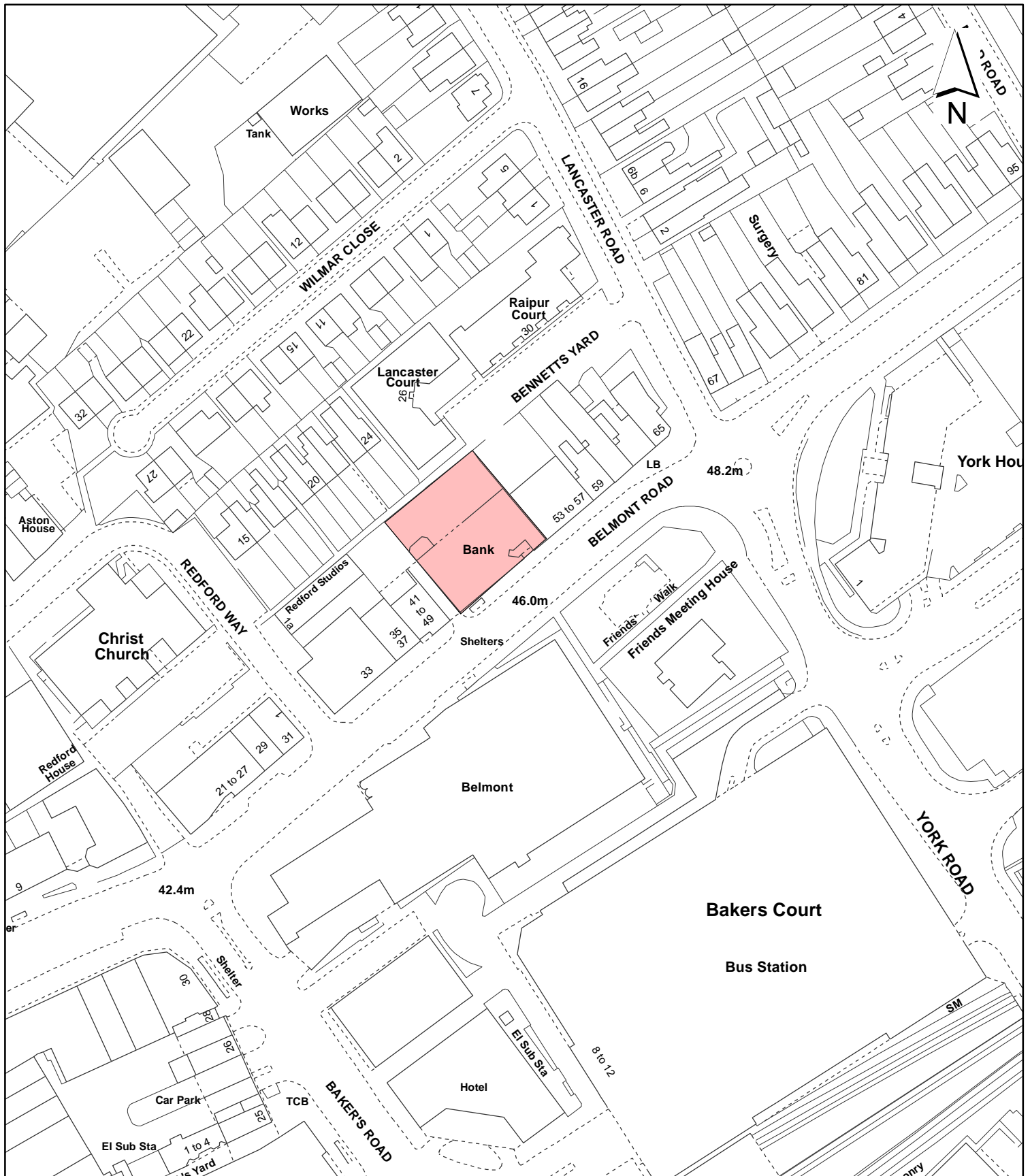
FLUENT
ARCHITECTURAL DESIGN SERVICES
69-71, WINDMILL ROAD, BUNGURRY,
MIDDLESEX, TW16 7DT
TEL: 0200 0458838
E-MAIL: SALES@FLUENT.CO.UK
WWW.FLUENT.CO.UK

51 Belmont Road, Uxbridge

Proposed Front & Rear Elevations



Scale	1:100 @ A2	Dwg No.	FLU.838.3.14
Date	22.11.18	Rev	E
Drawn	N.Millin		



Notes:

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Site Address:

**51 Belmont Road
 Uxbridge**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

34151/APP/2019/3459

Scale:

1:1,250

Planning Committee:

Major Page 278

Date:

November 2019



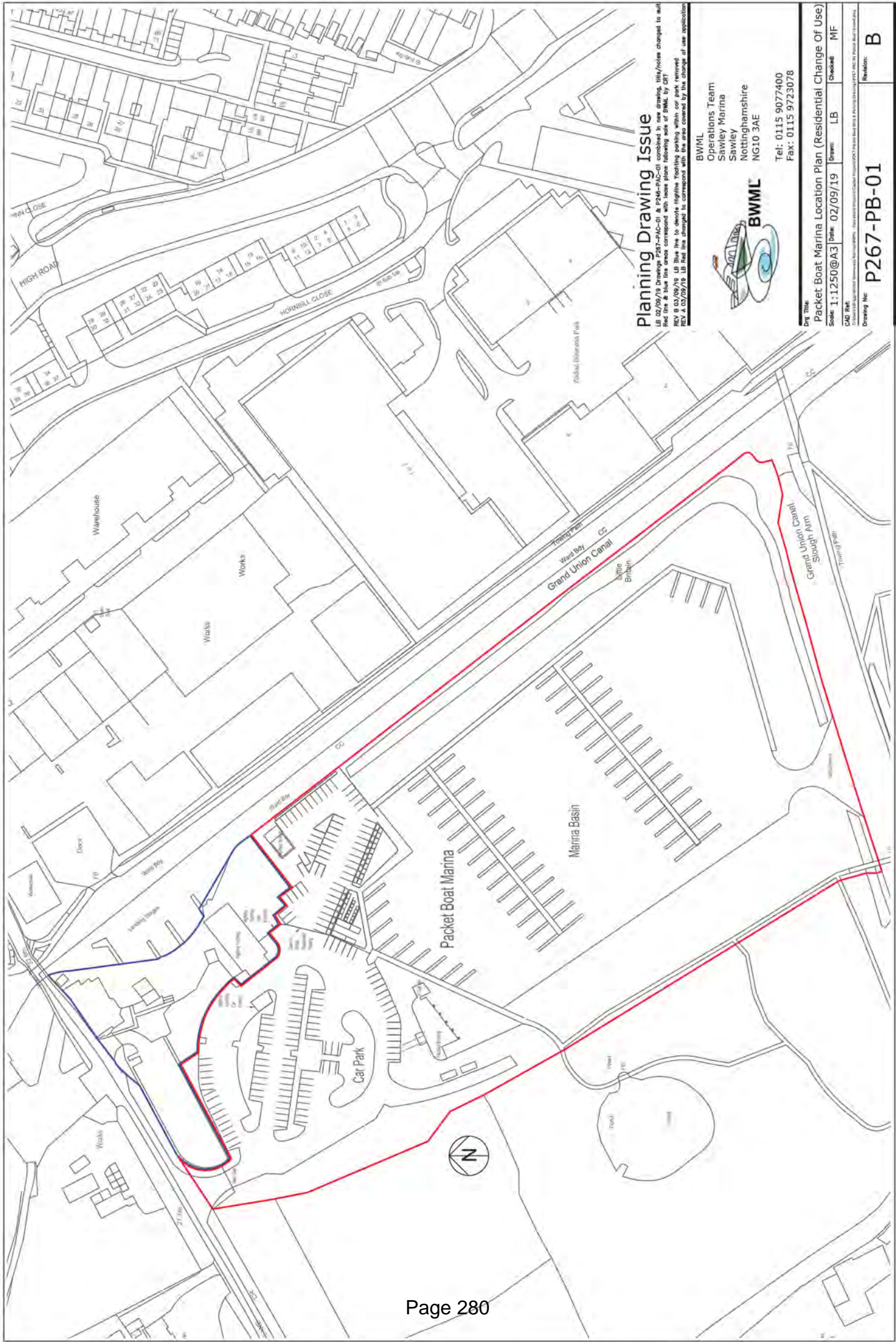
Report of the Head of Planning, Transportation and Regeneration

Address PACKET BOAT MARINA PACKET BOAT LANE COWLEY

Development: Change of use of 25 existing moorings from leisure to residential use, with associated works

LBH Ref Nos: 53216/APP/2018/4179

Date Plans Received:	28/11/2018	Date(s) of Amendment(s):	26/03/2019
Date Application Valid:	28/11/2018		30/07/2019
			17/10/2019
			22/02/2019
			30/10/2019
			28/11/2018
			27/09/2019
			24/10/2019
			16/10/2019



Planning Drawing Issue

LB 02/09/19 Drawings P267-PAC-01 & P267-PAC-01 combined in new drawing. Title/notes changed to suit new line & 02/09/19. All notes correspond with those from planning application P267-PAC-01. See drawing P267-PAC-01 for details. REV A 02/09/19 LB Red line changed to correspond with the area covered by the change of use application

BWML
 Operations Team
 Sawley Marina
 Sawley
 Nottinghamshire
 NG10 3AE



Tel: 0115 9077400
 Fax: 0115 9723078

Draw Title Packet Boat Marina Location Plan (Residential Change Of Use)			
Scale: 1:1250@A3	Date: 02/09/19	Drawn: LB	Checked: MF
CAD Ref: <small>Drawings are the property of BWML. They are not to be used for any other purpose without the written consent of BWML.</small>			
Drawing No: P267-PB-01		Revision: B	



REV Rev. B 01/18 LB Existing cycle parking & notes changed Rev. E 23/18 LB Existing cycle parking & notes changed Rev. F 26/18 LB Existing tree locations shown Rev. G 05/18 LB Tree locations amended following site check	KEY Existing Cycle Parking Existing Bin Enclosure/Location Parking for Residential Moorers Site/Application Boundary	TITLE P267 Packet Boat Existing Site Plan DRAWING STATUS Existing	DRAWN BY RM/LB	CHECKED MF
OPERATIONS TEAM Sawley Marina Sawley Nolts NG10 3AE Tel: 0115 9077400 Fax: 0115 9723078		DRG. NO. P267-PAC-02		
		REVISION G		



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FOR APPROVAL
 PREPARED IN THE INTEREST OF PROJECT CONTRACTORS

REV	DESCRIPTION	DATE
D	FOR PLANNING CONDITIONS	10/10/17
C	FOR APPROVAL	10/10/17
B	FOR APPROVAL	10/10/17
A	PRELIMINARY	27/11/17

CROUCH WATERFALL
 Client: [Name]
 Project: [Name]
 Location: [Name]

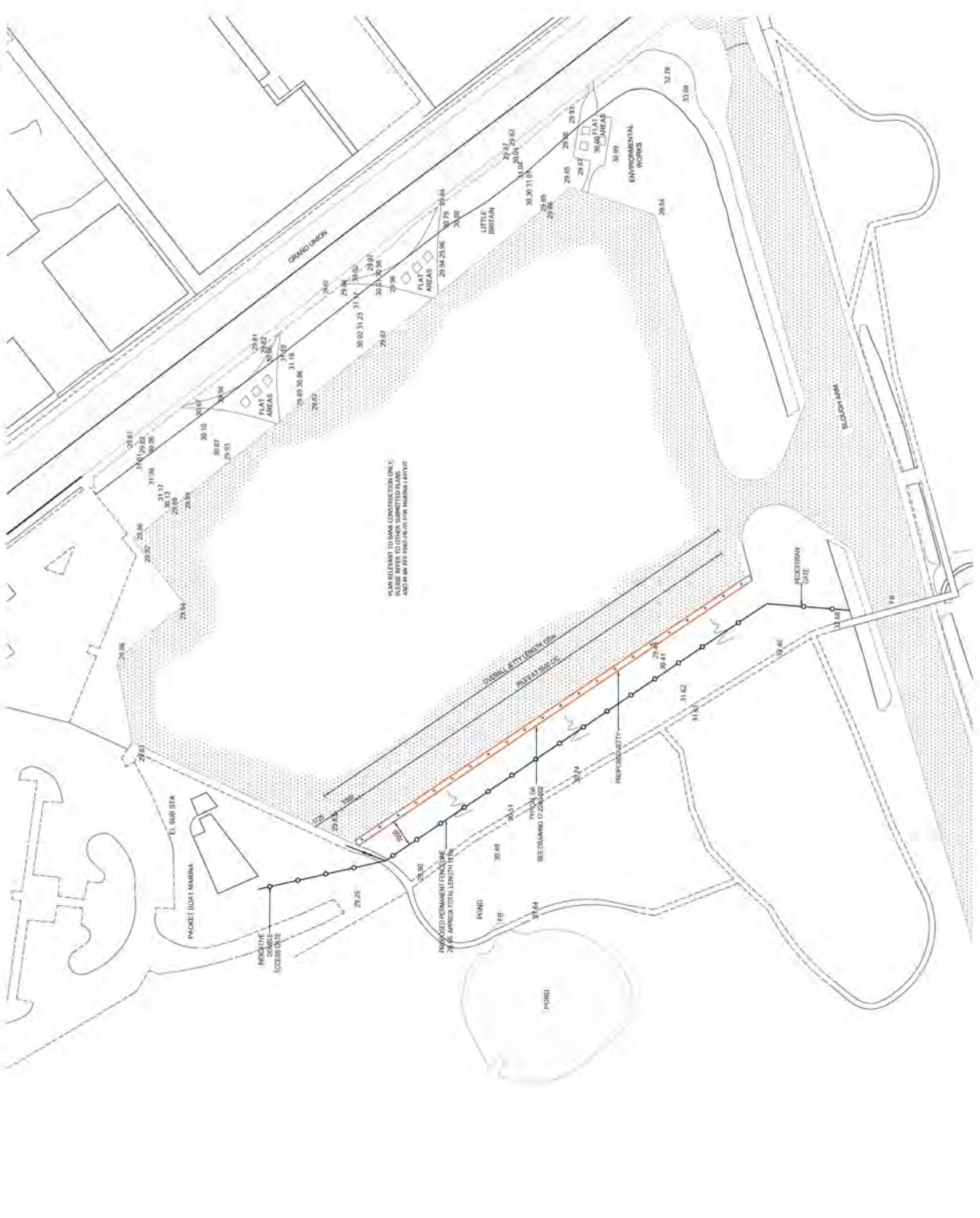


PROJECT TITLE
 PACKET LANE MOORINGS

DRAWING TITLE
 SITE PLAN

DATE	SCALE
NOV '17	AS SHOWN (A1)

REV	DESCRIPTION
001	



PLAN RELEVANT TO BANK CONSTRUCTION ONLY.
 PLEASE REFER TO OTHER SUBMITTED PLANS
 AND IN ALL CASES TO THE MAIN PLAN.

SITE PLAN
 SCALE 1:500



Existing refuse & recycling bin enclosure removed
 Existing storage containers removed
 Existing unused planning border edging removed
 Existing cycle parking removed
 Existing facilities building, shower, toilet & elsan block
 New Chelsea 18 & Chelsea 10 cycle parking shelters
 55 allocated spaces (56 total)
 Proposed residential allocated parking 25 bays
 Existing residential allocated parking 30 bays
 New sapling native silver birch trees to be planted in clear space after installation of cycle shelters & bin store enclosure
 New refuse & recycling bin enclosure
 Existing notice board
 Allocated resident storage boxes

Existing timber edging & planting around entrance signage removed
 New uplit entrance sign boards backed with new timber feature "walls"
 Existing vehicle entrance gates
 Existing pedestrian gate with key-fob access
 New designated pedestrian pathway marked along car park perimeter
 New directional signage
 Existing car park surface prepared & laid with tarmac
 Upgraded zero upward light LED lighting columns to main car park
 Existing lighting bollards replaced with new LED lighting columns
 Existing parking "bays" reordered to make better use of existing space
 Proposed new parking bays marked on new tarmac, new road markings added, visitor, electric car charging & visitor spaces denoted by colour
 Existing timber planting border edging removed
 Existing trees retained & protected during proposed works
 Existing bollards, turf & timber edging from sections of existing planting beds removed
 New sapling native silver birch trees planted in clear space within existing beds
 Pathway surface marking continued to form crossing
 Minor landscaping to be detailed on site
 New "dry river bed" style landscaping of boulders, pebbles & gravel, with drought resistant planting
 New 20 minute waiting bays (2)
 New visitor parking bays
 New electric car charging points - 3 x Passive ("P"), 3 x Active ("A")
 Existing path to main building resurfaced
 Existing pay & display parking meter retained
 Relocated storage containers 2 x 20' positioned to avoid services & fencing

Planning Drawing Issue

LA 14/05/19 Drawings P267-PB-04 & P267-PAC-03 combined in new drawing & notes changed to suit
 REV 00/00/00 INT. REV



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 Operations Team
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 NG10 3AE

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 Fax: 0115 9723078

Dwg Title: Packet Boat Marina Main Car Park Proposed Layout			
Scale: 1:500@A3	Date: 14/04/19	Drawn: LB	Checked: MF
CAD Ref: <small>Customer: Sawley Marina; Drawing No: P267-PB-04; Drawing Title: Packet Boat Marina Main Car Park Proposed Layout</small>			
Drawing No: P267-PB-04	Revision: B		



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- STEELWORK**
1. THE ANGLE OF THE STRUCTURAL STEELWORK IS TO COMPLY WITH THE RELEVANT CLAUSES OF BS EN 1090-1 AND THE NATIONAL STRUCTURAL STEELWORK SPECIFICATION (IN EN 1090-1).
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FOR APPROVAL

REV.	DESCRIPTION	DATE
1	FOR APPROVAL	17/11/17
2	PRELIMINARY	17/11/17
3	REVISED	17/11/17
4	REVISED	17/11/17
5	REVISED	17/11/17
6	REVISED	17/11/17
7	REVISED	17/11/17
8	REVISED	17/11/17
9	REVISED	17/11/17
10	REVISED	17/11/17

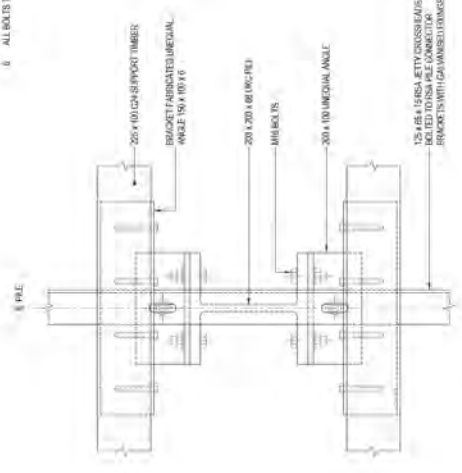
CROUCH WATERFALL



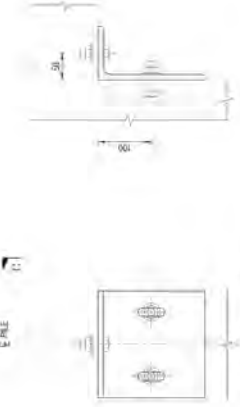
PACKET LANE MOORINGS

JETTY DETAILS

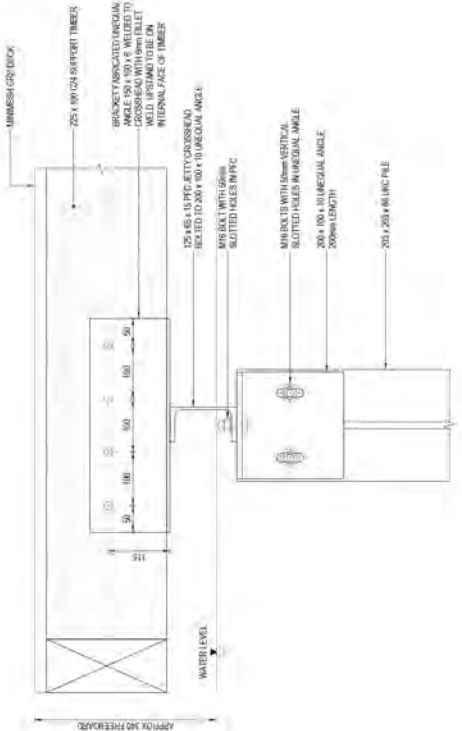
17-224G 003 B



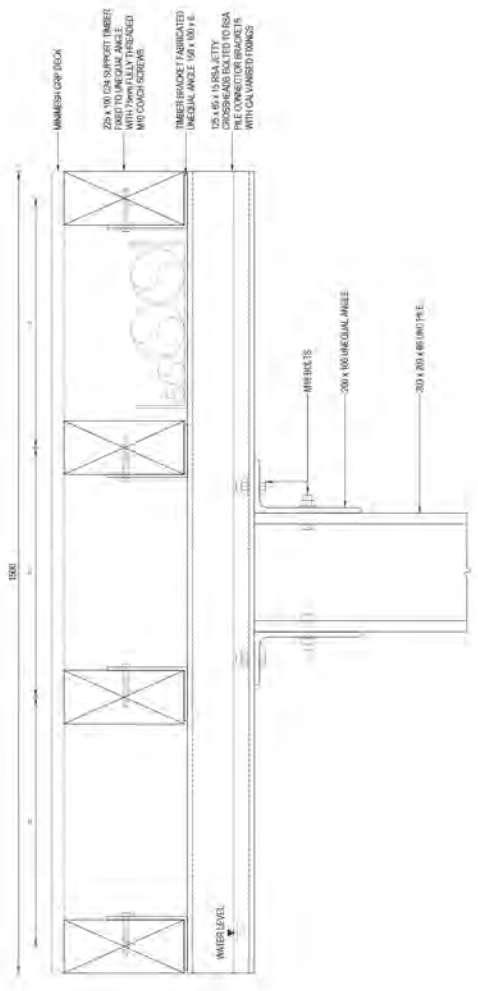
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SCALE 1:5
SECTION C-C
SCALE 1:5



DETAIL 2
SCALE 1:5
SECTION C-C
SCALE 1:5

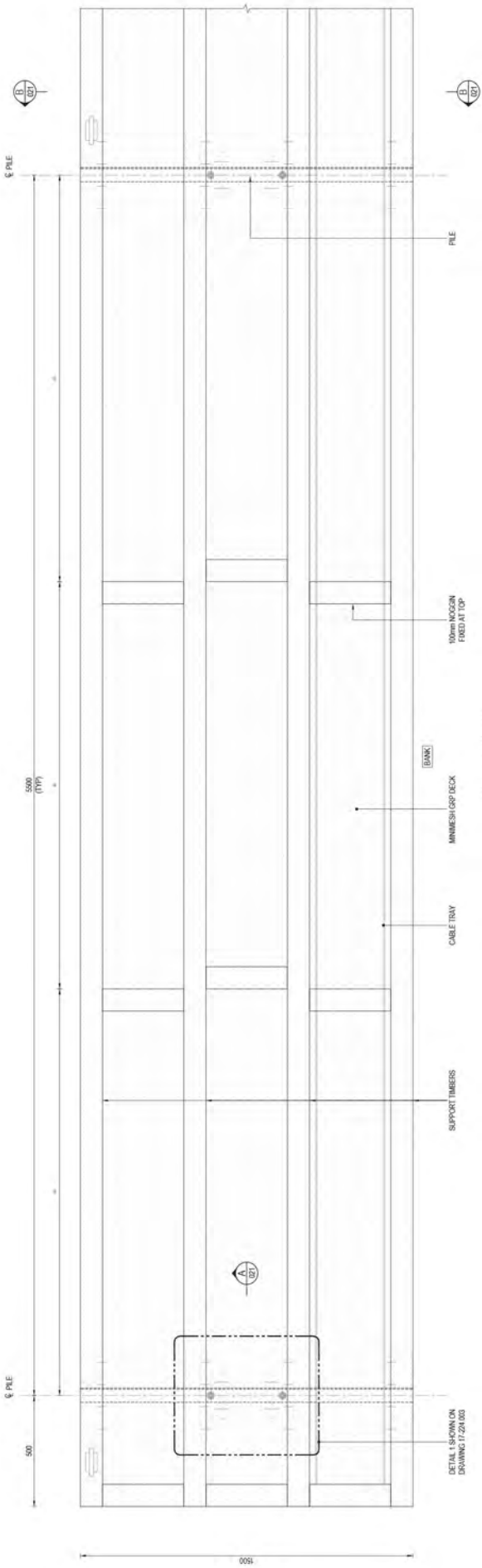


SECTION A-A
SCALE 1:5
MOORING DETAIL (LIMITED CLARITY)



SECTION B-B
SCALE 1:5

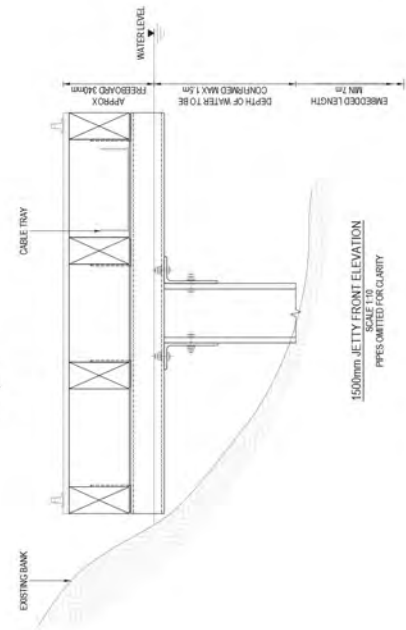
NOTE: ELEVATIONS TO WATER EXISTING CORING LEVEL. TOP OF COPING MEASURED ON WATER SIDE TO WATER LINE.



1500mm JETTY PLAN
SCALE 1:10
PPS OMITTED FOR CLARITY



1500mm JETTY SIDE ELEVATION
SCALE 1:10
PPS OMITTED FOR CLARITY



1500mm JETTY FRONT ELEVATION
SCALE 1:10
PPS OMITTED FOR CLARITY

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FOR APPROVAL		CROUCH WATERFALL		LAND & WATER		PROJECT TITLE		DRAWING TITLE	
B FOR APPROVAL		CROUCH WATERFALL		LAND & WATER		PROJECT TITLE		DRAWING TITLE	
A | PRELIMINARY		CROUCH WATERFALL		LAND & WATER		PROJECT TITLE		DRAWING TITLE	
REV | AMENDMENT		CROUCH WATERFALL		LAND & WATER		PROJECT TITLE		DRAWING TITLE	
JC	SC	MRL	19/01/18	DRN	CHK	APP	DATE	SCALE	AS SHOWN AT A1
NH	SC	MRL	27/11/17	JOB No	17-224G	DRG No	002	REV	B
								JETTY SECTIONS	
								PACKET LANE MOORINGS	
								CROUCH WATERFALL	
								CLIENT	
								1500mm JETTY FRONT ELEVATION	
								1500mm JETTY SIDE ELEVATION	
								1500mm JETTY PLAN	
								1500mm JETTY FRONT ELEVATION	



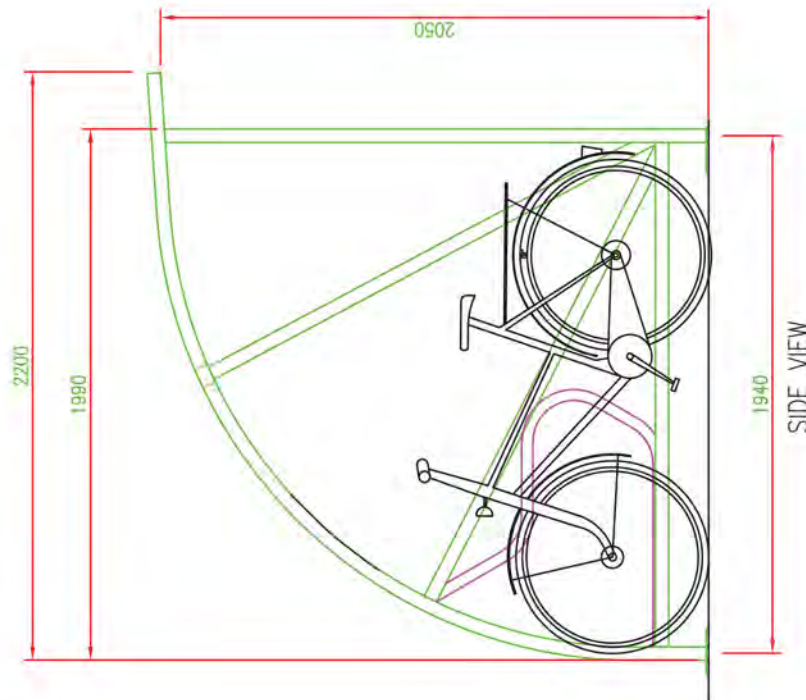
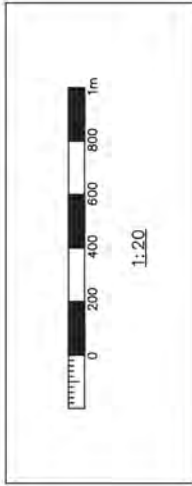
PACKET LANE MOORINGS

JETTY SECTIONS

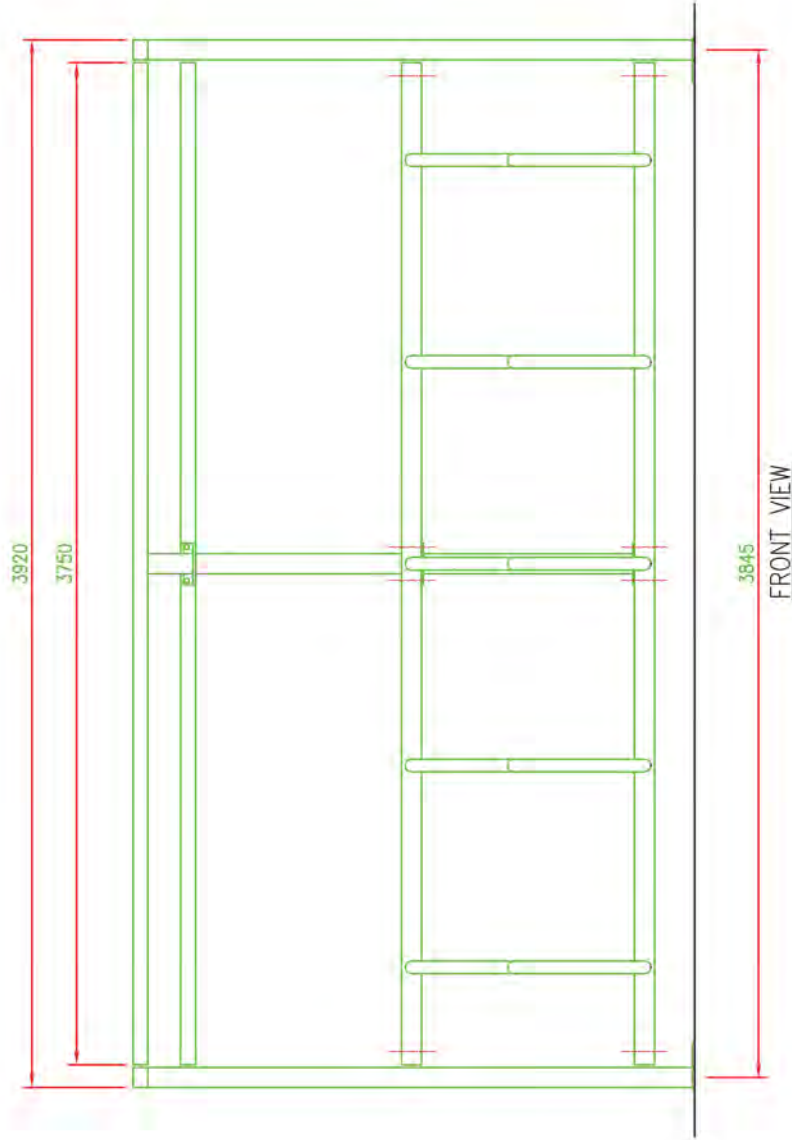
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 2. HOT-DIP GALVANISED TO BS EN 1461(1999)
 3. ALL DIMENSIONS etc. ARE NOMINAL.
 4. MATERIALS:
 5. CARBON STEEL TO BS EN 10025:1993 S275.
 6. PAINT SPECIFICATION AND FINISHES: DARK BLUE : RAL 5002



PLAN ON END FRAME



SIDE VIEW



FRONT VIEW



51, Glebe Road,
East Gillibrands,
Skelmersdale,
Lancashire, WN8 9JP.
Tel : (0844) 7049888
Fax : (01704) 896059

Project
4m CHELSEA BIKE SHELTER
Sheet title
GENERAL ARRANGEMENT
Dwg No.
P267-PB-07

Scale 1:20 @ A3
Drawn F.E. Blair

date 11/10/19
chld

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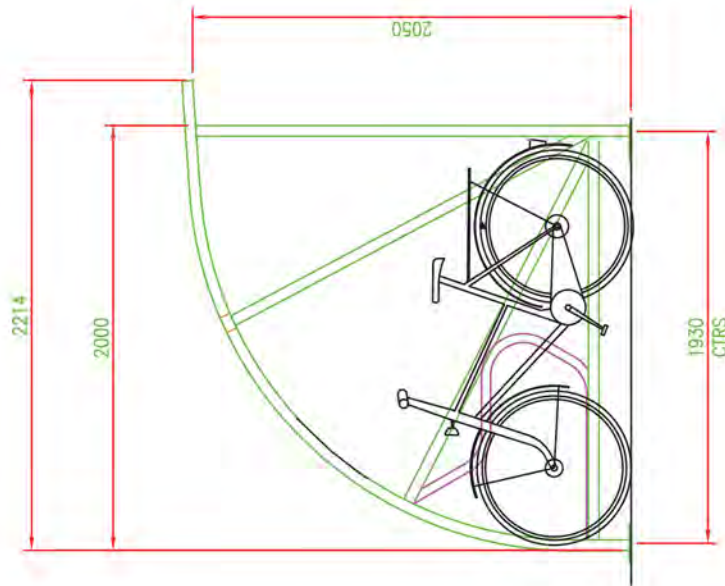
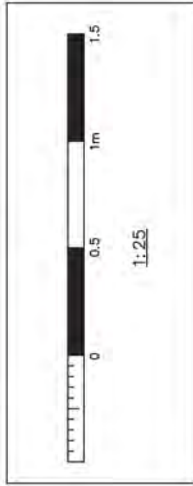
No.	revision	date	By	checked
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(B)				
(C)				
(D)				
(E)				
(F)				

job no.
P267 Packet Boat

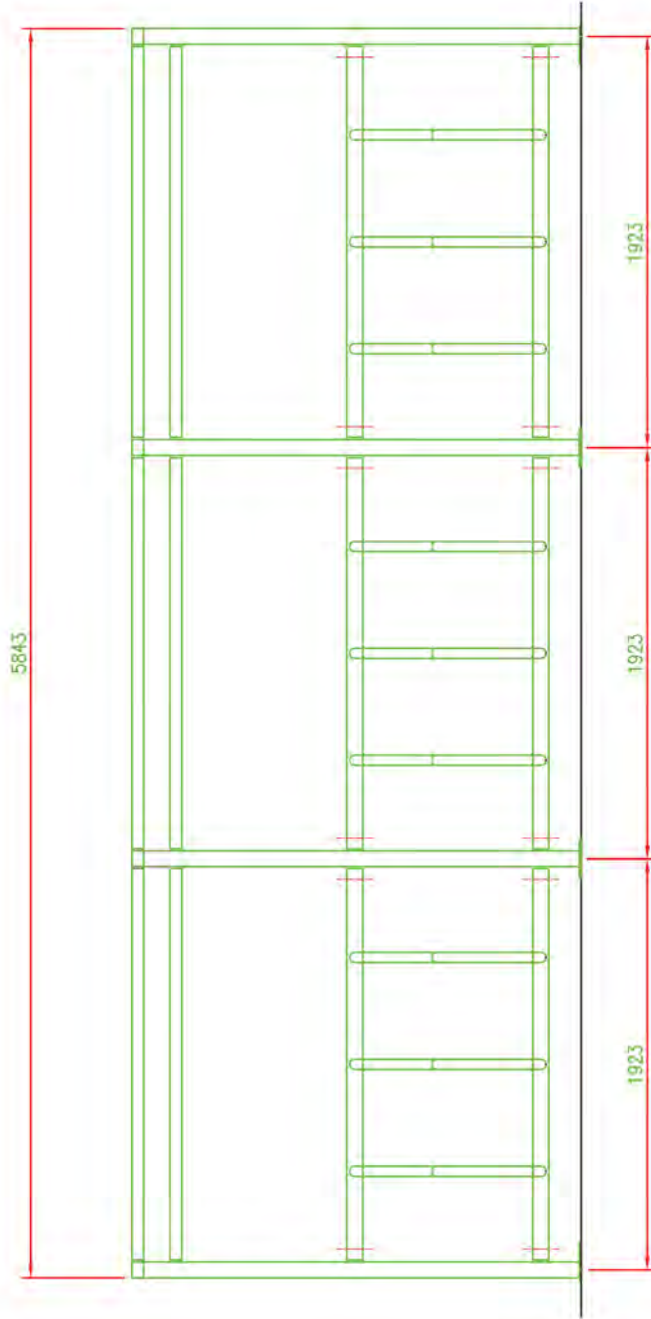
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PLAN ON END FRAME



SIDE VIEW



FRONT VIEW



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East Gillibrands,
Skelmersdale,
Lancashire, WN8 9JP.
Tel : (0844) 7049888
Fax : (01704) 896059

Project
6m CHELSEA BIKE SHELTER (18 Cycles)

Sheet title
GENERAL ARRANGEMENT

Dwg No.
P267-PB-09
Scale 1:25 @ A3
Drawn F.E. Blair

date 11/10/19
chld

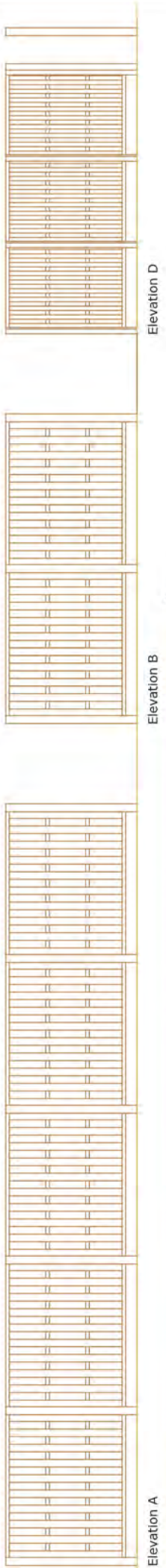
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(C)	>			
(D)	>			
(E)	>			
(F)	>			

directory path

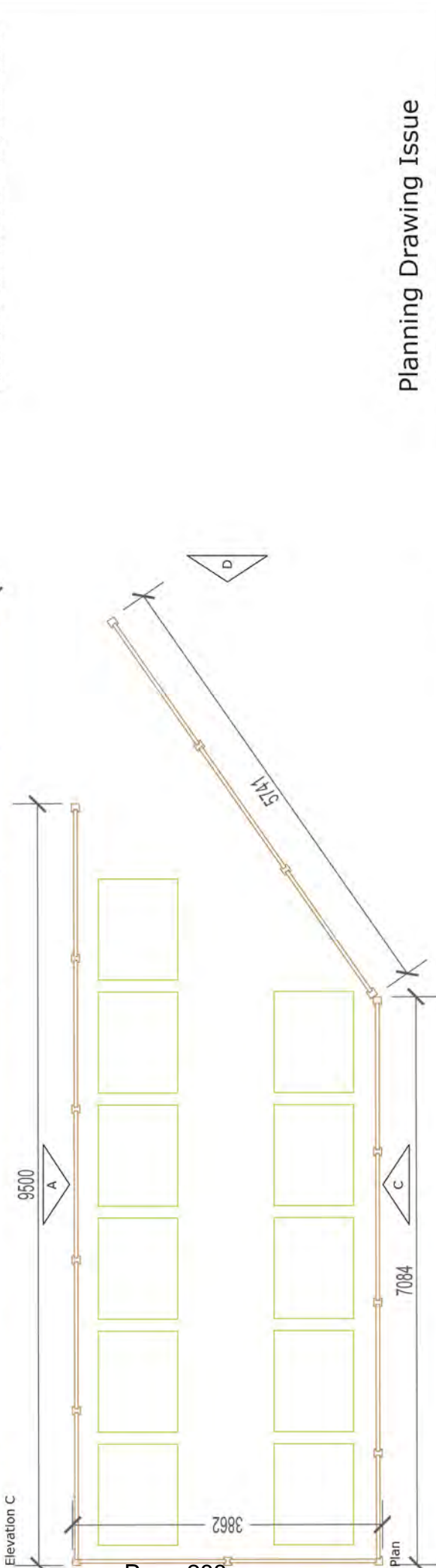
job no.

P267 Packet Boat

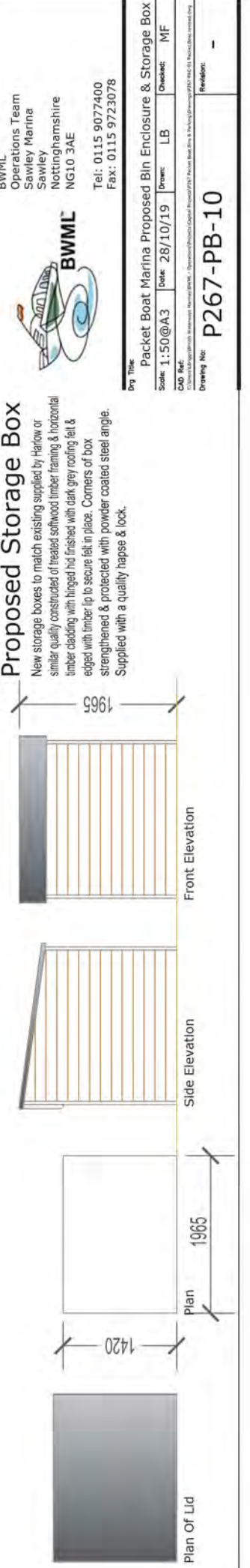


Elevation D

Proposed Refuse Bin Enclosure
 Jackson Fencing or similar quality treated softwood vertical hit & miss fencing panels set on 140mm high Jackson Fencing or similar quality treated softwood gravel boards fixed between Jackson Fencing or similar quality treated softwood slotted uprights sunk into prepared holes all in accordance with Jackson Fencing Installation instructions.



Proposed Storage Box
 New storage boxes to match existing supplied by Harlow or similar quality constructed of treated softwood timber framing & horizontal timber cladding with hinged lid finished with dark grey roofing felt & edge with timber lip to secure felt in place. Corners of box strengthened & protected with powder coated steel angle. Supplied with a quality hasp & lock.



Planning Drawing Issue

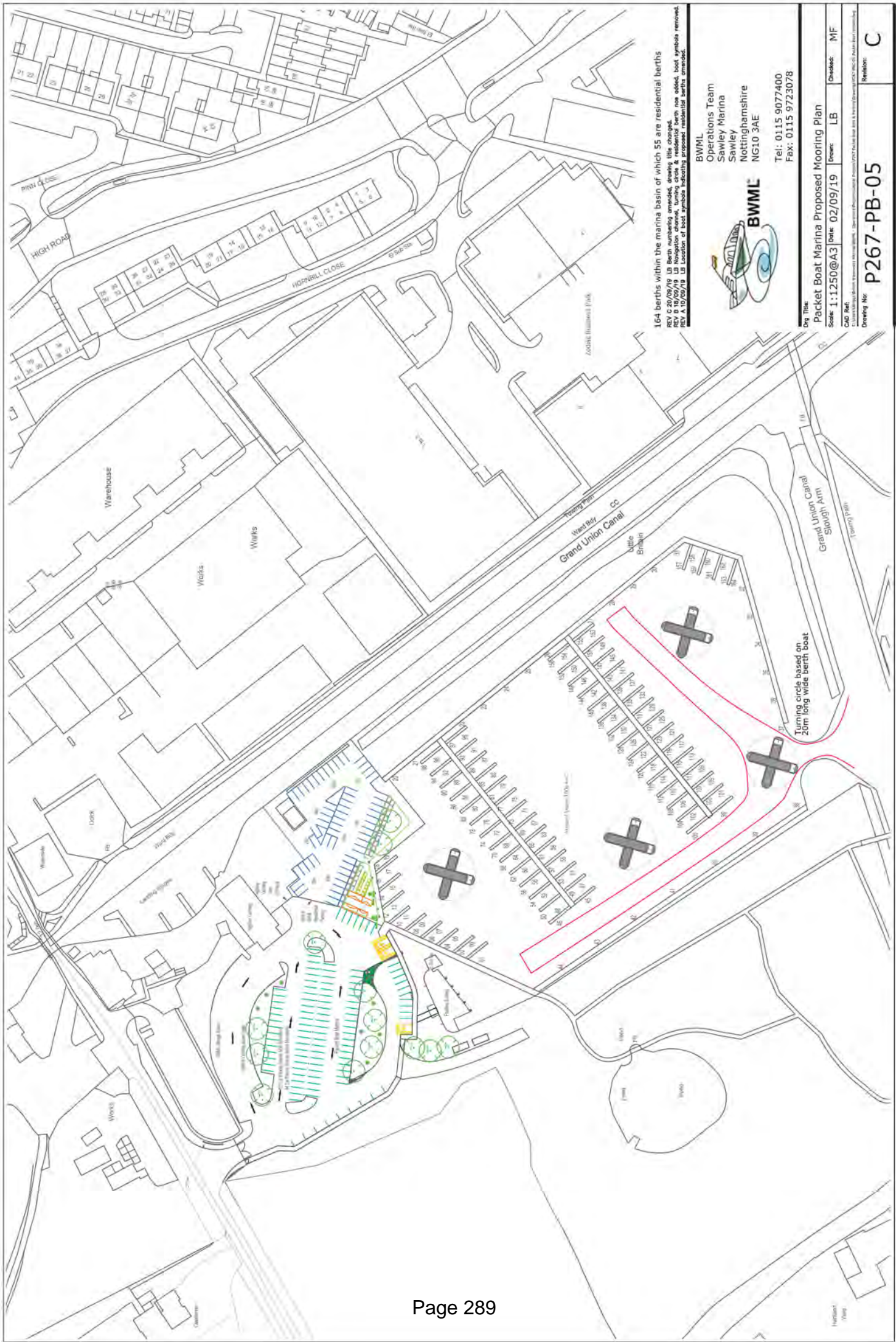
REV: 00/00/00 INT. REV.



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 Operations Team
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 Nottinghamshire
 NG10 3AE

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 Fax: 0115 9723078

Proj Title:	Packet Boat Marina Proposed Bin Enclosure & Storage Box
Scale:	1:50@A3
Date:	28/10/19
Drawn:	LB
Checked:	MF
Drawing No:	P267-PB-10
Revision:	-



164 berths within the marina basin of which 55 are residential berths
 REV C 20/09/19 LB Berth numbering amended, drawing title changed.
 REV B 17/09/19 LB Berth numbering amended, drawing title changed.
 REV A 10/09/19 LB Location of boat symbols indicating proposed residential berths amended.

BWML
 Operations Team
 Sawley Marina
 Sawley
 Nottinghamshire
 NG10 3AE



Tel: 0115 9077400
 Fax: 0115 9723078

Proj Title: Packet Boat Marina Proposed Mooring Plan

Scale: 1:1250@A3	Date: 02/09/19	Drawn: LB	Checked: MF
CAD Ref:			
Drawing No: P267-PB-05			
Revision: C			



Planning Drawing Issue
 Site wide landscaping plan. Existing trees & individual shrubs shown grey. General planting shaded green. New trees shown green. Trees shown to be retained.

REV A 11/10/19 LB Holding corrected, detail including text added.



BWML
 Operations Team
 Sawley Marina
 Sawley
 Nottinghamshire
 NG10 3AE

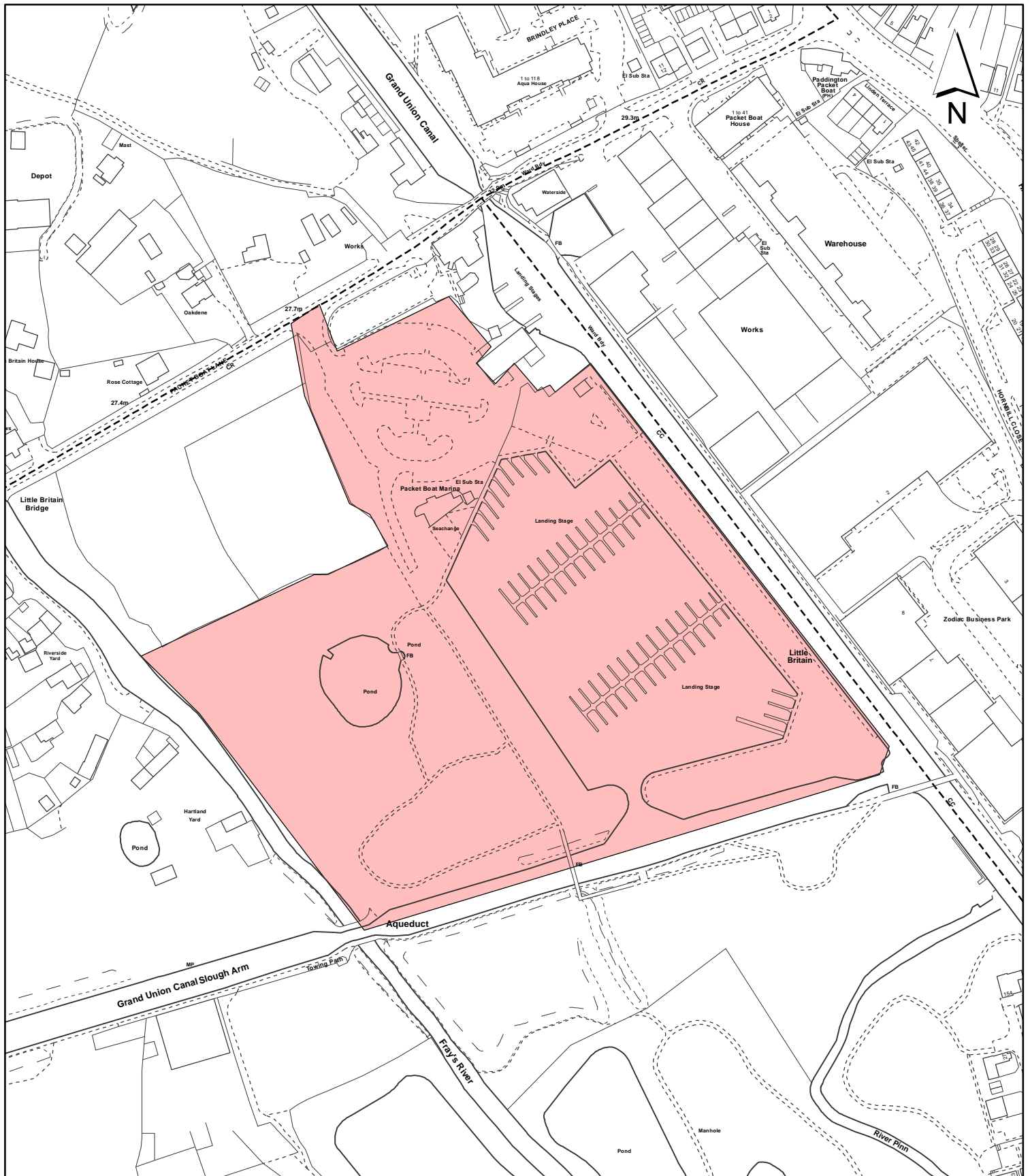
Tel: 0115 9077400
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Packet Boat Marina Landscaping Plan
 Scale: 1:1250@A3 Date: 11/10/19 Drawn: LB Checked: MF
 CAD Ref: Drawing No: P267-PB-06
 Revision: B

Existing roads & footpaths to be retained. New roads to be constructed. New footpaths to be constructed. New parking areas to be constructed. New landscaping to be installed. New trees to be planted. New shrubs to be planted. New plants to be planted. New lawns to be installed. New paths to be constructed. New walls to be constructed. New fences to be constructed. New gates to be constructed. New lighting to be installed. New signs to be installed. New furniture to be installed. New equipment to be installed. New materials to be installed. New finishes to be installed. New colours to be installed. New textures to be installed. New sounds to be installed. New smells to be installed. New tastes to be installed. New feelings to be installed. New thoughts to be installed. New actions to be installed. New reactions to be installed. New responses to be installed. New behaviours to be installed. New attitudes to be installed. New beliefs to be installed. New values to be installed. New principles to be installed. New standards to be installed. New guidelines to be installed. New rules to be installed. New regulations to be installed. New laws to be installed. New orders to be installed. New decrees to be installed. New edicts to be installed. New proclamations to be installed. New edicts to be installed. New proclamations to be installed. New edicts to be installed. New proclamations to be installed.

Existing parking 'bays' to be retained. New parking areas to be constructed. New landscaping to be installed. New trees to be planted. New shrubs to be planted. New plants to be planted. New lawns to be installed. New paths to be constructed. New walls to be constructed. New fences to be constructed. New gates to be constructed. New lighting to be installed. New signs to be installed. New furniture to be installed. New equipment to be installed. New materials to be installed. New finishes to be installed. New colours to be installed. New textures to be installed. New sounds to be installed. New smells to be installed. New tastes to be installed. New feelings to be installed. New thoughts to be installed. New actions to be installed. New reactions to be installed. New responses to be installed. New behaviours to be installed. New attitudes to be installed. New beliefs to be installed. New values to be installed. New principles to be installed. New standards to be installed. New guidelines to be installed. New rules to be installed. New regulations to be installed. New laws to be installed. New orders to be installed. New decrees to be installed. New edicts to be installed. New proclamations to be installed. New edicts to be installed. New proclamations to be installed. New edicts to be installed. New proclamations to be installed.

This drawing is a site plan for the Packet Boat Marina Landscaping Plan. It shows the layout of the marina, including boat moorings, buildings, and landscaping. The plan includes details for existing and new trees, shrubs, and paths. It also shows the location of various facilities, including the Water Bay CC and Landing Stages. The plan is intended to provide a clear and detailed view of the proposed landscaping for the marina.



Notes:

 Site boundary

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Site Address:

**Packet Boat Marina
 Packet Boat Lane**

Planning Application Ref:
53216/APP/2018/4179

Planning Committee:
Major Page 291

Scale:
1:2,500

Date:
November 2019

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



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