



HILLINGDON
LONDON

A

VIRTUAL Major Applications Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)

Councillor Steve Tuckwell (Vice-Chairman)

Councillor Janet Duncan

Councillor Martin Goddard

Councillor John Morgan

Councillor John Morse

Councillor John Oswell

Councillor Henry Higgins

Councillor Carol Melvin BSc (Hons)

Date: THURSDAY, 7 MAY 2020

Time: 4.00 PM

Location: VIRTUAL MEETING

Watch Live Watch a live broadcast of this meeting on the Council's YouTube channel: [Hillingdon London](#)

Important Meeting Advice: Following UK Government advice to avoid all but essential travel and to practice social distancing, the usual physical public speaking rights at Planning Committee may be suspended temporarily during the coronavirus pandemic. Instead, written representations would be considered as part of Hillingdon's established Petitions Scheme.

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Putting our residents first

Agenda

THIS AGENDA HAS BEEN ISSUED WITH LESS THAN FIVE DAYS PUBLIC NOTICE. THE ITEMS WILL ONLY BE CONSIDERED IF THE CHAIRMAN AGREES THEM AS URGENT. THE REASON FOR URGENCY IS TO CONSIDER PRIORITY PLANNING APPLICATIONS DURING THE COVID-19 PANDEMIC.

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
- 6 COVID-19: Temporary Planning Petition Scheme Changes – written 9 - 14
representations in lieu of physical speaking rights
 - *Following UK Government advice to avoid all but essential travel and to practice social distancing, the Committee will consider suspending the usual physical public speaking rights at Planning Committee Meetings during the coronavirus pandemic. The proposal is that written and/or visual representations will be invited and read out / presented in lieu. This will be a temporary change to Hillingdon's established petitions process whilst the Council holds virtual planning committee meetings.*

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 without Speaking Rights

	Address	Ward	Description & Recommendation	Page
7	Hillingdon Hospital, Pield Heath Road, Hillingdon 4058/APP/2020/1003	Brunel	Construction of a new 90-bed, three-storey ward building (Ward Building South); an additional two storeys to be constructed on the site of the ground-floor, 28-bed Decant Ward Building (Ward Building North) and the provision of 117 replacement car parking spaces, involving the demolition of the existing Paediatric building and relocation of the existing waste compound and its associated parking. Recommendation: Approval + Sec 106	15 – 54 320 - 334
8	1 Vinyl Square, The Old Vinyl Factory, Blyth Road, Hayes 59872/APP/2019/3852	Botwell	Redevelopment of the site to provide a mixed-use development comprising 134 residential units (C3 Use Class) and ground floor commercial floorspace (flexible A1/A2/A3/A5/B1 Use Class), with associated car parking, cycle parking and landscaping. Recommendation: Approval + Sec 106	55 – 130 335 - 347

9	<p>Former Nestle Factory, Nestles Avenue, Hayes</p> <p>1331/APP/2019/1666</p>	Botwell	<p>Section 73 application to vary Condition 9 (Residential Condition – Approved Plans) of planning permission ref: 1331/APP/2017/1883 dated 28/06/2019 (Part demolition of existing factory buildings and associated structures, and redevelopment to provide residential dwellings (Use Class C3), office, retail, community and leisure uses (Use Class A1/A2/A3/A4/B1/B8/D1/D2), commercial floorspace (Use Classes B1c/B2/B8) and Data Centre (Sui Generis), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works) (as amended by application ref: 1331/APP/2020/50, dated 06/02/20).</p> <p>The amendments to the approved plans propose: Minor changes to Blocks D, E, F1 and G, involving the additional residential unit in Block G, the reorganisation of eight residential units in Block G, including internal and external alterations involving minor façade changes, the addition of a number of balconies; and the increase in the refuse and cycle storage area in Block D, unit mix change in Block D, unit mix change in Block F, and unit mix correction to Block C.</p> <p>Recommendation: Approval + Sec 106</p>	<p>131 – 218</p> <p>348 - 379</p>
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10	71 - 73 Frays Court, Cowley Road, Uxbridge 13010/APP/2020/1006	Uxbridge South	Change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 19 residential units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). Recommendation: Approval + Sec 106	219 – 238 380 - 387
11	Riverview House, Oxford Road, Uxbridge 40050/APP/2020/1001	Uxbridge South	Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). The plans show 43 residential units, comprising four studios, seven one-bed and 32 two-bed units. Recommendation: Approval + Sec 106	239 – 258 388 - 391
12	Riverview House, Oxford Road, Uxbridge 40050/APP/2020/1009	Uxbridge South	Prior Approval for the change of use from office to dwellinghouses with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). The plans show 58 residential units, comprising one studio, 56 one-bed, and one two-bed. Recommendation: Approval + Sec 106	259 – 278 392 - 395

13	<p>Waterside House, Oxford Road, Uxbridge</p> <p>40050/APP/2020/999</p>	Uxbridge South	<p>Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).</p> <p>The plans show 58 residential units, comprising one studio, 56 one-beds, and one two-bed unit.</p> <p>Recommendation: Approval + S106</p>	<p>279 – 298</p> <p>396 - 399</p>
14	<p>Waterside House, Oxford Road, Uxbridge</p> <p>40050/APP/2020/1000</p>	Uxbridge South	<p>Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).</p> <p>The plans show 43 residential units, comprising four studios, seven one-beds, and 32 two-bed units.</p> <p>Recommendation: Approval + S106</p>	<p>299 – 318</p> <p>400 - 403</p>

PART I - Plans for Major Applications Planning Committee 319 - 403

Agenda Item 3

Minutes



MAJOR Applications Planning Committee

18 March 2020

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Steve Tuckwell (Vice-Chairman), Janet Duncan, Martin Goddard, Becky Haggar, John Morgan and John Morse</p> <p>Ward Councillors Present: Councillor Stuart Mathers (item 6), Councillor Jan Sweeting (item 6), Councillor John Riley (item 11)</p> <p>LBH Officers Present: Zenab Haji-Ismail (Principal Planning Officer), Mandip Malhotra (Strategic and Major Applications Manager), Kerrie Munro (Legal Advisor), Liz Penny (Democratic Services Officer), James Rodger (Head of Planning, Transportation and Regeneration) and Alan Tilly (Transport, Planning and Development Manager)</p>
121.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor John Oswell, Councillor Henry Higgins and Councillor Carol Melvin (with Councillor Becky Haggar substituting).</p>
122.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Devi Radia (Ward Councillor) declared a non-pecuniary interest in agenda item 11 as she was a Governor at Whiteheath Junior School. She remained in the room during deliberation of the item.</p>
123.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>It was noted that there was a correction to the minutes dated 19 February 2020 in relation to the apologies. It was confirmed that Councillor Becky Haggar (not Councillor Steve Tuckwell) had substituted for Councillor Lavery at the meeting.</p> <p>RESOLVED: That the minutes of the meeting dated 19 February 2020 be approved subject to an amendment in relation to apologies – Cllr Becky Haggar (not Cllr Steve Tuckwell) had substituted for Cllr Eddie Lavery at the meeting.</p>
124.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>

125.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (Agenda Item 5)</p> <p>It was confirmed that all items were in Part I and would be considered in public. The Chairman confirmed that item 10 would be considered prior to item 9.</p>
126.	<p>YIEWSLEY & WEST DRAYTON LEISURE CENTRE, HARMONDSWORTH ROAD/ROWLHEYS PLACE, WEST DRAYTON - 75127/APP/2019/3221 (Agenda Item 6)</p> <p>Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.</p> <p>It was confirmed that four petitions had been received in relation to this item and these would be considered in two parts – the first part would cover matters related to services provided within the building over which the Committee had limited or no jurisdiction and the second part would cover highways, parking and access arrangements. A total of ten minutes speaking time would be allocated to petitioners.</p> <p>Officers presented the report and highlighted the information in the addendum. Members were informed that the leisure centre would provide a range of facilities including indoor play pitches, an eight lane swimming pool and splash pool and a rooftop football pitch. There would be no loss of community facilities – the existing youth centre would be relocated within the leisure centre and the existing family centre would be relocated at the Civic Centre. The site lay within the West Drayton Green Conservation Area and the proposal had been identified by the Conservation Officer as resulting in less than substantial harm. The leisure centre would benefit from having a dedicated 199 space, 2 storey car park akin to other leisure centres in the Borough with a dedicated coach bay for larger groups. A pedestrian crossing would provide access to the building. All flooding and water management implications would be fully addressed by means of conditions and a Section 106 Head of Term.</p> <p>Two petitioners addressed the Committee on behalf of all those who had submitted petitions and highlighted their concerns. Key points raised included:</p> <ul style="list-style-type: none"> • Rowheys Place was not a suitable entrance point; entrance to the car park and leisure centre from Harmondsworth Road would be a safer option and better for local residents. This could be achieved by building a basement car park the top of which would be level with Harmondsworth Road; • The development would take 2 to 3 years. This would impact on residents causing inconvenience and creating mess; • Health and safety was a concern – residents would be obliged to walk along muddy paths and this was a trip hazard; • Travellers often visited the cemetery and would use the coach stops for parking; • If the entrance were on Harmondsworth Road, few trees would be affected as many were no longer there; • The current youth centre was much used and vital for young people. The proposed new youth centre located within the leisure centre would not be free of charge; this would deter young people from using it and young people would have nothing to do; • The existing vehicle repair centre was very useful for learning new skills;

- Proposed opening hours from 6 a.m. until 11 p.m. were a matter of concern. Residents feared the leisure centre shutters would create considerable noise pollution;
- Children often played along Rowleys Place – the narrowing of the road would cause further traffic difficulties, could delay emergency service vehicles and could lead to additional accidents.

A petitioner had submitted a short written statement regarding library provision which was read out by the Chairman. The petitioner requested that a library be included in the plans for the leisure centre as the current one on Station Road was not fit for purpose. It was stated that a state-of-the-art and up-to-date library would benefit local residents and would encourage more young people to get fit and read.

Ward Councillors Jan Sweeting and Stuart Mathers addressed the Committee on behalf of local residents. Key points raised included:

- The area already lacked facilities and, as a result of the proposed development, two more facilities would be lost;
- Local residents would be negatively impacted and quiet cul-de-sacs would be affected by the additional traffic;
- The entrance to the car park should be located on Harmondsworth Road;
- Hours should be reduced to 07:00 – 22:30;
- Residents should be consulted on a parking management scheme;
- More trees and screening should be introduced to shield residents from noise pollution and to minimise the impact of the rooftop football pitch lighting;
- Air quality implications should be investigated thoroughly;
- A useful youth centre would be lost which was popular with vulnerable local young people. The existing car workshop was also well used;
- Opportunities for young people to partake in activities other than sports (music production etc) would be lost. The new youth provision would be less flexible and young people would not have ownership of the services offered. Young people had not been consulted on this;
- The input of local residents had been overlooked. The current youth centre could be used as a library.

Members requested further clarification regarding references to the Local Plan. It was confirmed that the Local Plan referred to was the Adopted Plan.

It was confirmed that, should the proposal be approved, the current petition relating to the request for a Parking Management Scheme would be re-directed to Councillor Keith Burrows, the Cabinet Member for Planning and Transportation without the need for submission of a new petition.

The Head of Planning informed Members that there were already two leisure centres in the Borough which were accessed via a cul-de-sac. This seemed to work well as leisure centres were generally used at all times throughout the day, not exclusively at peak times.

It was noted that trees were an important factor for consideration in terms of the Conservation Area; the access point to the leisure centre could not be sited elsewhere due to the impact on trees in the area. The layout of the proposed scheme had largely been dictated by the requirements of the Trees and Landscape Officer. In respect of the youth centre, Members were informed that Condition 5 addressed some of the

residents' and Ward Councillors' concerns.

Members welcomed the proposal but requested further clarification on a numbers of points. With regards to security at the site, it was confirmed that the Metropolitan Police had been consulted at pre-application stage and had raised no objections to the proposal. The Committee was informed that shutters would secure the leisure centre at night and the car park would be closed at 23:00. The leisure centre would remain open until 22:00 and all staff would vacate the site by 23:00. The proposed opening hour of 06:00 was to accommodate early morning swimmers and was identical to that of other leisure centres in the Borough.

To address concerns regarding the negative impact of lighting at the site, it was proposed that a Condition be added to ensure that lights were automatically switched off. It was confirmed that the rooftop football pitch would be down-lit and would close at 22:00. Members commented that the lighting should be as unobtrusive as possible to minimise the impact on local residents. Concerns were also raised regarding the potential for noise pollution. It was confirmed that Condition 28 covered external noise and the gym would be located internally on the first floor therefore would not be excessively noisy. It was requested that Condition 28 be amended to reflect internal noise also.

Members raised further concerns regarding the materials to be used at the western elevation which was unprotected by trees. A 'green wall' was proposed; this would be aesthetically pleasing and environmentally friendly.

Councillors requested further clarification as to the feasibility of an entrance to the site from Harmondsworth Road at first floor level as suggested by petitioners. It was confirmed that such a proposal would constitute a different planning application altogether and the Committee could only consider the scheme before them. In response to Members' requests for clarification, it was confirmed that movements of construction vehicles would not coincide with school opening / closing times. It was agreed that a requirement for a Road Safety Audit be included in the Section 106 Head of Term to safeguard visitors to the leisure centre.

In respect of the proposed built out at Rowleys Place, Members expressed concern regarding accessibility for emergency and refuse vehicles. It was confirmed that the build out had to be of a sufficient size in order to act as a deterrent.

Members raised no further objections to the development. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the addendum and the agreed amendments to conditions and the Section 106.

RESOLVED:

- 1. That the application be approved as per officer's recommendation, addendum and Section 106;**
- 2. That delegated authority be granted to the Head of Planning to amend Section 106 Head of Term 6 in relation to flooding to ensure the basement element was robust;**
- 3. That delegated authority be granted to the Head of Planning to add the requirement for a Road Safety Audit to the Highway section of the Section 106;**
- 4. That delegated authority be granted to the Head of Planning to add a Condition to ensure lighting is switched off automatically;**

5. That delegated authority be granted to the Head of Planning to strengthen the wording of Condition 20 to ensure a substantial green wall on the western elevation facing the neighbours – and elsewhere as appropriate;
6. That the petition in relation to the request for a parking management scheme be passed to the Cabinet Member for Planning and Transportation without the need for it to be re-submitted;
7. That delegated authority be granted to the Head of Planning to amend Condition 28 to reflect both internal and external noise.

127. **T C M HOUSE, NEWPORT ROAD, HAYES - 61202/APP/2019/3510** (*Agenda Item 7*)

Demolition of three existing buildings (Use Classes B1(a) and B1(c) and erection of a four storey residential hostel building (Sui Generis) containing 28 units, comprising 13 x 1 bedroom, 8 x 2 bedroom and 7 x 3 bedroom dwellings with associated car parking, landscaping and children’s play area.

Officers introduced the report and highlighted the information in the addendum. The application sought permission for a residential hostel building to accommodate homeless families and individuals for a temporary period. It was confirmed that the development would assist the Council’s Housing Team in providing the highest possible quality temporary accommodation and would reduce dependence on other forms of temporary accommodation such as bed and breakfasts. Members were informed that, whilst it did not strictly comply with Local Plan floor space standards, the development was considered acceptable as the identified need outweighed any drawbacks. It was noted that the shortfall in space was minimal and the majority of the proposed units would be compliant. The Head of Term and planning restrictions would ensure that this temporary residential accommodation was not made permanent in the future.

Members expressed concern that people in temporary accommodation were at times expected to stay there for up to ten years. It was confirmed that it was not possible to confirm how long people could be expected to stay there. It was acknowledged that good quality temporary accommodation was in very short supply and the proposed development would be preferable to B&B accommodation. Most Members felt this was a positive step; however, some queried whether the Council should be agreeing to non-standard developments. Concerns were also raised regarding the poor air quality in the area.

Members were largely in favour of the proposal. The officer’s recommendation was moved, seconded and, when put to a vote, approved with 5 Members voting in favour and 1 against.

RESOLVED: That the application be approved.

128. **LAND NORTH OF CRANFORD LANE, HARLINGTON - 2373/APP/2019/3747** (*Agenda Item 8*)

Variation of Conditions 14 (Permitted Timeline) and 15 (Phasing) to amend the permitted timeline and phasing of works for completion by 30 November 2022.

Officers presented the report and highlighted the information in the addendum.

Members were happy with the proposal and raised no objections.

The officer’s recommendation was moved, seconded and, when put to a vote,

unanimously agreed.

RESOLVED: That the application be approved.

129. **NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD - 2082/APP/2019/3720** (*Agenda Item 9*)

Continued use of temporary classroom accommodation comprising a two storey building of 1,600 sqm until 14 September 2023.

Officers presented the report and highlighted the information in the addendum.

Members raised no objections to the proposal. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

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

130. **NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION - 2082/APP/2019/4091** (*Agenda Item 10*)

The erection of a 3-storey science block within the existing car park; re-surfacing of the play space front Vincent House to facilitate re-located car parking spaces and associated works.

Officers presented the report and highlighted the information in the addendum. It was noted that the site lay within the Northwood/Green Lane Conservation Area. Members were informed that, following the decision to refuse an earlier application, the applicant had engaged in positive pre-application discussion with officers and, as a result, had reduced the height of the building from 4 to 3 storeys and had removed the glazed link at first floor level, thereby addressing the primary concerns raised regarding the previous application. It was considered that the public benefits outweighed the harm and, on that basis, approval was recommended, subject to conditions and a Section 106 legal agreement. It was noted that the development was expected to be completed by September 2023 and this was deemed to be a realistic deadline.

Members commented that this was a much improved design. Clarification was sought as to how the school would manage given the 28% reduction in size and the fact that, in the original design, the sixth form was to be sited within the top storey. Members were advised that the sixth form had now been relocated to an alternative area within the campus and the school was happy with the new proposed development.

Members raised no objections. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED: That the application be approved subject to the addendum + Section 106.

131. **LAND ADJACENT TO WHITEHEATH JUNIOR SCHOOL, WHITEHEATH AVENUE, RUISLIP - 64510/APP/2019/1412** (*Agenda Item 11*)

Erection of 2 x 4 bed dwellings with associated landscaping, car parking and ecological area to the rear of the site.

Councillor Devi Radia (Ward Councillor) had declared a non-pecuniary interest in agenda item 11 as she was a Governor at Whiteheath Junior School. She remained in

the room during deliberation of the item.

Officers presented the report and highlighted the information in the addendum. It was noted that this application had been deferred at the Majors Applications Planning Committee on 20 November 2019 for further re-consultation regarding clarification of plans and a request for a daylight / sunlight report. A site visit had also taken place. The applicant had taken into consideration the points raised by consultees and Members and had put forward a revised scheme. Members were informed that a large number of trees would be maintained at the site and transparent windows would face away from the school playing fields to safeguard the children.

Councillor John Riley spoke as Ward Councillor in favour of the scheme. He noted that the new scheme was much improved and far more in keeping with the local area. Councillor Riley welcomed the inclusion of an ecological area to the rear.

Councillor Philip Corthorne had submitted a written statement which was read out by the Chairman. Councillor Corthorne commented that the revised proposals broadly reflected previous concerns raised regarding overdevelopment. He also noted that the design aspects of the current proposals, notably the removal of the dormers, were more in keeping with the existing street scene. The proposal allowed for improved access and a smaller number of dwellings with compliant parking would be a better fit in a residential street which suffered from acute parking stress and associated highways issues. Councillor Corthorne also welcomed the ecological area which would be used by Whiteheath Junior School.

Members raised no objections. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

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

132. **FORMER CHANTRY SCHOOL SITE, FALLING LANE, YIEWSLEY - 5746/APP/2019/2403** (*Agenda Item 12*)

Demolition of the existing school and a comprehensive redevelopment of the site to provide a new two storey school building; provision of a Multi-Use Games Area, an All Weather Pitch; increased car and cycle parking facilities; landscaping; and associated works. Provision of temporary construction access across Philpots Farm and a temporary compound and associated development.

Officers presented the report and highlighted the information in the addendum. It was noted that the proposal would enable the expansion of Special Educational Needs (SEN) provision and Alternative Provision (AP) allowing the school to cater for 230 pupils. Members were informed that the new school would be accessed from Falling Lane. Sensory gardens would be incorporated to meet the needs of the students and there would be a dedicated minibus parking area. It was considered that the proposed development would not result in an unacceptable impact on the visual amenities of the school site or surrounding area or on the amenities of the occupiers of neighbouring residential properties. It was noted that the scheme was referable to the Secretary of State due to an objection from Sport England related to the loss of a playing field.

The Head of Planning, Transportation and Regeneration highlighted a typographical error in Condition 7 on page 241 of the agenda pack; it was noted that point 3a should read 'Details of the inclusion of living walls and roofs *that* include nectar rich planting on two or more levels'.

Members requested clarification regarding the potential for flooding given the proximity of the River Pinn to the rear of the site. It was confirmed that the Flood Water Management Team had considered the application and any issues would be dealt with under Condition 14.

Members raised no objections. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED:

1. That the typographical error in Condition 7 on page 241 of the agenda pack, point 3a be amended to read 'Details of the inclusion of living walls and roofs *that* include nectar rich planting on two or more levels'; and
2. That the application be approved as per the officer's report subject to the addendum + Section106.

133. **SLOUGH BOROUGH COUNCIL, OUT OF BOROUGH, MIDDLESEX - 39710/APP/2020/17 (Agenda Item 13)**

Out of Borough consultation for a replacement Energy from Waste facility including a High Temperature Incinerator, provision of a new access road and new junction with the A4, visitor centre, car parking, temporary construction compound, associated works, ancillary buildings and structures.

Officers presented the report noting that LBH strongly objected to the proposal.

Members raised no concerns. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED: That the objection as set out in the report be agreed.

Before the meeting closed, Cllr Duncan requested a report on CIL be produced by the Head of Planning, Transportation and Regeneration and presented to the Committee. Cllr Duncan gave some indications as to what she thought the report should cover. The Head of Planning, Transportation and Regeneration agreed that he would present a report on CIL to the Committee.

RESOLVED: That a report on CIL be produced by the Head of Planning, Transportation and Regeneration and presented to a future Committee meeting.

The meeting, which commenced at 6.02 pm, closed at 8.04 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on 01895 250185. 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.

COVID-19: TEMPORARY PLANNING PETITION SCHEME CHANGES - WRITTEN REPRESENTATIONS IN LIEU OF PHYSICAL SPEAKING RIGHTS

Committee name	Major Applications Planning Committee
Officer reporting	Mark Braddock, Senior Democratic Services Manager
Papers with report	Appendix A - Constitutional references Appendix B - Protocol on written representations
Ward	All wards

SUMMARY

To recommend to the Committee a suspension of Committee Standing Orders in light of the Coronavirus Pandemic and UK national emergency. This relates to temporary changes to the Council's Petition Scheme on speaking rights (for planning committees) and provides for the replication of physical speaking rights with written and visual representations. For the avoidance of doubt, this is a temporary measure and will, upon both UK Government advice and if the Council determines, revert back to the normal speaking rights upon the resumption of traditional planning committee meetings.

RECOMMENDATION

That under the provision of Standing Order 16 (Committee Procedure rules), the temporary suspension of Standing Order 13 (Committee Procedure Rules) and the immediate application of written representations as set out in the Protocol in Appendix B, be approved.

SUPPORTING INFORMATION

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) (Regulations) 2020 were published on 2 April and came into force on 4 April. They remove the 'place' requirement so meetings can be held virtually. These are temporary national regulations and, unless the Council determines otherwise, will only last until May 2021.

Many councils have adapted their speaking rights for virtual meetings. This is purely a practical matter for each council to decide, in terms of the most effective operation of the virtual meeting based on local circumstances, but critically to ensure, in whatever way, the views of all relevant parties are taken into account before a decision is made during current circumstances.

In Hillingdon, residents and others traditionally enjoy well established public speaking rights on planning applications. It is important to note that this is a right granted locally (not legally) as part of the Council's own Petition Scheme since 2002.

After due consideration of the vital practicalities of chairing and conducting effective meetings virtually, e.g. the practical implications for chairing and co-ordinating the meeting with multiple

Classification: Public

Major Applications Planning Committee – 7 May 2020

people joining at different times and the potential problems with disenfranchising those who are not technologically savvy or who have not used related video-conferencing applications before, it is proposed that written representations be instigated in lieu of the usual 'physical' speaking rights.

In an effort not to restrict those who are traditionally permitted to speak in person through the Council's Petition Scheme and provide for a robust and equitable temporary process, it is proposed to enable full written representations to be read out during the virtual meeting (inclusive of any visual presentations) replicated through a maximum word count based on the approximate usual speaking times. A similar word count limit would apply to Ward Councillors and Conservation Area Panel representatives for their respective approximate speaking times. The Chairman would retain discretion with multiple petitions.

Importantly for anyone submitting written and/or visual representations to a virtual planning committee meeting, the intention is that the meeting and any representations will be broadcast simultaneously, live on the Council's YouTube channel: [Hillingdon London](#). This is the world's most accessible video platform to view proceedings at any time, on any device and anywhere.

The proposal set out to the Committee would not require a constitutional change to the formal Petition Scheme by full Council. The Committee itself is permitted, under Committee Procedure Rules Standing Order 16, to suspend elements of its procedures, and in this case, public speaking rights as per Standing Order 13. A copy of Standing Orders 16 and 13 are shown in **Appendix A** for reference.

Therefore, to ensure upcoming virtual planning committee meetings can continue to hear the views of residents and others participating in the most universally accessible and suitable way during this national emergency and pandemic, **Appendix B** sets out a proposed protocol for new temporary procedures for written representations for committee consideration.

Financial Implications

None.

Legal Implications

It is a well-established and important right that petitions can be presented to the Council's planning committees and that petitioners have the right to address Members of the committees for up to five minutes on the subject of the petition. This right is reinforced in the Council's Planning Code of Conduct for Members. It is a fundamental and long established principle of public law that Members should have all relevant information before them in order to make a 'Wednesbury reasonable' lawful decision. The hearing of petitions fully accords with this principle. The Borough Solicitor can confirm that the proposed temporary changes to the Council's planning petition procedures, as set out in the report, are both lawful and constitutional provided of course that the requirements of the relevant Standing Orders are strictly observed

BACKGROUND PAPERS

- [Council Constitution, Committee Procedure Rules & Petition Scheme](#)
- <https://wordcounter.net> (example website on word counts vs speaking times only - not definitive)
- [Hillingdon's YouTube Channel](#).

Classification: Public

Major Applications Planning Committee – 7 May 2020

Appendix A

Committee Standing Order 13 - Speaking Rights & Petitions

- (1) When a proposed development falling within a Conservation Area is considered by a Planning Committee, a representative of the relevant Area Panel will be entitled to attend and address the committee for a maximum of five minutes. Notification of the intention to speak and the name of the speaker must be supplied to the Head of Democratic Services in the usual manner.
- (2) The procedures for petitions and speaking rights at Committee meetings are set out in Schedule F – Hillingdon Council Petition Scheme.

Committee Standing Order 16 - Suspension of Standing Orders

A motion to suspend Standing Orders shall require the support of at least half of the members of the Committee present.

Appendix B - COVID-19 Temporary protocol for written representations for virtual planning committee meetings

A temporary suspension of the Council's Petition Scheme has been agreed in light of the Coronavirus pandemic and UK national emergency. In its place, it has been agreed that written and/or visual representations are received where there is a valid petition, in place of the usual physical speaking rights at the Civic Centre. Such representations will be presented instead during 'virtual' planning committee meetings, streamed live on the Council's YouTube channel.

This is a temporary measure and will, upon both UK Government advice and when the Council determines, revert back to the usual public speaking rights upon the resumption of traditional planning committee meetings. The temporary rules are set out below:

Petitions received

The presence of a valid petition on an application will enable written representations in place of direct speaking rights to the relevant planning committee.

Petitions on planning applications will be accepted in the usual way, as part of the Council's Petition Scheme and circulated to councillors on the relevant committee for their information.

Lead petitioners (and if applicable applicants and agents) will be notified when a petition item is to be considered by a planning committee, usually a week before the meeting. This will invite parties identified by the Council to submit written representations as set out below.

All representations will be included on the agenda, read out or shown visually during the virtual

meeting as set out below.

Lead petitioners/or their representative

Written representations will be permitted in place of public speaking if received no less than 24 hours before the virtual planning committee meeting to Democratic Services.

A strict maximum of **750 words** should be submitted, which equates approximately to 5 minutes 'verbal' average speaking time. This will be read out at the meeting to councillors before any decision.

Democratic Services reserves the right to edit or shorten any submission exceeding 750 words, in an independent way and in the best interest of conveying the views of the petitioners.

Applicant / agents

Only when a petition has been received in OBJECTION to an application, then to ensure a fair hearing, the applicant or agent will also be invited to submit a written representation. Similarly, a strict maximum of **750 words** should be submitted, which equates approximately to 5 minutes 'verbal' average speaking time. This will be read out at the meeting to councillors before any decision.

Democratic Services reserves the right to edit or shorten any submission exceeding 750 words, in an independent way and in the best interest of conveying the views of the applicant / agent.

Visual, audio or video presentations

Strictly inclusive of the above 750 word limit, petitioners, applicants/agents may submit photos or a digital presentation to Democratic Services. A maximum of:

- 5 photos or presentation slides
- 1 single video - up to 2 minutes approx. in length

may be received and this must strictly be linked to the maximum 750 written representation to be read out. This is to ensure that the Council can convey both your written and visual representation effectively.

No audio files are permitted.

Ward Councillors

Ward councillors are permitted to submit a written representation up to a strict maximum of **450 words** 24 hours before the meeting, which equates approximately to 3 minutes 'verbal' average speaking time. This will be read out at the meeting to councillors before any decision.

Conservation Area Panel representatives.

Area Panel representatives, as identified to Democratic Services, are permitted to submit a written representation up to a strict maximum of **750 words** no less than 24 hours before the meeting,

Classification: Public

Major Applications Planning Committee – 7 May 2020

which equates approximately to 5 minutes 'verbal' average speaking time. This will be read out at the meeting to councillors before any decision.

Chairman's Discretion

There are no other general public written representations permitted by public parties not mentioned above, unless in exceptional circumstances, as agreed by the Chairman of the Committee for the effective conduct of the meeting. The Chairman also is able to vary the times permitted for written representations where multiple petitions are received on an application.

Checking and submitting your written representation:

Written representations, presentations and video files will be permitted at the virtual meeting only if received no less than 24 hours before start time. Please email these to Democratic Services at the email account petitions@hillingsdon.gov.uk.

There are various word count checking tools available online to assist.

Watching your petition / representation being considered

The Council intends to live broadcast virtual planning committee meetings on its YouTube channel: [Hillingdon London](#). This is the world's most accessible video platform to view proceedings at any time, on any device and anywhere. A link to the virtual meeting will also be available on the Council's website and in communications with petitioners and other parties so they can see their representations being considered live or after the meeting.

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Report of the Head of Planning, Transportation and Regeneration

Address	HILLINGDON HOSPITAL PIELD HEATH ROAD HILLINGDON
Development:	Construction of a new 90-bed three-storey ward building (Ward Building South); an additional two storeys to be constructed on the site of the ground-floor 28-bed Decant Ward Building (Ward Building North) and the provision of 117 replacement car parking spaces, involving the demolition of the existing Paediatric building and relocation of the existing waste compound and its associated parking.
LBH Ref Nos:	4058/APP/2020/1003
Drawing Nos:	50598-IBI-WB-ZZ-EL-A-200-00; 50598-IBI-WB-ZZ-EL-A-200-00; 50598-IBI-WB-ZZ-EL-A-200-00; 50598-IBI-WB-ZZ-EL-A-200-00; 50598-IBI-XX-PL-A-250-30; 50598-IBI-XX-PL-A-250-30; 50598-IBI-XX-PL-A-250-30; 50598-IBI-XX-PL-A-250-30; 50598-IBI-XX-PL-A-250-30; 50598-IBI-XX-PL-A-250-30; 50598-IBI-WB-ZZ-EL-A-200-50; 50598-IBI-WB-ZZ-EL-A-200-50; 19131-OA-A-B1-DR-0002-00 P4 19131-OA-A-B1-DR-0001-00 P2 19131-OA-A-B2-DR-5006-00 P2 19131-OA-A-B2-DR-5007-00 P2 19131-OA-A-B2-DR-5008-00 P3 19131-OA-A-B2-DR-5009-00 P3 Planning Statement Planning application waste compound 17 12 2019 Hillingdon Ward Block Arb Impact Assessment 05-03- DAS part 1 DAS part 2 Clinical Justification for additional ward accommo 50598-IBI-WS-XX-DR-A-100-4000_P; Car Parking replacement diagram 19103-OA-A-B1-DR-3001-00 P3 19103-OA-A-B1-DR-3002-00 P3 19103-OA-A-B1-DR-3003-00 P3 19103-OA-A-B1-DR-3004-00 P3 19103-OA-A-B1-DR-4003-00 P3 19103-OA-A-B1-DR-5007-00 P3 19103-OA-A-B1-DR-5008-00 P3. 50598-IBI-WB-ZZ-EL-A-200-00; Cover letter 16th March 2020 50598-IBI-WS-XX-DR-A-100-3000_P; 50598-IBI-WS-XX-DR-A-100-0002_P; 50598-IBI-WS-XX-DR-A-100-1000_P; 50598-IBI-WS-XX-DR-A-100-0001_P; 50598-IBI-WS-XX-DR-A-100-2000_P;

Date Plans Received: 23/03/2020

Date(s) of Amendment(s):

Date Application Valid: 26/03/2020

1. **SUMMARY**

This application seeks planning permission for the construction of a new 90-bed three-storey ward building (Ward Building South); an additional two storeys to be constructed on the site of a recently approved ground-floor 28-bed Decant Ward Building (Ward Building North) and the provision of 117 replacement car parking spaces, involving the demolition of the existing Paediatric building and relocation of the existing waste compound and its associated parking.

The ward accommodation will address demand for additional ward accommodation during the winter months, whilst during the summer months, it will be used as a decant ward to

accommodate the refurbishment and maintenance of other wards. The accommodation will also allow for the replacement of the most dilapidated and clinically unsuitable accommodation, which is beyond economical life span.

The Central/South Committee recently resolved to approve an application for a 28-bed decant and overspill ward for a 10 year period, subject to a S106 agreement. This was granted planning permission on 15 April 2020. The applicant submits that the current scheme for extra ward provision will allow the operational needs of the hospital to be more adequately addressed and accommodated.

The construction of the additional ward buildings will result in the displacement of 116 parking spaces, which will be re-provided elsewhere within the hospital grounds.

The proposed buildings will be located centrally within the hospital site. The current scheme would not have an adverse impact upon neighbouring residential properties from an amenity perspective, or impact adversely on surrounding streets in terms of visual amenity, traffic congestion or pressure upon on-site car parking.

Officers consider that the benefits of this scheme, on grounds of clinical and locational need, when weighed against the drawbacks of the proposed development are significant and therefore, this would outweigh the ad hoc development of the hospital site and loss of soft landscaping arising from the proposed development.

An existing S106 Agreement covering the hospital site states that no planning application that involves additional internal floorspace of greater than 250 sqm being created shall be submitted prior to the Council's written approval of an over-arching masterplan

demonstrating how the Hospital as a whole will be redeveloped in a phased, coherent, sustainable strategic and comprehensive manner (the Strategic Master Plan).

The Trust advises that some preliminary work on the Strategic Masterplan has been started. However this work has not been completed at the time of the application and the Trust is under pressure to have the additional wards available for use. The Trust has therefore requested that the requirements of the S106 agreement do not apply to the proposed wards. The nature of the buildings is that they are pre fabricated structures not intended to be a permanent feature of the site, so placing them in this location does not prejudice the outcome of a future masterplan. If future large scale buildings i.e. larger than 250 sq meters, are proposed on the site, then the Trust accepts that the obligations of the S106 Agreement will still apply.

In light of the above, a deed of variation to the 2013 legal agreement (the Principal Agreement) is recommended, which would allow the current scheme to proceed in this instance, but would preserve the restrictions set out in the 2013 Agreement in all other respects.

It is considered that the scheme can satisfactorily address highway, landscape, drainage and flood related issues, Accordingly, approval is recommended, subject to appropriate conditions and legal agreement.

2. RECOMMENDATION

A. That the Council enters into a legal agreement with the applicant under Section 106 of the 1990 Town & Country Planning Act (as amended) or other appropriate legislation to secure:

1. An updated Site Wide Travel Plan

2. To allow the current scheme to proceed in this instance, but preserve the restrictions set out in the 2013 Agreement (the Principal Agreement) attached to planning permission ref:4058/APP/2013/99 in all other respects. The Deed of Variation will vary the Principal Agreement by reference to the specific areas shown on a plan, and in all other respects the Principal Agreement will remain unchanged.

3. A contribution of £10,000 towards off-site environmental enhancements, including tree planting at the neighbouring public open space, Colham Green Park to offset the tree loss in the application site and grassed areas lost by new carparking bay provision.

4. A carbon off-set contribution if indicated by an approved Energy Assessment. If the Energy Assessment indicates no shortfall, then no payment is necessary.

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

C. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 30th June 2020, or any other period deemed appropriate by the Head of Planning, Transportation and Regeneration, then delegated authority be granted to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The development has failed to secure obligations relating to off-site environmental enhancements, travel plans (including servicing), a carbon off-set contribution and master-planning to ensure the future on going successful

phased redevelopment of the Hillingdon Hospital site. Accordingly, the proposal is contrary to Policies EM1 and BE1 of the Local Plan: Part 1 Strategic Policies (2012), Local Plan Part 2 Development Plan Policies DMT 1, DMT 2, DMT 6, DMHB 14, DMEI 2, DMHB 11, and London Plan Policies 5.2, 5.3, 7.2, 7.4, 7.5 and 7.

D. That subject to the completion of the legal agreement with the applicant under Section 106 of the 1990 Town & Country Planning Act (as amended) or other appropriate legislation, delegated authority be given to the Head of Planning, Transportation and Regeneration to grant planning permission.

E. If the application is approved, the following conditions be imposed:

1 COM3 Time Limit

The 90-bed three-storey ward building (Ward Building South) and Decant Ward Building (Ward Building North) and use hereby permitted shall be discontinued and the land restored to a condition to be agreed with the Local Planning Authority on or before the expiration of the period of 5 years from the date of this decision, in accordance with a scheme of work that shall first have been submitted to and approved in writing by the Local Planning Authority.

REASON

1. The development is by definition a non permanent fixture and the ward buildings are not envisaged as permanent structures; in order to comply with the terms of the application; in order not to prejudice the outcome of a future masterplan and to accord with Policies DMTC 1, DMHB 1, DMHB 4, DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

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:

- 50598-IBI-WB-ZZ-EL-A-200-002
- 50598-IBI-WB-ZZ-EL-A-200-003
- 50598-IBI-WB-ZZ-EL-A-200-004
- 50598-IBI-WB-ZZ-EL-A-200-006
- 50598-IBI-XX-PL-A-250-301
- 50598-IBI-XX-PL-A-250-302
- 50598-IBI-XX-PL-A-250-303
- 50598-IBI-XX-PL-A-250-304
- 50598-IBI-XX-PL-A-250-305
- 50598-IBI-WB-ZZ-EL-A-200-501
- 50598-IBI-WB-ZZ-EL-A-200-502
- 19131-OA-A-B1-DR-0002-00 P4
- 19131-OA-A-B1-DR-0001-00 P2
- 19131-OA-A-B2-DR-5006-00 P2
- 19131-OA-A-B2-DR-5007-00 P2
- 19131-OA-A-B2-DR-5008-00 P3
- 19131-OA-A-B2-DR-5009-00 P3
- 50598-IBI-WS-XX-DR-A-100-4000_P3
- Car Parking replacement diagram
- 19103-OA-A-B1-DR-3001-00 P3
- 19103-OA-A-B1-DR-3002-00 P3
- 19103-OA-A-B1-DR-3003-00 P3

19103-OA-A-B1-DR-3004-00 P3
19103-OA-A-B1-DR-4003-00 P3
19103-OA-A-B1-DR-5007-00 P3
19103-OA-A-B1-DR-5008-00 P3.
50598-IBI-WB-ZZ-EL-A-200-001
50598-IBI-WS-XX-DR-A-100-3000_P3
50598-IBI-WS-XX-DR-A-100-0002_P1
50598-IBI-WS-XX-DR-A-100-1000_P6
50598-IBI-WS-XX-DR-A-100-0001_P1
50598-IBI-WS-XX-DR-A-100-2000_P33

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 -Development Management Policies (2020) 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:

Addendum to Workplace Travel Plan
Flood Risk Assessment (Ref: CV8190857/AQ/DW/007) Issue3 dated 16 March 2020
Appendix K (Proposed Surface Water Drainage Strategy) Issue3 dated 16 March 2020
Relocation of Waste Compound 17 12 2019
Hillingdon Ward Block Arb Impact Assessment 05-03-DAS part 1

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 Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016), Policies DMEI 9, DMEI 10 and DMEI 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy 5.15 Water use and supplies of the London Plan (March 2016), the National Planning Policy Framework and the Planning Practice Guidance (March 2014).

4 COM8 Tree Protection

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

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy DMHB 1 of the Hillingdon Local Plan: Part Two Development Management Policies (2020).

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

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun. 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 Car Parking Layouts for 117 parking bays, including 12 disabled parking bays and demonstration that 12 of the parking spaces are served by an electrical charging point (6 active and 6 passive)
- 2.c Hard Surfacing Materials
- 2.d External Lighting
- 2.e 18 Secure cycle storage bays

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

5. Other

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities

of the locality and provide adequate facilities in compliance with policies DMHB 1, DMHB 4, DMHB 11 DMHB 14 of the Hillingdon Local Plan: Part Two Development Management Policies (2020) and Policy 5.17 (refuse storage) of the London Plan (2016).

6 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 Policies DMHB 1, DMHB 4, DMHB 11 DMHB 14 of the Hillingdon Local Plan: Part Two -Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking facilities can be provided on the site, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

8 COM15 Sustainable Water Management

Notwithstanding the submitted plans, prior to commencement of external works, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site, in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

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

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

- i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policy 5.12 Flood Risk Management of the London Plan (March 2016), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020)
- ii) To ensure that surface water run off is handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- iii) To conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016), the National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

9 COM31 Secured by Design

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

REASON

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

10 H10 Parking/Turning/Loading Arrangements - Commercial Devs.

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

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policies DMT 1, DMT 2 and DMT6 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and

Chapter 6 of the London Plan (2016)).

11 NONSC Parking Strategy

A Car Parking Management Strategy (CPMS), to include details on how car parking will be managed during the transition period whilst the ward buildings hereby approved are under construction and thereafter shall be submitted to and approved by the Local Planning Authority prior to commencement of the development hereby approved. The strategy should include the programme of demolition and construction and timing for the removal of car parking spaces and re-provision of spaces.

REASON

To control the phasing of the temporary parking arrangements on the hospital site, to ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities are provided, in compliance with Policies DMT 1, DMT 2 and DMT6 of the the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Chapter 6 of the London Plan (2016).

12 NONSC Fire Strategy

Notwithstanding the submitted plans details of a fire strategy and how the fire exits meet the needs of people with disabilities shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided prior to the occupation of the development and shall be retained thereafter.

REASON

To ensure that the use of the wards are fully inclusive for people with disabilities in accordance with Policy C11 of the Hillingdon Local Plan: Part One (Strategic Policies) 2012, Policy 7.2 of the London Plan 2016 and the Accessible Hillingdon Supplementary Planning Document 2017.

13 NONSC Energy Assessment

Prior to commencement of development an Energy Assessment for the ward buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the annual baseline regulated energy demand (kwhr) as per 2013 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO₂ and tCO₂). The assessment shall then set out the measures and technology required to a achieve a 35% improvement on 2013 building regulations in the CO₂ associated with the baseline regulated energy demand; these measures must be sufficiently evidenced with corresponding details and specifications, including the location of low carbon technology (i.e. roof plans showing the inclusion of PV panels). The Energy Assessment must clearly set out any shortfall (tCO₂) of the 35% improvement on 2013 building regulations carbon standard. The development must proceed in accordance with the approved Energy Assessment.

REASON

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

14 NONSC Access

The development hereby approved shall ensure that all patient bathrooms are designed to be step free throughout, accord with Health Building Note 00-02: Sanitary spaces (May 2016 - Department of Health), and should remain in place for the life of the building/s.

REASON

To ensure suitable access for older and disabled people in compliance with London Plan policies 3.1 and 7.2.

15 NONSC Contamination

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of a remediation scheme shall be completed before any part of the development is occupied or brought into use unless the LPA 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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

16 NONSC Construction/ Env. Plan

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

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 Hillingdon Local Plan: Part 2 (2020) Policies DMEI 12, DMT 1, DMT 2, DMT6, DMHB 1, DMHB 4, DMHB 11 and DMHB 14.

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 Local Plan 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.

DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMHB 14	Trees and Landscaping
DMT 2	Highways Impacts
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMEI 12	Development of Land Affected by Contamination
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
LPP 5.12	(2016) Flood risk management

LPP 5.3	(2016) Sustainable design and construction
LPP 7.3	(2016) Designing out crime
LPP 7.14	(2016) Improving air quality
LPP 8.3	(2016) Community infrastructure levy
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 5.13	(2016) Sustainable drainage
LPP 5.16	(2016) Waste net self-sufficiency
LPP 5.19	(2016) Hazardous waste
NPPF	National Planning Policy Framework

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant the Hillingdon Local Plan: Part Two Development Management Policies (2020), then London Plan Policies (2016).

4 I13 Asbestos Removal

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

5 I14 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1/4 million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

6 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable 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.
2. Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
3. Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.
4. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
5. Care must be taken to ensure that overspill and/or other interference from induction loops in different / adjacent areas does not occur.
6. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.
7. It is recommended that the Hospital Trust takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments. Such provisions should include height adjustable adult sized beds, and track ceiling hoists within the larger examination cubicles. Policies, practices and procedures should be put in place and training provided to ensure that staff are familiar with the protocols to direct disabled people to a larger, accessible cubicle.

8

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

3. CONSIDERATIONS

3.1 Site and Locality

Hillingdon Hospital is located to the south of Pield Heath Road and consists of a mix of buildings ranging from the 1940's to the present day. The focal point of the present hospital

is a ten storey block built in the 1960's, which dominates the surrounding area. It is surrounded by a base of two and three storey development. About 40% of acute beds are in single storey wards built in the 1940's, which are in poor condition. There are a number of ancillary buildings scattered across the site. The remainder of the site consists mainly of car parking, interspersed with pockets of landscaping consisting largely of patches of grass and groups of trees. A partly culverted stream runs across the south east corner of the site.

The proposed ward building north would be sited to the south of the AMU building on a car park that is adjacent to the entrance of the Endoscopy Department. This car park is currently used as limited visitor parking and for overspill for hospital transport vehicles. This is the location of the recently approved 28-bed Decant Ward and the current proposal involves the addition of two storeys to make the building three-storeys.

The Ward Building South will be sited where the existing Paediatric Ward building is located and is partially located on the site of the current waste compound.

There are several points of access to the site. The main entrance is from Field Heath Road with a separate access for A&E. There are three separate accesses from Royal Lane and a separate access from Colham Green Road. The site has a PTAL rating of 3.

3.2 Proposed Scheme

The Hillingdon Hospitals NHS Foundation Trust (The Trust) is applying for planning permission for the erection of additional wards. The proposal comprises four elements:

- The demolition of the existing Paediatric building to enable the construction of a new 90-bed three-storey ward building ('Ward Building South'). The proposed three storey building will be a prefabricated system building with a floor area of 2,995 sqm;
- An additional two storeys to be constructed on the site of the approved ground-floor 28-bed Decant Ward Building, to provide three total storeys ('Ward Building North'). The proposed three storey building will be a prefabricated system building with a floor area of 4,061 sqm. Subject to the availability of funding it will be constructed in phases with the ground and first floor constructed initially, followed by the second floor added at a later date. But the current application is for a three storey building.
- Relocation of the existing waste compound to enable the siting of the Ward Building South and its associated parking; and
- The provision of 117 replacement car parking spaces. The construction of the additional ward buildings will result in the loss of 116 parking spaces. These spaces will be relocated, with 1 additional space added (for a total of 117 spaces), to the following locations:
 - 41 mainly visitor spaces to the north of the proposed building;
 - 59 staff spaces in the vicinity of Building 15, which is to be demolished;
 - 9 spaces adjacent to the waste compound;
 - 4 spaces on the southern boundary of the site; and
 - 4 disabled spaces adjacent to the Endoscopy department.

The North and South Ward Buildings will be a prefabricated system building featuring flat roofs, finished in Goose Wing Grey to harmonise with the adjacent AMU building (which accommodates the Endoscopy department on the ground floor).

3.3 Relevant Planning History

4058/APP/2013/99 Hillingdon Hospital Pield Heath Road Hillingdon

Demolition of part of the existing kitchen and staff restaurant and erection of a new 2 storey Acute Medical Unit at Hillingdon Hospital (located to the rear, ie. to the south, of the existing 11 storey tower ward block).

Decision: 30-07-2013 Approved

4058/APP/2018/1055 Hillingdon Hospital Pield Heath Road Hillingdon

Single storey extension to the Accident and Emergency Department to create an Urgent Care Centre

Decision: 31-05-2018 Approved

4058/APP/2018/4125 Hillingdon Hospital Pield Heath Road Hillingdon

Details pursuant to Condition 3 (Materials), 4 (Tree Protection), 5 (Landscaping) and 8 (Sustainable Water Management) of planning permission ref: 4058/APP/2018/1055 dated 31-05-18 (Single storey extension to the Accident and Emergency Department to create an Urgent Care Centre).

Decision:

4058/APP/2019/3286 Hillingdon Hospital Pield Heath Road Hillingdon

Erection of a temporary single storey prefabricated system building, together with a link to the AMU building, with a total floor area of 888 sq.m, to provide for a 28 bed space decant and winter overspill ward, including 4 parking spaces; demolition of Building 17 and the creation of 30 replacement staff car parking spaces; reconfiguration of the parking area to the east of the Womens' Services Building resulting in a net provision of 11 replacement visitor parking spaces (amended scheme).

Decision: 04-03-2020 Approved

Comment on Relevant Planning History

The larger Hillingdon Hospital site has an extensive, somewhat ad hoc development history. In April 2005, outline planning permission for a comprehensive redevelopment of the site was granted, in which a phased redevelopment of the site was envisaged, funded by PFI. However, due to the changing economic climate, a redevelopment of that scale will not now come forward in the foreseeable future.

Since then, a number of more minor developments have come forward, the most relevant being the two storey Acute Medical Unit (AMU) granted in August 2013 (App.No.4058/APP/2013/99 refers). A S106 agreement attached to this consent entered into by the Hospital Trust effectively restricts schemes for additional floor space over 250 sqm unless progress on a Masterplan for the re-development of the hospital site can be demonstrated through a review mechanism.

A planning application for a 28 bed Decant Ward and winter Overspill Ward building was submitted in September 2019 ref 4058/APP/2019/3286 and was approved on 15 April 2020

4. Planning Policies and Standards

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

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

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

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

1.4 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 (Intend to Publish Version, December 2019)

1.5 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

1.6 The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

1.7 More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- 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.EM7 (2012) Biodiversity and Geological Conservation
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM11 (2012) Sustainable Waste Management

Part 2 Policies:

- DMCI 2 New Community Infrastructure
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMHB 14 Trees and Landscaping
- DMT 2 Highways Impacts
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 9 Management of Flood Risk
- DMHB 1 Heritage Assets
- DMHB 11 Design of New Development
- DMEI 12 Development of Land Affected by Contamination
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- SPD-PO Planning Obligations Supplementary Planning Document, adopted July 2008
- LPP 5.12 (2016) Flood risk management
- LPP 5.3 (2016) Sustainable design and construction
- LPP 7.3 (2016) Designing out crime
- LPP 7.14 (2016) Improving air quality
- LPP 8.3 (2016) Community infrastructure levy
- LPP 3.2 (2016) Improving health and addressing health inequalities
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.16 (2016) Waste net self-sufficiency
- LPP 5.19 (2016) Hazardous waste
- NPPF National Planning Policy Framework

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- 22nd April 2020**

5.2 Site Notice Expiry Date:- 22nd April 2020

6. Consultations

External Consultees

19 neighbouring properties have been consulted on this application and a site notice with a closing date of 22-04-20 was displayed. The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015. To date, no responses have been received to the public consultation.

HISTORIC ENGLAND (GLAAS)

Recommend No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter. NPPF section 16 and the Draft London Plan (2017 Policy HC1) make the conservation of archaeological interest a material planning consideration.

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

The proposed development site is not within an Archaeological Priority Area nor are there other indications of significant archaeological potential especially given the likely disturbance from previous development.

No further assessment or conditions are therefore necessary. This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.

Internal Consultees

URBAN DESIGN AND CONSERVATION OFFICER

The application seeks permission to construct a new 90-bed three-storey ward building (Ward Building South) and an additional two-storeys to be constructed on the site of the ground-floor 28-bed Decant Ward Building (Ward Building North) along with the provision of 117 replacement car parking spaces, involving the demolition of the existing Paediatric building and relocation of the existing waste compound and associated parking. The Hillingdon Hospital site has an eclectic mix of buildings dating from the 1940's.

The site has been developed on an adhoc and piecemeal basis rather than being planned based as the hospital's need to expand at different times over the decades. It is understood, from reading the Design and Access Statement, that most of the buildings are built to 1960's space requirements which are significantly undersized by modern standards and compromise patient safety and are difficult to keep hygienically clean.

Much of the hospital site is not architecturally sensitive and is not close to any conservation areas. There is a listed building located on the eastern side of the site adjacent to Colham Green Road. This grade II listed former country house dates from the early C19 and is now a nurse's home. This

heritage asset is considered to be located a sufficient distance away from the proposed development sites with large hospital buildings between that its setting would not be affected by the proposals.

There two main aspects to the scheme related to design are:

> The provision of a new three-storey ward building on the site of the existing Paediatric building to provide approximately 90 bed spaces. This will involve the demolition of the existing single storey Paediatric building that is suffering from subsidence. (Ward Building South)

> The erection of a three-storey ward building including a 28 bed Decant ward Building on the ground floor. This will be constructed on the site of the previously approved Decant ward Building and will provide a further two additional floors above. They will provide clinical and medical support space to assist the decant process. (Ward Building North).

The new building sizes relate to their function, which is the clinical need to provide a certain floor area and mix of single bedrooms / four bed suites to accommodate clinical functions currently provided elsewhere in less than satisfactory accommodation.

Due to time constraints and cost the buildings are to be modular units. The architectural language of the buildings are, therefore, largely determined by how the modular units are made and transported to site.

The external walls consist of insulated composite panels which the Design and Access Statement states are generally Goosewing Grey and the roof a plastisol coated steel finish with a solar reflective finish to reduce heat gain and double glazed UPVC frames. The buildings will therefore have a very basic and temporary appearance.

Conclusion

The buildings, although not aesthetically pleasing and temporary in appearance, are to a form and function that meet the requirements of the hospital whilst taking into consideration time and cost restraints. Given their size and temporary appearance they would not be regarded as high quality architecture and will as a consequence have a negative visual impact on this part of the site.

Notwithstanding the above, the buildings will add to what is already an eclectic mix of buildings of a general low architectural quality across the site. This taken with the screening to the south by a thick band of mature trees and that many views of the buildings will be seen in the silhouette of much larger hospital buildings their visual impact would not be considered to significantly affect the wider area. On this basis and understanding the needs of the hospital and their constraints I would raise no objection as there are clear public benefits to the proposals.

It would appear that the north block will be built directly up to the Nightingale Centre AMU's southern elevation leaving just a small gap. This may result in some conflict with overlooking between windows and may also impact on the amount of light into the ward building and vice versa. These should be reviewed so that the quality of accommodation is not compromised. If the application is minded for approval then I would suggest that a condition is attached requesting details of the facing materials.

ACCESS OFFICER

This application for a 90 bed modular ward building has been assessed with reference to the 2016 London Plan and its contained policy 7.2 (Inclusive Design), and the emerging 2020 London Plan policies D3 (Inclusive Design) and D11 (Fire Safety).

A review of the plans and the Design & Access Statement acknowledge the core provisions of accessibility, but the application lacks the necessary detail to ascertain if and how the proposal has considered the wider principles of accessibility and inclusion. Clarity is therefore requested on the following areas:

1. The individual bedrooms feature an ensuite bathroom, but the standard to which these have been designed appears not to have been provided. All rooms should feature a level access shower, and must be designed to a recognised standard.
2. An Assisted Bathroom should be conveniently located on every floor, designed to the appropriate standard, e.g. Health Building Note 00-02: Sanitary spaces. Details should be provided.
3. Provision should be made for wheelchair users and others with limited mobility to transfer in a dignified manner. Details should be provided on how a wheelchair user, for example, would be facilitated during their stay in hospital to transfer from their wheelchair into bed.
4. The rationale for an upper and lower lobby is understood, however, concern is raised about the safety of patients and staff in the event of a fire emergency. In situations where there is a need to evacuate a large number of people, many of whom would remain in bed, it would not be feasible to facilitate emergency egress via the two lifts. In accordance with the emerging 2020 London Plan policy D11, further details are requested.

Conclusion: unacceptable. Further details are requested, together with an updated Design & Access Statement".

(Officer Note: The applicant has provided a detailed response to the concerns raised by the Access Officer, who now raises no objections subject to a condition. See below).

Additional comments: 17/4/2020

I am content with the reply received and for this to be added to the planning file. However, any granted planning permission should include the following condition:

The development hereby approved, shall ensure that all patient bathrooms are designed to be step free throughout, accord with Health Building Note 00-02: Sanitary spaces (May 2016 - Department of Health), and should remain in place for the life of the building/s.

REASON: to ensure suitable access for older and disabled people in compliance with London Plan policy 3.1 and 7.2.

TREES AND LANDSCAPE

This site is occupied by the existing paediatric block of Hillingdon Hospital, located to the north of the southern perimeter road. The nurses home lies to the south-east of the site and a new / proposed decant ward, 'Ward Building North' will be located across a car park to the north-west. The existing building has a relatively new single-storey extension, 'The Pod' which projects southwards and is to be retained.

The setting of the site is dominated by some fine individual woodland trees, and groups, located between the rear of the building and the southern perimeter road. Selected trees are protected by TPO 623.

COMMENT: A tree report has been submitted by SJ Stephens which notes that the protected trees include, T5, T7, T8, T9, T10, G12, T13 and T14. The report has identified and assessed 28 individual

trees and groups affected by the new building and five proposed car park locations.

ARBORICULTURAL IMPACT ASSESSMENT (AIA): The AIA confirms (6.2) that no trees of any particular significance are proposed for removal. At 6.1 it confirms that a 'U' grade tree, T26 will be removed, together with 'C' grade trees / hedges G8 and G24 and 'B' grade trees T23 a birch and T27 a Norway maple. - The loss of the two 'B' grade trees (due to the new parking layout) is regrettable, as their condition and value would normally merit their retention. The report notes (6.4) that the juxtaposition of the new building with the existing trees will be similar to that of the existing building. Therefore the new building should pose no difference to the sustainability of the existing trees. T1, an 'A' grade oak in the south-east corner of the site will be the most significant tree close to the existing and proposed building. This tree will require a 20% crown reduction and special protection measures (hand digging) to safeguard it.

TREE PROTECTION PLAN (TPP): A TPP has been submitted, which confirms that the most vulnerable tree to the proposed demolition and site redevelopment is T1, an oak.

PRELIMINARY ARBORICULTURAL METHOD STATEMENT (AMS): The report outlines the tree protection and provides a method statement for safeguarding the trees, however, it notes (1.3) that this is of a preliminary nature. More specific details and site monitoring will be required prior to the commencement of work on site.

LANDSCAPE MASTERPLAN: A vague masterplan for the development site has been submitted, dwg. No. 1000 Rev. 1. While there is limited space and opportunity for replacement tree planting, new tree pits can, and should, be planted within the new car parking layout, which can be achieved without the loss of parking spaces.

RECOMMENDATIONS: No objection, subject to conditions COM8, COM9 (parts 1, 2, 4, 5 and 6) and COM10.

CONTAMINATION OFFICER

The applicant has not supplied adequate information to demonstrate that the risk of land being affected by contamination has been assessed, nor whether possible pollution of surface or groundwater water quality has been considered.

It is therefore recommended that any award of planning permission should include the following standard condition:

Proposed condition for land affected by contamination.

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of a remediation scheme shall be completed before any part of the development is occupied or brought into use unless the LPA 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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

2 Observations (Including but not limited to):

- The submission does not include the required details concerning land condition at sensitive locations within the given redline boundary.
- The proposal includes demolishing an existing structure; quantities of Made Ground will likely be present.
- The proposed new structure will be sited where the existing structure is located and is partially located on the site of the current waste compound; contamination may be present.

HIGHWAY ENGINEER

Site Characteristics & Background

The two-fold proposal consists of the demolition of an existing Paediatric building which would enable the phased construction of a new prefabricated 90 bedroom three-storey Ward building (partially located on an existing waste compound) and the provision of two additional storeys to the existing ground floor 28 bedroom Decant & Overspill Ward building. The net additional C2 use class GIFA equates to 5393m². The proposals are not anticipated to result in additional staff or patient demand as they are intended to rationalise and replace existing non-compliant on-site building facilities that will be demolished / decommissioned. As a consequence, it is therefore not proposed to provide additional parking provisions.

The latter 28 bed ground floor facility approved in April 2020 (4058/APP/2019/3286) is to be used to

accommodate additional patient demand during the autumn/winter period and will provide a decant provision for other hospital wards being refurbished.

It is noted that as there is no overarching hospital master- plan although it is confirmed that preliminary work has commenced owing to this being a requirement under a S106 legal agreement related to a prior planning permission relating to an Acute Medical Unit (AMU) building on the hospital site which stipulated that an over-arching master-plan should be produced and approved by the authority prior to submission of any future planning application submissions exceeding 250m² (GIFA). However both prefabricated elements of this current proposal are not envisaged to be permanent site facilities which should not therefore substantively prejudice a future master-plan.

To enable the new 90 bed Ward to be constructed, an existing waste compound would require relocation which would also part enable the re-provision of 116 existing parking spaces displaced by both proposals. 117 replacement spaces are proposed and these would be located to the north of the new build and include 41 visitor spaces and 59 staff spaces in vicinity of the Antenatal building (15) which is also scheduled to be demolished. 10 disabled compliant spaces are proposed for inclusion within the total quantum of staff and visitor provision. A further 9 spaces would be located adjacent to the relocated waste compound with 4 spaces on the southern boundary of the site and 4 disabled compliant spaces adjacent to the Endoscopy Department building. The control barrier between the staff and visitor car park to the north of the site will be repositioned to ensure that the balance between staff and visitor spaces is maintained.

The main pedestrian/vehicular entrance is from Pield Heath Road with a separate access for A&E. There are also three separate accesses from Royal Lane with a separate access from Colham Green Road. The site exhibits a PTAL rating of 2/3 which is considered as moderate however this rating is not fully reflective of 'real-world' transport connectivity which is represented by the plethora of locally available bus services.

Parking Provision

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The standard requires assessment to be undertaken on an individual basis. The 'lost' 116 spaces in total would be re-provided within the highlighted areas described above and shown on plan. 1 additional space would be added due to the redesign totalling 117 spaces. It is confirmed that the proposals are not anticipated to result in additional staff or patient demand as they are intended to rationalise and replace existing non-compliant on-site building facilities that will be demolished / decommissioned. As a consequence, it is therefore not proposed to provide additional parking provisions. The Highway Authority concurs with this stance.

The parking relocations are considered suitable and workable with acceptable connectivity to the existing internal site road layout and the nominal net increase of 1 space does not raise further comment.

Disabled Compliant Parking Provision

In accord with the parking standard - 10% of parking spaces should be disabled compliant. The quantum proposed (14 in total) conforms with the standard hence there are no further observations.

Electric Vehicle Charging Points (EVCP's)

In line with the Local Plan - Part 2, within any final parking quantum there is a requirement for a minimum of 5% 'active' and 5% 'passive' EVCP provision resulting in a provision of 6 spaces for each component. This aspect should be subject to a planning condition.

Staff/Visitor Cycle Parking

Within the provisions of the Local Plan Part 2 standard, there is a requirement to provide 1 space per 5 staff and 1 space per 10 visitors. All provisions should be located in areas which are secure and accessible. This has not been indicated but again can be secured via planning condition.

Vehicular Trip Generation

Local Plan Part 2 Policies DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and
As the proposal is not an intensified use of the hospital site but a reconfiguration of existing provisions without added staff or patient imposition, there would be no discernible deviation from the current level of traffic generated by the hospital including traffic assignment. The proposal does not therefore give rise for concern however the phased construction programme will impose additional burden on the local highway network and internal site workings. This aspect is addressed under the forthcoming 'construction logistics and phasing regime' chapter.

Workplace Travel Plan (WTP)

It is noted that as there is no approved overarching hospital master plan, it is highly unlikely that an overall 'whole-site' WTP is in existence. However the applicant suggests that one does exist and has been submitted but it has not been included within this submission bundle.

If a WTP exists then it would already apply to existing staff who currently work on the hospital campus hence there would be no specific requirement to amend the plan (assuming its soundness) as the proposal indicates that there would be no new additional intensification of use or staff numbers associated with this application.

Notwithstanding the above, in order to promote an element of conformity to the sustainability agenda, the applicant is required to provide a WTP statement of intent to promote sustainable travel in conformity with current Transport for London (TfL) travel plan guidance. There are no further observations.

Construction Logistics Plan (CLP) and Phasing Regime

A full and detailed CLP is a requirement given the constraints and sensitivities of the internal site and local road network in order to avoid/minimise potential detriment to the public realm.

The proposed phasing regime should be submitted with very clear and concise details at the post permission stage to allow for an informed decision to be made on the phasing methodology. A suitable planning condition is therefore required.

Waste Compound Relocation

The applicant has submitted a waste management strategy which reflects existing hospital operations. With regard to the relocation of the waste compound which is required to facilitate construction of the 90 bed Ward, an options appraisal was undertaken to determine the most appropriate repositioning. The chosen location in proximity of the nearby maternity block is considered a logical ergonomic choice as it would better serve both wards subject of this application and it is acknowledged that the overall management and operation of the compound would remain unchanged. There are no further observations.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

FLOOD OFFICER

The key risk to this site is the risk from surface water as well as ordinary watercourse which runs through the site.

The FVA states "The proposed development will not involve an increase in the current impermeable area and, therefore, there will be no increase in surface water runoff and no increase in flood risk downstream". There is no understanding that the current private drainage system functions appropriately to connect into. There is also shown to be an existing substantial risk of surface water ponding on the location proposed for the temporary building. These proposals would push this water elsewhere in the site causing flooding to other parts of the hospital.

A large site of this size must meet current government standards for drainage, which requires betterment in any design. This is particularly pertinent when a number of properties downstream have flooded from the overwhelming of the watercourse from heavy rain.

(Officer Comment: It is considered that a SUDS condition could address these concerns. Although localised surface water ponding is an issue for the hospital to consider, it is not a reason to refuse this application, especially as it is for urgent hospital accommodation).

POLICY AND ENVIRONMENTAL PLANNING (PEP)

Designations

None

Principle of Development

New/ Replacement Health Facilities

The proposal involves the creation of two prefabricated wards. The first is on the site of the existing paediatric building (Ward Building South) and the second on the site of an existing temporary decant ward (Ward Building North). The buildings are not intended to be long-term permanent structures, but the Trust are likely to occupy them for at least 10 years, pending the redevelopment or relocation of the hospital.

As stated in the applicant's planning statement, the S106 agreement for the AMU Building required that no planning application that involves 'additional internal floorspace of greater than 250sqm being created' shall be submitted prior to 'the Council's written approval of an overarching masterplan demonstrating how the Hospital as a whole will be redeveloped in a phased, coherent, sustainable strategic and comprehensive manner (the Strategic Master Plan)'. An updated Travel Plan was also required in the S106 which has been provided.

The applicant's acknowledge that they are not currently in a position to present a strategic master plan as required by the previous S106. The Council is however aware that Hillingdon Hospital is continuing to work on bringing forward comprehensive proposals for the redevelopment of the hospital and is due to receive seed funding to allow us to proceed with their masterplan. In the meantime, the planning statement argues that the Trust is under pressure to commence construction on these additional ward buildings in the current financial year. Consequently a Deed of Variation or similar is proposed so that the requirements of the S106 agreement do not apply to the proposed wards.

Furthermore, it is argued that the prefabricated buildings are not intended to be a permanent feature of the site and as such their construction does not prejudice the outcome of a future masterplan.

The clinical justification for the proposed new wards identifies that the accommodation is not for additional services or staff. It is to replace the most dilapidated and clinically unsuitable accommodation, which is beyond economical life span. Additional revenue funding is not being applied for because existing staff will relocate to the new ward building. Patients will

also be moved from unsatisfactory accommodation with the Annex buildings and Tower wards, and the unsatisfactory accommodation decommissioned.

The Council's Local Plan does provide in principle support for the development of new health infrastructure. In particular policy CI1 of the Local Plan Part One and Policy DMCI 2 of the Local Plan part support the re-provision or expansion of existing community facilities which includes health facilities. Given these proposals are within the existing hospital site on brownfield land and will lead to replacement of unsuitable accommodation with improved accommodation, the principle of the proposed developments can be supported.

Car Parking

The Clinical Justification explains that the new buildings will be providing replacement ward accommodation for existing non-compliant accommodation that will be demolished or decommissioned. The new buildings will not result in additional services or staff and consequently no additional requirements for car parking would arise.

This whilst the buildings will result in the loss of 116 parking spaces, it is proposed that these spaces will be replaced by 117 spaces. The Local Plan sets maximum standards of one space per 5 staff and one space per 10 patients and evidence should be provided to confirm that the proposed re-provision does not exceed these maximum standards. Information on provision for non-car modes including cycle parking as well as infrastructure for electric car charging points should also be provided.

Waste Management

Reference should be made to the policies in the West London Waste Plan with regards to the relocation of the waste compound.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF generally seeks to safeguard existing community facilities and services and seeks to ensure that they are able to develop and modernise in a sustainable way. The NPPF also encourages transport solutions which support a reduction in greenhouse gas emissions and reduce congestion.

The London Plan seeks to promote the continued role of London as a national and international centre of medical excellence and specialised facilities, promoting expansion where appropriate. It goes on to advise that the networks, research and associated facilities that support London's role as a centre of medical excellence should be supported. London Plan Policy 3.17 (Health and Social Care Facilities) supports development proposals providing high quality health facilities in areas of identified need with regard to the Mayor's Best Practice Guidance on Health Issues in Planning. The Mayor will support the provision of high quality health and social care appropriate for a growing and changing population.

Local Plan: Part 1 Policy CI1 (Community Infrastructure Provision) supports the retention and enhancement of existing community facilities; the location of health and other facilities in accessible locations; and providing facilities and services that are accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status.

Local Plan: Part 2 Policy DMC I2 (New Community Infrastructure) supports proposals for the refurbishment and re-use of existing premises for community facilities, as well as the provision of new facilities provided: they are located within the community they are intended to serve; they provide inclusive, accessible, flexible buildings to meet the needs of intended occupants; they are sited to maximise shared use of the facility; and the make provision for community access to the facilities provided.

Clinical Justification

Hillingdon Hospital has an ongoing programme of capital investment in building and works. As part of that programme, it undertakes a rolling programme of maintenance and deep cleaning of existing wards. This requires that wards are emptied for several months at a time to undertake these works. During this time alternative ward accommodation is required. In addition, during the winter months of November to March there is an increase in patients attending the hospital, particularly as a result of Norovirus and Flu. This results in a demand for additional ward accommodation. The hospital is operating at near to full capacity, so additional ward accommodation is required at this time of year.

The main justification for the proposed ward building 'south' is stated to be for the replacement of the most dilapidated and clinically unsuitable accommodation, which is beyond economical life span. The additional accommodation will allow for the creation of space to enable the relocation of the Paediatric wards.

These wards will help to improve the quality of patient care that the Trust is able to provide to the residents of the Borough and beyond. It is considered that the proposal represents an opportunity to provide modern and improved health care facilities within an established health care setting, in compliance with Local, London Plan and National policy.

Officers consider that the clinical and operational justification for the ward buildings is clear and compelling. The proposal will not have any detrimental impact on neighbouring properties and is located in a sustainable location within the urban area and in proximity to a number of bus stops on Pield Heath Road. The buildings are compliant with the above mentioned policies and will provide clear social and health benefits. No objections are therefore raised to the principle of additional health facilities within the hospital grounds.

Overall, officers consider that there is a justification for a 5 year temporary permission only, as it is not desirable to prejudice wider master-plan objectives for the Hospital site, which are currently being progressed. If the intention is to build a new hospital, when completed, these temporary buildings will be obsolete and need to be removed from the site.

7.02 Density of the proposed development

Not applicable to this application.

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

Policy HE1 of the Local Plan Part 1 aims to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape. Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The site does not fall within an archaeological priority area, conservation area, or area of special character.

Historic England (GLAAS) considers that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

To the east of the site is a Grade II Listed Building, The Furze. However this Listed Building is separated from the main application site by the car park and is some distance from the proposed ward buildings. It is not considered that the application site is in a sensitive location in terms of heritage assets. There are no objections to the design or siting of the proposed new building in terms of its impact on heritage assets, in compliance with relevant policies.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the 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.

Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; buildinglines and streetscape rhythm and landscaping. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2019) 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.

The new ward buildings would be located centrally within the hospital site, partially on the existing waste compound (to be relocated), between a single storey annex corridor serving the post WW2 ward bungalows/barracks to the west and the 11 storey tower block to the north. The proposed wards will be a prefabricated system buildings, which by definition are not intended to be long term permanent structures. The use of modular units provides a design that focuses on efficiency, cleanliness and sustainability.

It is acknowledged that the architecture style is governed by how the modular units are made and transported. However, the scheme suffers from a shortfall in the provision of landscaped buffers to the new buildings. Taken together, this in urban design terms is considered to be less than ideal. However, on balance, these deficiencies are not considered sufficient reason to refuse this scheme that would deliver crucial health service improvements to the hospital.

On balance, officers consider that the benefits, on grounds of clinical and locational need, when weighed against the drawbacks of the proposed development are significant and therefore, this would outweigh the limited harm to the street scene and loss of soft landscaping arising from the proposed development.

The external colours and finishes of the proposed building are functional and are considered satisfactory, consistent with Policy BE1 (2012) - Built Environment, of the

Hillingdon Local Plan Part 1 and Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that proposals should not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy DMHD 1 also requires that there is no unacceptable loss of outlook to neighbouring occupiers.

There are no immediate neighbours within the vicinity of the proposed development. The parking spaces would also be sufficiently remote from surrounding residents so that their amenities would not be adversely affected. As the development would be sited a sufficient distance away from adjoining properties, it is not considered that there would be any loss of amenity to surrounding occupiers, in compliance with relevant Local Plan Policies and standards.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Parking

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a detrimental impact on the surrounding road network.

There is no net loss of parking on the hospital site as a result of the proposals. The temporary displacement 116 spaces in total would be re-provided within the hospital site. 1 additional space would be added due to the redesign totalling 117 spaces.

To enable the new 90 bed Ward (South) to be constructed, the existing waste compound would require relocation which would also part enable the re-provision of the 116 existing parking spaces displaced by both proposals. 117 replacement spaces are proposed and these would be located to the north of the new build and include 41 visitor spaces and 59 staff spaces in vicinity of the Antenatal Building (15) which is also scheduled to be demolished. 10 disabled compliant spaces are proposed for inclusion within the total quantum of staff and visitor provision. A further 9 spaces would be located adjacent to the relocated waste compound with 4 spaces on the southern boundary of the site and 4 disabled compliant spaces adjacent to the Endoscopy Department building.

The control barrier between the staff and visitor car park to the north of the site will be repositioned to ensure that the balance between staff and visitor spaces is maintained.

The Highway Engineer considers that the relocations are suitable and workable and would reduce the likelihood of informal misguided parking within the hospital grounds.

A condition is recommended requiring a car park management strategy, in order to manage the temporary loss of car parking spaces during the construction phase and their redistribution elsewhere on the hospital sites appropriately.

Traffic Generation

A Parking Management Scheme operates on all the neighbouring streets to the north, west

and east of the hospital site and the bulk of the streets to the south of the hospital site. There will be no change in the overall number of car parking spaces provided on the site. The Trust submits the proposals are not anticipated to result in additional staff or patient demand as they are intended to rationalise and replace existing non-compliant on-site building facilities that will be demolished / decommissioned. As a consequence, it is therefore not proposed to provide additional parking provisions.

The Council's Highway Engineer is satisfied that the scheme would not result in additional congestion on the surrounding road network, or place greater pressure to on-street car parking, or increase the demand to on site hospital car parking.

Cycle Parking

Within the provisions of the emerging Local Plan Part 2 standards, there is a requirement to provide 1 space per 5 staff and 1 space per 10 visitors. This would equate to a requirement for 7 secure cycle storage spaces, which should be located in areas which are secure and accessible. This has not been indicated on the plans but can be secured via planning condition.

Travel Plan

The Trust updated its Work Place Travel Plan in 2014 that was submitted in support of the planning application for additional car parking spaces (ref 4058/APP/2014/2373), which was approved on 4th June 2015. A planning obligation is suggested to be imposed with any approval to fully review the Green Travel Plan for the Hospital Trust, based upon the Trust's updated 2014 Travel Plan, to be secured by a S106 Agreement.

The Highway Engineer does not raise any objections to the layout of the proposed and reconfigured car parking layout for the staff and visitor parking. Subject to the above mentioned conditions and obligations, the scheme is considered to comply with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

Urban design issues have been dealt with elsewhere in this report.

7.12 Disabled access

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.

Policy 7.2 of the London Plan and Policy D3 'Inclusive design' of the draft London Plan seek to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum).

The proposed medical facilities will offer a fully inclusive access to all users. The Design and Access Statement also confirms that the proposals will comply with Part M of the Building Regulations and the requirements of the Council's Supplementary Planning Document: Accessible Hillingdon. However, the Council's Access officer initially raised a number of concerns and requested further clarification.

The applicant has responded that the layout plans submitted are to be refined in consultation with the Trust Users and Stakeholders.

The type of en-suite shower-room layouts will be informed by the patient group for which the wards are to be used. They are level access wet-rooms (no lip or step to shower) and typically based on the HBN 00-02 Sanitary spaces assisted shower-room layout or independent wheelchair layout. The provision of an assisted bathroom is to be agreed with the Users/Stakeholders during the design stage. Typically, ceiling mounted hoists are provided to allocated side rooms and beds within the multi-bed wards for transferring patients from their beds to their wheelchairs (and vice versa). The number and locations of the ceiling hoists are to be agreed with the Users/Stakeholders on development of the design/layouts/brief. A mobile hoist may be used should the allocated rooms be occupied.

With regard to fire evacuation, the applicant has responded that the layouts have been based on HTM 05-02 Fire code in accordance with 'Progressive Horizontal Evacuation' guidelines (Chapter 2.10). The principle on which this is based is that 'the occupants are to be moved from an area affected by fire through a fire-resisting barrier (compartment) to an adjoining area on the same level. The occupants may remain there until the fire is dealt with or await further assisted onward evacuation by staff to another similar adjoining area or to the nearest stairway' (for mattress evacuation). The fire strategy design is to be developed in conjunction with the Trust Fire-safety Officer and the Building Regulations Inspector.

It is recommended that details of the fire strategy design can be secured by condition, in accordance with the emerging 2020 London Plan policy D11.

For the Decant and Winter Overspill ward to be successful, access between the proposed building and AMU needs to be seamless'. This is achieved via a link corridor that connects the new build element to the existing floor level. The internal layout of the proposed buildings are considered to be satisfactory from an accessibility standpoint.

A condition is recommended requiring details of how the fire exits meet the needs of people with disabilities. Notably, the Council's Access Officer has raised no objection to the proposal, which is therefore considered to comply with London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy DMHB 14 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping where appropriate.

Selected trees on the hospital campus are protected by TPO 411 and TPO 623. However, there are no Tree Preservation Orders and no Conservation Area designations affecting trees connected with this proposal.

An Arboricultural Impact Assessment (AIA), Tree Protection Plan (TPP) and Preliminary Arboricultural Method Statement have been submitted in support of this application. The AIA confirms that no trees of any particular significance are proposed for removal. The Tree and Landscape Officer comments that the loss of the two 'B' grade trees, due to the new parking layout is regrettable, as their condition and value would normally merit their retention. However, this is not considered to be a sustainable reason on its own to refuse the application, bearing in mind that funding for off site tree planting is to be secured by legal agreement.

The report notes that the juxtaposition of the new building with the existing trees will be

similar to that of the existing building. Therefore the new building should pose no difference to the sustainability of the existing trees. It is noted that an 'A' grade oak in the south-east corner of the site will be the most significant tree close to the existing and proposed building. This tree will require a 20% crown reduction and special protection measures (hand digging) to safeguard it.

The Preliminary Arboricultural Method Statement outlines the tree protection and provides a method statement for safeguarding the trees. However, this is of a preliminary nature. More specific details and site monitoring will be required prior to the commencement of work on site. This is secured by condition.

A preliminary masterplan for the development site has been submitted. The Tree and Landscape Officer acknowledges that there is limited space and opportunity for replacement tree planting, However, new tree pits can, and should, be planted within the new car parking layout, which can be achieved without the loss of parking spaces.

Officers consider that overall, the scheme suffers from a shortfall in the provision of a landscaped buffer to the new buildings, which together with the lack of replacement tree planting on the site is in urban design terms, less than ideal. Tree loss and the loss of open space will be required to facilitate the proposed built development and replacement parking, which cannot be replaced within the site. Furthermore, the development represents yet another fragment of piecemeal development which is steadily eroding the green infrastructure and environmental quality of the hospital grounds.

Notwithstanding these deficiencies, it is acknowledged that the scheme would deliver vital health service improvements to the hospital. However, it is considered necessary and appropriate to require the applicant to ameliorate the landscaping deficiencies of the scheme by providing off site tree planting, secured by a S106 Agreement, in the nearby Colham Green Recreation Ground, to offset the grassed areas and trees lost by new car parking bay provision. A similar obligation was agreed for the recently approved 28 bed decant scheme. On this basis the scheme is considered to be consistent with Policy DMHB 14.

Subject to appropriate landscaping conditions/legal agreement to ensure that the detailed proposals preserve and enhance the character and appearance of the area, it is considered that the scheme is on the whole acceptable and in compliance with Policy DMHB 14.

ECOLOGY

With only grassed areas and young trees being lost, and suitable provision having been made for their replacement, the proposal would not result in any significant material impact on the ecological value of the site.

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires new developments to be provided with satisfactory arrangements for the storage and collection of waste and recycling. Refuse storage needs to be well-designed; external bins should be located and screened to avoid adverse visual impacts and nuisance to both occupiers and neighbours.

The London Plan does not prescribe the specific waste management technologies, their scale, or the number that will need to be implemented across London. Accordingly, the

West London Waste Plan also does not take a prescriptive approach to what types of waste management facilities/technologies are required. This approach allows for innovation in the management of waste to be incorporated into proposed development in West London.

Refuse arrangements will be dealt with as part of the wider hospital site arrangements. This involves the transfer of any waste to a central collection point. The applicant has submitted a waste management strategy which reflects existing hospital operations. The main waste compound provides a centralised secure location for waste before leaving the site for disposal, processing and/or recycling. The Trust has a "Waste Management Policy and Procedures" policy, and also follows the "Environment and Sustainability Health Technical Memorandum 07-01: Safe management of healthcare waste".

The existing waste compound is to be relocated, in order to facilitate construction of the 90 bed South Ward. An options appraisal was undertaken to determine the most appropriate resiting. The chosen location in proximity of the nearby maternity block is considered an acceptable efficiency choice, as it would better serve both wards subject of this application and it is acknowledged that the overall management and operation of the compound would remain unchanged. The Highway Engineer raises no objections from an operational point of view.

However the Council's Contamination Officer notes that the applicant has not supplied adequate information to demonstrate that the risk of land being affected by contamination has been assessed, nor whether possible pollution of surface or groundwater water quality has been considered. This is particularly relevant, as the proposed new structures (Ward Building South) will be sited partially on the site of the current waste compound and contamination may be present.

It is therefore recommended that should planning permission be granted, a condition requiring scheme to deal with contamination be imposed. All works which form part of a remediation scheme must be completed before any part of the development is occupied or brought into use unless the LPA 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 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. 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. 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 upon completion of the approved remedial works, a comprehensive verification report shall be submitted to and approved by the LPA.

Finally, 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 soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Subject to the above condition, the proposal is considered to comply with Hillingdon Local

Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

7.16 Renewable energy / Sustainability

London Plan Policy 5.2 sets out the minimum scope for an Energy Assessment and requires that proposals 'make the fullest contribution' to minimising carbon dioxide in accordance with the energy hierarchy: be lean, be clean, be green. For carbon dioxide emissions in non-domestic buildings, it requires a 35% improvement on 2013 building regulations. In addition, Policy 5.3 requires that proposals meet the minimum standards in the Mayor's supplementary planning guidance, which includes minimising carbon dioxide emissions.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved. Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

No assessment has been submitted alongside this planning application and no details of measures to minimise carbon dioxide emissions have been provided.. The proposal is for the creation of 128 additional bed spaces within a new build. This is therefore a major development which triggers the requirement to deliver a reduction in carbon dioxide emissions.

In order to ensure compliance with regional and local planning policies, it will be necessary to impose a condition requiring the submission and approval of an Energy Assessment. In addition, as it is not currently possible to assess if the development is policy compliant, the S106 agreement will require a contribution linked to the submission of further assessments and the use of standard formula to allow the Council to capture any shortfalls. If the Energy Assessment indicates no shortfall, then no payment is necessary.

Subject to the imposition of the above condition and Head of Term legal agreement, the development accords with policy 5.2 of the London Plan (2016), policy EM1 of the Local Plan Part 1 (2012) and policy DMEI 2 of the Local Plan Part 2 (2020).

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (Adopted Nov. 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. London Plan policies 5.12 and 5.13 require development proposals to use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

The site does not lie in a flood risk zone. However the hospital does contain a culverted

stream and lies next to a Critical Drainage Area. The hospital site as a whole is identified as having significant surface water issues within the Surface Water Management Plan published by the London Borough of Hillingdon.

A flood risk assessment (FRA), including a Surface Water Drainage Strategy has been submitted in support of the application. The FRA notes that the application site is not located in an area at risk of flooding and is within Flood Zone 1, the lowest risk of flooding. The assessment concludes that the development:

- is in accordance with the National Planning Policy Framework;
- will not be at an unacceptable risk from fluvial flooding;
- will not increase flood risk elsewhere; and
- will employ a surface water drainage strategy based on the principles of sustainable drainage.

The assessment states that the surface water drainage strategy will offer protection against surface water flooding, by providing a positive drainage system, which will intercept overland flows generated within the site. A suitable drainage strategy will be designed once the utility survey have been undertaken for the proposed development site in order to ensure that no flooding takes place up to and including the design rainfall event (1 in 100 year return period), with additional capacity within the system to allow for the potential future effects of climate change. The assessment concludes that the proposed development will not involve an increase in the current impermeable area and therefore, there will be no increase in surface water run-off and no increase in flood risk downstream. Given that the site is located within Flood Zone 1, flood compensation or resilience measures will not be required to mitigate against the risk of fluvial flooding.

The Flood and Drainage Officer notes that there is no understanding of how the current private drainage system functions. In addition, there is also shown to be an existing substantial risk of surface water ponding at the location proposed for the temporary building. These proposals would push this water elsewhere in the site causing flooding to other parts of the hospital. Nevertheless, it is considered that any outstanding issues can be addressed by the imposition of a suitably worded condition, in the event of an approval. A condition is therefore proposed requiring the provision of site drainage which should be SUDs appropriate.

Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

It is not considered that the proposed development would lead to any significant increase in noise over the hospital site.

AIR QUALITY

It is not considered that the proposed development would have an adverse impact on air quality within the locality. Notably, officers in the Council's Environmental Protection Unit have no concerns in respect of air quality or noise.

7.19 Comments on Public Consultations

At the time of writing the report no responses to the public consultation have been received

7.20 Planning obligations

Hillingdon Hospital has expanded over time in a fairly ad hoc manner to no apparent master-plan. Since 2000 there has been a vast array of extensions, temporary buildings, and single structures applied for and approved. There did not appear to be a site wide plan for these resulting in a facility that is now inefficient and complicated. The Council supported the principle of the comprehensive development. Now the comprehensive scheme is mothballed, the Council cannot accept a return to the old approach of ad hoc developments. Accordingly, there must be a long term vision for the hospital that the Council can agree in principle to guide the future development. This will allow the hospital to be altered to reflect a planned approach to ease the complications of the existing facility without creating new problems.

The development within the red line cannot be treated without regard to the blue line of the wider hospital site owned by the Hospital Trust. As stated elsewhere in this report, Planning permission for the AMU building was granted on 14th August 2014 and was accommodated by a S106 Agreement. The Agreement states that no planning application that involves "additional internal floorspace of greater than 250 sqm being created" shall be submitted prior to "the Council's written approval of an over-arching master plan demonstrating how the Hospital as a whole will be redeveloped in a phased, coherent, sustainable strategic and comprehensive manner (the Strategic Master Plan)".

An updated Travel Plan was also required in the S106 which has been provided. These restrictions were primarily done to avoid the sprawling nature of the applications being received, and to get the Trust to think more strategically about the future development of the site.

The Trust advises that some preliminary work on the Strategic Masterplan has been started. However this work has not been completed at the time of the application, pending the outcome of ongoing discussions regarding the potential to move Hillingdon Hospital to a different location. At the present time one of the options being considered is for a phased redevelopment of the existing site, with a new hospital located to the west of the site, enabling the existing hospital to continue to operate to the east. In the meantime the Trust still has to address pressing clinical requirements.

The Trust is not seeking to avoid the requirement to prepare the Strategic Master Plan but is not able to provide it at the present time, due to a range of operational constraints, including:

- Prioritising the backlog maintenance to address issues raised by the care quality commission (CQC).
- Strategic discussions relating to the role of Hillingdon Hospital within the west London healthcare plan
- Discussions around whether a new hospital should or could be provided at Brunel University site.
- The role of Mount Vernon Hospital
- Discussions regarding provision of a brand new hospital or upgrading the existing fabric.

The Trust explains that its primary concern is to maintain the operation of the hospital site on a day to day basis. Year on year, despite programs in the community to prevent admission, and to maintain patients with long term conditions at home, demand for the Trust services has grown.

Emergency activity has increased significantly, which put huge pressure on hospital facilities e.g. outpatient clinic rooms and inpatient beds. Funding has usually been

prioritised for front line operational services and therefore capital investment has been low over a number of years. However due to the age of the building stock, capital funds are being consumed by upgrading major mechanical and electrical services infrastructure as a priority.

The Trust is under pressure to have the wards available for use in the current financial year and has requested a planning condition or legal of Agreement be entered into, so that the requirements of the S106 agreement do not apply to the proposed wards. The nature of the buildings are that they are pre fabricated structures and they are not intended to be permanent features of the site. So placing them in this location does not prejudice the outcome of a future masterplan. If future large scale buildings i.e. larger than 250 sq meters are proposed on the site then the Trust accepts that the obligations of the S106 Agreement will still apply.

In light of the above, if Members are minded to support the scheme, a deed of variation to the 2013 legal agreement (the Principal Agreement) is recommended, which would allow the current scheme to proceed in this instance, but would preserve the restrictions set out in the 2013 Agreement in all other respects. The Deed of Variation will vary the Principal Agreement by reference to the specific area shown on a plan, and in all other respects the Principal Agreement will remain unchanged.

It is also considered necessary and appropriate to require the applicant to ameliorate the landscaping deficiencies of the scheme by providing off site tree planting, secured by a S106 Agreement in the nearby Colham Green Recreational Ground, to offset the grassed areas and trees lost by the proposals.

A planning obligation is also suggested to be imposed with any approval, to review the Green Travel Plan for the Hospital site, based upon the Trust's updated 2014 Travel Plan, to be secured by a S106 Agreement. The applicant agreed to these obligations.

Finally, a carbon off-set contribution may be required if indicated by approved Energy Assessment. The S106 agreement will require a contribution linked to the submission of an energy assessment and by using the standard formula, will allow the Council to capture any shortfalls. If the Energy Assessment indicates no shortfall, then no payment is necessary.

Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development/

CIL

The Mayor and the Council is not currently proposing to charge CIL on buildings that are to be used for educational or health purposes.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

There are no other issues associated with this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

These wards will help to improve the quality of patient care that the Trust is able to provide to the residents of the London Borough of Hillingdon and beyond. It is considered that the proposal represents an opportunity to provide much needed modern and improved health care facilities within an established health care setting, in compliance with Local, London Plan and National policy.

The scheme would deliver a significant improvement in acute medical health services for Borough and in a manner that is consistent with inclusive design in terms of building accessibility. The scheme would not have an adverse impact upon neighbouring residential properties from an amenity perspective, or impact adversely on surrounding streets in terms of traffic congestion or pressure upon on-site car parking.

The Trust advises that some preliminary work on the Strategic Masterplan has been started. However this work has not been completed at the time of the application, pending the outcome of ongoing discussions regarding the potential to move Hillingdon Hospital to a different location, or the redevelopment of the existing hospital site. In the meantime the Trust still has to address pressing clinical requirements and has requested a planning condition or legal of Agreement be entered into, so that the requirements of a S106 agreement for a strategic master plan do not apply to the proposed wards.

This proposal will result in the loss (in regard to the hospital) of increasingly rare pieces of green amenity space. Nevertheless, this loss would be mitigated by additional on site and off site planting which has been conditioned, or is subject to a legal agreement. Officers consider that the benefits, on grounds of clinical and locational need, when weighed against the drawbacks of the proposed development are significant and therefore, this would outweigh the ad hoc development of the hospital site and loss of soft landscaping arising from the proposed development.

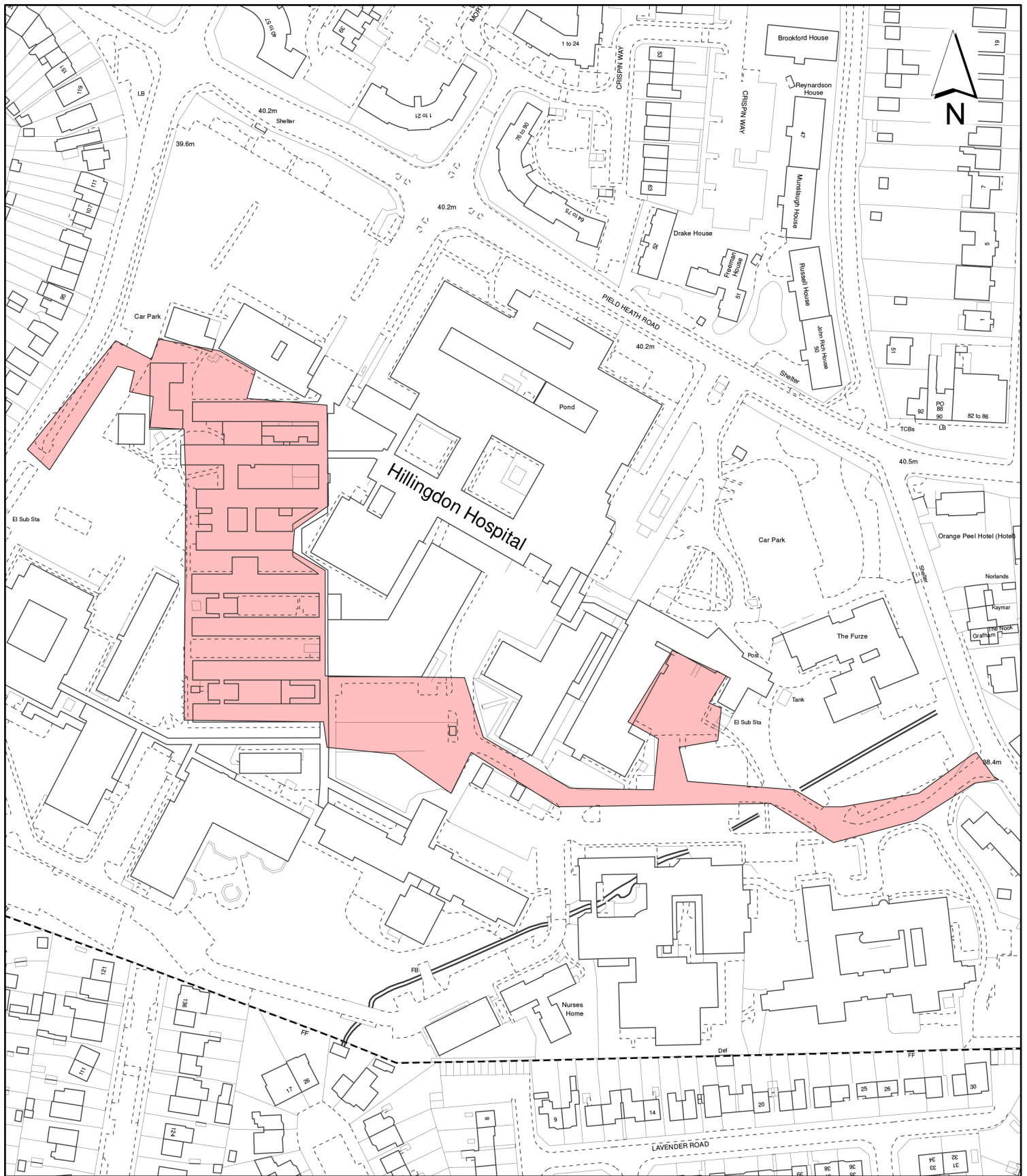
Subject to compliance with conditions and a S106 Agreement, it is considered that the scheme can satisfactorily address highway, access, drainage and flood related issues. Accordingly, approval is recommended.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
The Hillingdon Local Plan: Part Two - Development Management Policies (2020)
London Plan 2016
National Planning Policy Framework (NPPF)
West London Waste Plan (2015)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon 2017

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:
**Hillingdon Hospital
 Field Heath Road
 Hillingdon**

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

Planning Application Ref:
4058/APP/2020/1003

Scale:
1:2,000

Planning Committee:
Major Page 54

Date:
May 2020



Report of the Head of Planning, Transportation and Regeneration

Address 1 VINYL SQUARE, THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Redevelopment of the site to provide a mixed-use development comprising 134 residential units (C3 Use Class) and ground floor commercial floorspace (flexible A1/A2/A3/A5/B1 Use Class), with associated car parking, cycle parking and landscaping.

LBH Ref Nos: 59872/APP/2019/3852

Drawing Nos: 0348-SEW-ZZ-RF-DR-L-501105 Rev 01
WIE16463-102-R-1.3.2 Issue 01 Nov 2019 Noise Impact Ass
L19091_C_Flood Risk and Drainage Statement_R04
01659-JTP-EL-005-P1 - East Courtyard Elevator
01659-JTP-EL-003-P1 - South Elevator
01659-JTP-EL-002-P1 - East Elevator
0348-SEW-ZZ-00-DR-L-501102 Rev 0C
01659-JTP-SL-003 Rev P1
01659-JTP-PL-010-P1 - Level 10 Plar
01659-JTP-PL-009-P1 - Level 09 Plar
01659-JTP-PL-007-P1 - Level 07 Plar
01659-JTP-PL-006-P1 - Level 06 Plar
01659-JTP-PL-005-P1 - Level 05 Plar
01659-JTP-PL-004-P1 - Level 04 Plar
01659-JTP-PL-003-P1 - Level 03 Plar
01659-JTP-PL-002-P1 - Level 02 Plar
01659-JTP-PL-000-P1 - Ground Floor Plar
01659-JTP-EL-007-P1 - West Courtyard Elevator
01659-JTP-SL-001 Rev P1
R04-AS-DB-Outline Construction Logistics Plan (19
Covering Letter dated 26th November 2019)
01659-JTP-PL-001 Rev P2
01659-JTP-EL-001 Rev P2
01659-JTP-PL-012 Rev P3
01659-JTP-SL-002 Rev P3
01659-JTP-EL-006-P1 - South Courtyard Elevator
Design and Access Statement February 2020
01659-SK_066
01659-JTP-EL-004 Rev P2
01659-JTP-PL-008 Rev P2
01659-JTP-PL-001 Rev P2
0348-SEW-ZZ-00-DR-L-501101 Rev 01
0348-SEW-ZZ-09-DR-L-501104 Rev 01
01659-SK_042 Rev E
0348-SEW-ZZ-01-DR-L-501103 Rev 02
4120_003 Rev C

Date Plans Received:	28/11/2019	Date(s) of Amendment(s):	14/02/2020
Date Application Valid:	09/12/2019		28/11/2019 07/02/2020

1. SUMMARY

The application proposes a mixed use redevelopment within the wider Old Vinyl Factory site on Blyth Road in Hayes. The proposal is for a single building of staggered storey heights that would provide 134 new residential units (Use Class C3) with 395m² of flexible commercial space to accommodate A1/A2/A3/A5/B1 uses, plus associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

Although this is a stand alone full planning application the site was part of the original outline masterplan for redevelopment of the VINYL factory. The outline masterplan is a material planning consideration which affects consideration of subsequent proposals on the site.

The application site for the current application is referred to in the outline planning permission as the Veneer Building, which formed phase 7 of TOVF masterplan. The approved outline parameters for the Veneer Building comprised a building of up to 11-storeys in height (maximum AOD of +66.90, excluding lift overruns and parapets etc). The Veneer Building was proposed to be the tallest building within TOVF masterplan, as a focal point and landmark to this entry point into TOVF, and Vinyl Square. As such design and massing considerations for this full planning application have been heavily influenced by the outline consent.

Although the full application proposes more residential units than the outline application it delivers a considerable uplift in affordable housing, which clearly weighs in favour of a positive recommendation.

The proposed development is considered an appropriate mix of uses, scale and built form that is well designed within the context of the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). The application is therefore recommended for approval subject to conditions and a legal agreement to secure appropriate contributions.

2. RECOMMENDATION

1. That the application be referred back to the Greater London Authority.

2. That should the Mayor not issue a direction under Article 7 of the Order that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Head of Planning, Transportation and Regeneration, to approve this application subject to:

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

- 1. On-site Affordable Housing (including review mechanism): (1 bed x 10 units, 2 bed x 6 units, 3 bed x 20 units. Tenure split 67% intermediate and 33% affordable rent. One third (3 maisonette units) of the affordable rent is proposed as London Affordable rent, which equates to 11% by habitable room).**
- 2. Carbon off-set contribution**
- 3. Air Quality contribution £104,565**
- 4. Parking permits restriction for future occupiers**
- 5. Santander Bike Scheme Contribution £2,500**
- 6. Residential Travel Plan plus £20,000 bond**

7. On site car club of 2 spaces, free membership for 3 years plus £50 credit for one person in each unit
8. External Amenity Space contribution £40,000
9. Grand Union Canal Quiet Way contribution of £18,000
10. Public Realm Connectivity £129,000
11. Public Open Space contribution £47,408.26
12. Play Space Strategy
13. On site blue badge car parking utilisation review to ensure a policy compliant provision should the demand for blue badge car parking exceed the on-site provision
14. Updated site wide Car Park Management Plan for the wider Old Vinyl Factory Site (wider site as approved under application reference 59872/APP/2013/3775)
15. 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.
16. Project Management & Monitoring Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.

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

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

D) If the Legal Agreements have not been finalised by 22 October 2020 (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, Transportation and Regeneration to refuse the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to affordable housing, carbon off-set, air quality, parking permits, sustainable transport, travel plan, external amenity space, public realm and public open space). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015, policies DMCI 7, DMT 2 and DMT 5 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020), the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Planning Obligations SPG 2014, 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, Transportation and Regeneration under delegated powers, subject to the variation to the original Section 106 Agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the

applicant.

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

01659-JTP-SL_001 P1 Site Location Plan
01659-JTP-SL-002 P3 Proposed Site Plan
01659-JTP-SL-002 P1 Existing Site Plan
01659-JTP-PL-000 P1 Ground Floor Plan
01659-JTP-PL-001 P2 Level 01 Plan
01659-JTP-PL-002 P1 Level 02 Plan
01659-JTP-PL-003 P1 Level 03 Plan
01659-JTP-PL-004 P1 Level 04 Plan
01659-JTP-PL-005 P1 Level 05 Plan
01659-JTP-PL-006 P1 Level 06 Plan
01659-JTP-PL-007 P1 Level 07 Plan
01659-JTP-PL-008 P2 Level 08 Plan
01659-JTP-PL-009 P1 Level 09 Plan
01659-JTP-PL-010 P1 Level 10 Plan
01659-JTP-PL-012 P3 Roof Plan
01659-JTP-EL-001 P2 North Elevation
01659-JTP-EL-002 P1 East Elevation
01659-JTP-EL-003 P1 South Elevation
01659-JTP-EL-004 P2 West Elevation
01659-JTP-EL-005 P1 East Courtyard Elevation
01659-JTP-EL-006 P1 South Courtyard Elevation
01659-JTP-EL-007 P1 West Courtyard Elevation
01659_SK_042 E Amenity Strategy Provision
01659_SK_066 Level 01 Maisonette Access
0348-SEW-ZZ-00-DR-L-501101 01 Ground Floor General Arrangement Plan
0348-SEW-ZZ-00-DR-L-501102 Ground Floor External Levels Plan
0348-SEW-ZZ-00-DR-L-501103 02 First Floor General Arrangement Plan
0348-SEW-ZZ-00-DR-L-501104 01 Ninth Floor General Arrangement Plan
0348-SEW-ZZ-00-DR-L-501105 01 Roof General Arrangement 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 Parts 1 (November 2012) and 2 (January 2020) 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 February 2020
Wind Microclimate Desk-based Assessment November 25th 2019 RWDI #1904779 - Rev D
Planning Statement 26 November 2019
Desk Based Ecology Report ECO00926-R-01b November 2019
Geotechnical & Environmental Investigation RG/HLEI15948 - 8 March 2011
Land Contamination Report Phase 1 Environmental Review November 2019
Phase 2 - Environmental Site Investigation HLEL13784/001R September 2010
Transport Assessment November 2019
Air Quality Assessment November 2019 WIE16463-100-R-1-3-1
Daylight and Sunlight Report 14770-19-1125 25th November 2019
Internal Daylight and Sunlight Assessment 25 November 2019
Fire Strategy HHF_UK02710_IAR_001-01 Rev 01
Heritage & Townscape Views Assessment November 2019
Verification Report VR-18606-15-14 Feb 2015

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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

4 COM7 Materials (Submission)

Detailed drawings or samples of materials as appropriate, in respect of the following shall be submitted to and approved in writing by the local planning authority before the relevant part of the works is begun, and the works shall not be carried out other than in accordance with the details so approved and shall thereafter be so maintained:

- (a) Samples of materials
- (b) Details of roof parapets, window and door reveals, spandrel panels
- (c) Details of balconies, railings, metal cladding, metal mesh rainwater pipes
- (d) Details of signage and external lighting

Sample panels required

Sample panels of facing brickwork showing the proposed colour, texture, facebond and pointing shall be provided on site, and approved in writing by the local planning authority before the relevant parts of the approved works are commenced, and the sample panels shall be retained on site until the work is completed in accordance with the panel (s) so approved.

Windows and doors

Elevational drawings at a scale of 1:20 and plan and vertical sectional drawings at a scale of 1:2 of the proposed windows and doors shall be submitted to and approved in writing by the local planning authority. The works shall be undertaken in accordance with the approved details.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (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 (including demonstration that 20% of all parking spaces are served by active electrical charging points and 80% are served by passive electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

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

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

5. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

6 COM15 Sustainable Water Management

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

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

- a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
 - ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.
 - iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- b) Minimise water use.
- i. incorporate water saving measures and equipment.
 - ii. provide details of how rain and or grey water will be recycled and reused in the development.
- c) Long Term Management and Maintenance of the drainage system.
- i. Provide a management and maintenance plan
 - ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
 - iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
 - iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

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

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).

National Planning Policy Framework (June 2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

7 NONSC Energy Strategy

Prior to above ground works, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The energy assessment shall provide full details and specifications of all the measures to be implemented on site to demonstrate the development will achieve the energy reduction targets of the London Plan Policy 5.2. The assessment shall demonstrate at least a 35% saving onsite with any shortfall being made up through an offsite contribution. The details within the assessment must include:

1. A full and clear baseline of the energy (kwhr) and carbon (tCO₂) associated with the development assessment against building regulations 2013.
2. Full details of the energy efficiency measures to be incorporated within the development and their impact on the baseline energy and carbon performance.
3. Full details (including plans, elevations and roof plans) and specifications of the low and zero carbon technology to be incorporated within the development and the impact on the baseline energy and carbon performance.

The development must proceed in accordance with the approved assessment, plans and specifications.

REASON

To ensure the development contributes to the reduction of carbon emissions in accordance with Policy 5.2 of the London Plan (2016) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

8 NONSC Amenity/Play Space Strategy

Prior to above ground works, an Amenity/Play Space Strategy shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, external amenity and play space shall be set out and maintained as set out within the approved strategy unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure appropriate external amenity and child play space is provided for the development, in accordance with Policies DMHB 18, DMHB 19 and Policy DMCI 5 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

9 COM30 Contaminated Land

If, during development, contamination not previously identified is discovered at the site then no further construction of the development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unanticipated contamination is to be dealt with, and until written approval from the local planning authority is obtained. The remediation strategy shall be implemented as approved.

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 policies DMEI 11 and DMEI 12 Hillingdon Local Plan Part 2 (2020).

10 NONSC Imported Soils

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. 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 policies DMEI 11 and DMEI 12 Hillingdon Local Plan Part 2 (2020).

11 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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 ensure the development provides a safe and secure environment in accordance with Hillingdon Local Plan Part 2 policy DMHB 15 and London Plan (2016) Policies 7.1 and 7.3.

12 NONSC Maximum Building Heights

No building or structure of the development hereby permitted shall exceed 67.95m AOD.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

13 NONSC Bird Hazard Management Plan

Prior to above ground works, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow Airport Limited and the Ministry of Defence. The submitted plan shall include details of:

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

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

14 NONSC Crane Operation Plan

Prior to the commencement of development a Crane Operation Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Ministry of Defence (RAF Northolt) and Heathrow Airport Limited. The submitted plan shall include details of:

- cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/policy-campaigns/operations-safety).

The approved Crane Operation Plan (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

15 NONSC Service and Delivery Plan

Prior to occupation of the development, a Service and Delivery Plan and a Site Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, servicing, delivery and collection or refuse shall be carried out as agreed within this approved plan.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

16 NONSC Construction Logistics Plan

Prior to development commencing, the applicant shall submit a Construction Logistics Plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the construction process.
- (vi) The storage of 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 DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

17 NONSC Operating Hours

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

Servicing and Deliveries to the commercial premises shall not take place outside the following hours: -
0900 and 1700 on any day.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and to ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 Development Management

Policies (January 2020).

18 NONSC Low Emission Strategy

Prior to above ground works a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall be linked to and consistent with the Travel Plan and address

1) the fleet composition associated with the A1/A2/A3/A5/B1 Use Classes of the proposed development to be Euro 6/VI or cleaner (e.g. electric) or have implemented retrofitting devices that will enable compliance with such Euro standards.

2) the supply of energy to the proposed development. Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority.

3) an electric vehicle fast charging bay. This is to be implemented as part of the proposal with a minimum of the number of charging points required in the London Plan.

4) a clear and effective strategy to encourage residents/ staff / users to

a) use public transport;

b) cycle / walk to work where practicable;

c) enter car share schemes;

d) purchase and drive to work zero emission vehicles.

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

REASON

As the application site is within an Air Quality Management Area and Focus Area and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), Policy DME1 14 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020), the London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, London Plan (2016) Policy 7.14, and paragraph 170 of the National Planning Policy Framework (2019).

19 NONSC Air Quality - Construction

1. No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

2. The London's Low Emission Zone for non-road mobile machinery to comply with the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

3. This will apply to both variable and constant speed engines for both NOx and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments.

REASON

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements as of 1st September 2015, and London Plan Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition' (2014).

20 NONSC Noise 1

Prior to commencement of any works above first floor slab level a scheme of mitigation

shall be submitted to and approved by the Local Planning Authority which would allow the following noise criteria to be achieved with windows closed and adequate ventilation provided.

- Daytime (living rooms) 35dB LAeq,T
- Night-time (Bedrooms) 30dB LAeq,T
- 45dB LAmx

The details shall be implemented as approved and shall remain in force for the life of the building.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

21 NONSC Noise 2

Prior to commencement of any works above first floor slab level an assessment of Acoustics Ventilation and Overheating should be submitted to and approved by the Local Planning Authority to demonstrate suitable amenity for future residents can be achieved with proposed ventilation and overheating control measures in place. The details shall be implemented as approved and shall remain in force for the life of the building.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

22 NONSC Noise 3

Any noise associated with fixed mechanical plant on/in the building shall fall at least 10dB below the monitored representative background noise level in terms of LA90 when measured at a location 1m from the facade the of nearest identified noise sensitive receptors.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012).

23 NONSC Fire Strategy

The principles of the submitted Fire Strategy Report shall be implemented on site in conjunction with a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development meets Fire Safety Standards in accordance with policy D12 of the draft London Plan (Intend to Publish version 2019).

24 NONSC Parking Allocation Plan

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

REASON

To ensure availability and management of parking, in accordance with Policy DMT 6 of the

Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and policies 6.3 and 6.13 of the London Plan (2016).

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

The development hereby approved shall ensure that 10% (34) of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling (including 9 of the affordable housing units) with a floor plan at no less than 1:100 submitted for each of the different M4(3) units and agreed in writing by the Local Planning Authority. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type. All remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

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

26 NONSC Non Standard Condition

Notwithstanding the plans hereby approved, the signage shown on the plans is not approved and requires separate advertisement consent.

REASON

To comply with the Town and Country Planning Act 1990.

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 Local Plan Part 1 (2012) and Part 2 (2020) 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.

DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy

DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

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

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

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

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

5

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when

requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

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

6

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/>

7

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

8

For additional guidance please use the following links:

Construction Logistic Plans:-

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

Service and Delivery Plans:-

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

9

Informative provided by Thames Water:

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

10

Please note that separate Advertisement consent is required for any advert or signage proposed as part of the development, including the 'One Vinyl Square' sign shown on the Proposed Easter Elevation as per drawing number 01659-JTP-EL-002 Rev P1.

3. **CONSIDERATIONS**

3.1 Site and Locality

The application site is located within the wider development area known as The Old Vinyl Factory (TOVF). Within TOVF the application site is directly to the south of Blyth Road, to the west of Vinyl Square and the new University Technical College building. To the south is The Music Box multi storey car park. The wider TOVF area is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Close to the site on the opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

The site has a TfL PTAL rating of 1b/2, as existing, but due to transport improvements, the site is earmarked to have a PTAL rating of 4 in 2021/22 with the introduction of the Elizabeth Line and new bus capacity. The Council's Highways Engineer has confirmed their agreement to these ratings. This is relevant with regard to how residents/users will travel to/from the site, along with ensuing an appropriate level of car parking and density is provided.

The Old Vinyl Factory (TOVF) site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site was largely vacant with many buildings falling into disrepair.

In the adopted Local Plan: Part 2 - Site Allocations, the site is allocated under Policy SA 2. This allocation is for the wider redevelopment of the Old Vinyl Factory site for residential-led mixed use.

The site itself is currently cleared and contains no landscaping, parking or other uses. It is enclosed by high level hoarding.

The application site is situated within an Air Quality Management Area, the Hayes Air Quality Focus Area and is within a Developed Area. It is also adjacent to The Botwell: Thorn EMI Conservation Area.

3.2 Proposed Scheme

The proposed development is for 134 residential units which would be split across the following mix:

Studio x 11 units (8.2%)
1 Bed x 41 units (30.6%)
2 Bed x 60 units (44.8%)
3 Bed x 22 units (16.4%)
Total = 134 Units

Of these units the following are proposed as affordable housing:

1 bed x 10 units
2 bed x 6 units
3 bed x 20 units
Total = 36 affordable housing units

In relation to habitable rooms this equates to 138 of the total habitable rooms (394), which

is 35%. The affordable tenure split by habitable room is 67% intermediate and 33% affordable rent. One third (3 maisonette units) of the affordable rent is proposed as London Affordable rent, which equates to 11% by habitable room.

The proposed residential units would be within a new building that would be part 11, part 10 and part 9 storeys in height. In addition to maisonette residential properties on the ground floor an ancillary commercial unit is also proposed for 395sqm (GIA) of flexible commercial space, to accommodate A1/A2/A3/A5/B1 uses. This unit is proposed to open out onto the landscaped Vinyl Square, which has been granted planning consent under application reference 59872/APP/2019/784. Also proposed on the ground floor is Resident's Lounge and large area of cycle parking with a proposed 'cycle hub' for maintenance.

An external podium garden and internal games space are proposed on the first floor level along with the upper floors of the maisonettes and further residential units. Levels 2- 8 are purely residential whilst at Level 9 and above roof terraces are proposed that would include 'growing gardens' for residents alongside soft landscaping and seating areas.

The development proposes 2984.8m² of outdoor amenity space for future residents. This is split between 1925.5m² (64.5%) as balconies/private gardens and 1059.3m² (39.5%) as communal spaces. This excludes the access residents will also have to the play space at Vinyl Square and the wider public realm within TOVF. The development also includes the provision of 75.3m² of internal communal floorspace.

The proposed architectural language is noted as 'warehouse feel' with a regular fenestration/balcony arrangement and mostly brick as the external facade material. Signage and metalwork detail is also proposed.

Vehicular access to the site is proposed from Blyth Road via the internal road layout, which have been laid out as part of the wider TOVF masterplan. In terms of servicing, a loading bay is proposed adjacent to the south side of the building to accommodate deliveries and servicing associated with the development (but signage will be subject to separate advert consent).

The proposed development will provide 68 car parking spaces comprising 66 residential spaces and 2 spaces for the commercial element. There are 8 disabled spaces proposed (6% of total accessible homes, with the potential to increase to up to 10% subject to demand). Electric Vehicle Charging Points (EVCP) will be provided, this will include 14 'active' spaces comprising 20% of the total parking provision, with the remaining 80% to be provided as 'passive' spaces.

Two motorcycle parking bays will also be provided to the south of the proposed building. In terms of cycle parking, the proposed development will provide a total of 238 cycle spaces including 16 Sheffield stands; six of the Sheffield stands can also accommodate larger bikes such as tricycles or recumbent bikes.

3.3 Relevant Planning History

59872/APP/2012/1838 The Old Vinyl Factory Site Blyth Road Hayes

Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3,

A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.

Decision: 19-04-2013 Approved

59872/APP/2013/3775 The Old Vinyl Factory Site Blyth Road Hayes

Variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

Decision: 18-03-2014 Approved

59872/APP/2015/1329 The Old Vinyl Factory Blyth Road Hayes

Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.

Decision: 16-07-2015 Approved

59872/APP/2015/1798 The Old Vinyl Factory Blyth Road Hayes

Construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot together with associated improvements, including car and cycle parking, vehicular drop-off/pick-up zone formed off Blyth Road, landscaping and the provision of an electricity substation enclosure to the front.

Decision: 17-08-2015 Approved

59872/APP/2015/2189 Record Store, The Old Vinyl Factory Blyth Road Hayes

Amendments to the public realm and landscaping strategy surrounding the Record Store.

Decision: 07-08-2015 Approved

59872/APP/2015/3991 Material Store, The Old Vinyl Factory Blyth Road Hayes

Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.

Decision: 07-01-2016 Approved

59872/APP/2016/1930 The Old Vinyl Factory Blyth Road Hayes

Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014.

Decision: 16-12-2016 Approved

59872/APP/2018/1107 The Old Vinyl Factory Blyth Road Hayes

Reserved Matters Application regarding the appearance and landscaping for Phase 3B 'The Assembly Buildings' of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014.

Decision: 04-12-2018 Approved

59872/APP/2019/784 The Old Vinyl Factory Blyth Road Hayes

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

Decision: 17-07-2019 Approved

Comment on Relevant Planning History

The application site forms part of TOVF masterplan which was granted outline planning permission on 19 April 2013 (59872/APP/2012/1838) for a:

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

Following this approval (ref. 59872/APP/2012/1838), a s73 application was submitted to allow variations to the phasing of the development. This was to enable the Boiler House and the Material Store Buildings to come forward as Phases 1 and 2 and the Veneer Store and/or Record Stack (now known as the Music Box) car parks to come forward earlier than was previously approved. These amendments were approved on 31 July 2014 (ref. 59872/APP/2013/3775), following a variation to the S106 agreement. Reserved matters for the Boiler House, Veneer Store, Powerhouse and the Material Store were approved between December 2013 and August 2015. Following this, reserved matters for the Music Box and Assembly Buildings were approved in December 2016 and December 2018 respectively. In October 2016 a separate full planning application was submitted for the Machine Store and Pressing Plant (ref. 59872/APP/2016/3454), comprising 81 residential units, a health centre and a 3-screen cinema. This was approved (with an accompanying S106 agreement) in January 2018.

In April 2019, a separate full planning application was submitted for the Powerhouse and landscaping to Vinyl Square (ref. 59872/APP/2019/784) "Phased refurbishment and installation of two mezzanine floors within the existing Powerhouse and construction of a two-storey extension to the north to create B1 floorspace and a cafe (Class A3), with associated landscaping, lighting, access and parking together with detailed public realm

and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture." This application was approved on 19 November, subject to a s106 agreement.

The application site for the current application is referred to in the outline planning permission as the Veneer Building, which formed phase 7 of TOVF masterplan. The building was identified for a residential-led development with commercial at ground floor; the illustrative scheme shows two ground floor commercial units, a restaurant (487sqm) and an office (454sqm) at ground level, plus 88 residential units. The approved outline parameters for the Veneer Building comprised a building of up to 11-storeys in height (maximum AOD of +66.90, excluding lift overruns and parapets etc). The Veneer Building was proposed to be the tallest building within TOVF masterplan, as a focal point and landmark to this entry point into TOVF, and Vinyl Square. The site comprises the key built frontage onto Vinyl Square, the largest public open space within TOVF site.

Under the outline planning permission, there was no requirement for affordable housing to be delivered within the Veneer Building phase of the masterplan, as the affordable housing was to be solely provided within Phase 3B (The Assembly Buildings). The time period set under the extant outline planning permission for the submission of reserved matters applications has now lapsed (expired as of April 2018), hence the submission of a full planing application for the current proposals. The approved outline masterplan and the associated parameters do, however, form a material considerations in the assessment of the proposed development, and provide important context to the building now proposed as 1 Vinyl Square.

4. Planning Policies and Standards

London Borough of Hillingdon 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 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
West London Waste Plan (2015)
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 (Intend to Publish Version, December 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- DMCI 3 Public Open Space Provision
- DMCI 4 Open Spaces in New Development
- DMCI 5 Childrens Play Area

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management

- LPP 5.13 (2016) Sustainable drainage
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.15 (2016) Water use and supplies
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.6 (2016) Decentralised Energy in Development Proposals
- LPP 5.7 (2016) Renewable energy
- LPP 5.8 (2016) Innovative energy technologies
- LPP 6.1 (2016) Strategic Approach
- LPP 6.10 (2016) Walking
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.7 (2016) Better Streets and Surface Transport
- LPP 6.9 (2016) Cycling
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 7.9 (2016) Heritage-led regeneration
- LPP 8.1 (2016) Implementation
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **5th January 2020**
- 5.2** Site Notice Expiry Date:- Not applicable

29th January 2020

6. Consultations

External Consultees

Consultation letters were sent to 169 local owner/occupiers on 10/12/19. The application was also advertised by way of site and press notices. No responses were received from local residents. The following consultation responses have been received:

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

Principle of development:

The residential-led mixed-use redevelopment is an optimisation of this brownfield site and strongly supported.

Housing and affordable housing:

The applicant is proposing a 36% affordable housing offer with a 67:33 tenure split in favour of intermediate products, which must be considered via the viability tested route. GLA officers are rigorously scrutinising the FVA to ensure that the optimum affordable housing tenure split is secured in response to local need. Early and late stage reviews must be secured by Section 106 legal agreement unless the LPA is wholly satisfied with the balance of tenures in this regard.

Urban design:

The height, massing, and architecture are supported, and no harm will be caused to the setting of nearby heritage assets. Further consideration is required in terms of the ground level layout, particularly the western and southern frontages. Details of materials must be robustly secured by condition to ensure a high quality of design is delivered.

Transport:

The provision of car parking should be reduced and justified. Relocation of the short stay visitor parking should be reconsidered, and the blue badge provision must be revisited to improve the offering. New surveys should be undertaken to validate results of the original assessment and additional mitigation may be required. The proposal should provide specific initiatives to address and deliver the 10 Healthy Streets Indicators.

Sustainable development:

While the proposal broadly follows the energy hierarchy, it does not currently comply with London Plan and London Plan Intend to Publish Version policies. Further information and justification are required in respect of energy, urban greening, and air quality.

TRANSPORT FOR LONDON (TfL) (dated 20th February 2020)

Strategic Summary

- Car Parking must be reduced and justified, the blue badge provision must be revisited to improve the offering.
- An updated Car Parking Management Plan for the whole Masterplan area must be provided
- Relocation of short stay visitor parking should be considered
- New surveys should be undertaken to validate the results of the original assessment
- Additional mitigation may be required if this impact exceeds the previously agreed levels
- The proposals should provide specific initiatives to address and deliver the 10 Healthy Streets Indicators, as opposed to relying on wider policy objectives.

Site and surroundings

The site lies c.500m west from Hayes & Harlington station (in future to be served by Elizabeth line services) and within walking distance to several bus routes. The Public Transport Access Level (PTAL) of the site will with Elizabeth Line rise to 4, based on a scale of 0 to 6b where 1 is lowest and 6b is highest.

The site lies within the Hayes Town Centre Housing Zone, designated in 2016. Housing zones are designed to support delivery of homes, for example through ensuring the delivery of infrastructure required to maximise housing density.

Car Parking

Since the GLA pre-app of August 2019, and against TfL advice, the car parking has been increased to the maximum policy ratio of 0.5 which must be justified. The previously requested justification and supporting evidence have not been provided and as such the proposals are considered contrary to Policies T1, T2 and T6 and are therefore not supported and must be substantially reduced.

Given the abundance of space allocated to car parking on site the proposed blue badge locations are not supported as they remove previously proposed public realm and could be located closer to the residential entrance. We would suggest that these are located within the Veneer store, even if this means losing some spaces overall.

It is noted that a revision C of the car parking plan was uploaded for consultation on 17/02/2020, these proposals do not demonstrate how the required 10% provision could be provided and are therefore contrary to policy T6.

We also note that these proposals require the amendment of the red line boundary of the already consented Veneer Store, this will require an application to vary the currently consented scheme and details of all changes to the consented scheme must be provided.

An updated Parking Management plan is required to understand the latest position on parking allocation, and the previously requested occupancy survey, justification and supporting evidence must be provided.

Cycling

238 long stay residential cycle spaces are proposed. These consist of 222 two-tier and 16 Sheffield stands, six of which will be provided as larger spaces suitable for use by accessible cycles.

While the overall provision is in compliance with policy T5 we would like to see the short stay residential visitor parking relocated from Blyth Road to provide more convenient access to the building entrance.

Transport Assessment

These proposals represent an uplift of 21% compared to the originally assessed levels of residential development which have been taken up with uplifts on other plots within the site.

While the methodology of assessing the additionality is supported a much more robust impact assessment is required. The TA should be demonstrating why no material impact is to be expected, rather than just stating or assuming that this is the case.

TfL would like to see the TA supported by a new survey of the development already implemented in addition to the previously mentioned car park occupancy survey. This should record and compare forecast vehicular volumes and mode share to demonstrate that its impact is within the assessment envelope established at the time of the original assessment. Trip rate data for the development already implemented should be obtained and used instead of TRICS data. Additional mitigation may be required to support development outside of the previously agreed impact levels.

For the above reasons the Transport assessment does not currently comply with the requirements of Policy T4.

Healthy Streets

Some of the identified areas for improvement are totally incompatible with the car dominated development and excessive parking within the Masterplan area. For example "A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy and TfL aspirations" and "The future aspirations to reduce vehicle numbers on local roads will make cycling a more appealing mode of transport."

The Healthy Streets Approach requires proposals to demonstrate how proposals will deliver the 10 Healthy Streets indicators and London Plan policy objectives, through parking restraint and prioritisation of non-car modes for example.

Mayor Community Infrastructure Levy (MCIL)

The MCIL2 rate for Hillingdon is £60 per square metre.

TRANSPORT FOR LONDON (TfL) Further comments (dated 26th March 2020)

The revised parking layout (Revision F) provides 68 residential car parking spaces and two commercial parking spaces. This represents a decrease of one residential car parking space and an increase of two commercial parking spaces in comparison to the previous parking layout (Revision C) commented on at Stage 1. The proposed parking ratio at 0.5 spaces per unit is technically compliant with Intend to Publish London Plan standards, however as previously advised, justification for this provision is required.

The applicant has drawn upon 2011 Census data for the local area. This shows that the proposed parking ratio of 0.5 spaces per unit is 17% lower than the prevailing level of car ownership for flats in the local area. However, the data from 2011 is not reflective of the future PTAL of the site; the availability of public transport, including Elizabeth line services, will encourage a far lower demand for private car travel / ownership. Therefore, TfL considers that a reduced parking ratio is appropriate for the site location.

The applicant has set out the consented parking ratios for other plots within the TOVF masterplan ranging between 0.5 and 0.75 spaces per unit. However, the previously requested car park occupancy survey has not been provided to justify the proposals.

The applicant has committed to providing a Car Parking Management Plan for the application site, which should be secured by condition. This should demonstrate how the required 10% disabled parking provision could be provided, in accordance with Policy T6 of the Intend to Publish London Plan.

The provision of two commercial parking spaces has not been justified with reference to the Intend to Publish London Plan.

TfL therefore upholds its view that the overall parking levels are excessive and do not align with the Mayor's ambition of 80% of trips to be made by active travel or public transport (Intend to Publish London Plan Policy T1).

The issues raised in our Stage 1 response regarding Healthy Streets and the request for a new trip generation survey remain valid.

TRANSPORT FOR LONDON (TfL) Final comments

TfL had previously requested a revised trip generation assessment for the TA. However, given that the requested survey (forming the basis of the revised assessment) cannot be undertaken in light of

the current circumstances, the submitted trip generation assessment is considered robust and acceptable.

TfL upholds its position that the proposed car parking provision is excessive and does not align with the Mayor's ambition of 80% of trips to be made by active travel or public transport (Intend to Publish London Plan Policy T1). The proposal site is car-dominated and therefore not compliant with Intend to Publish London Plan Policy T2 - Healthy Streets.

THAMES WATER

Waste Comments

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

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

We would expect the developer to demonstrate what measures will be undertaken 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 020 3577 9483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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

Thames Water would advise that with regard to Waste Water Network and Sewage Treatment Works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Case Officers comments:

A Sustainable Urban Drainage Condition is recommended to be attached to any grant of planning consent. The additional advice has been added as an informative.

CROSSRAIL

The implications of the Crossrail proposals for the application have been considered and I write to

inform you that Crossrail Limited does not wish to make any comment on the application as submitted.

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

HISTORIC ENGLAND

On the basis of the information available to date, we do not wish to offer any comments

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

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

The Old Vinyl Factory has been subject to two phases of archaeological evaluation in 2013-14 with negative results so this development is unlikely to harm heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary.

HAYES CONSERVATION AREA ADVISORY PANEL

I am writing on behalf of the Hayes Conservation Area Advisory Panel. This property is in the Botwell: Thorn EMI Conservation Area. At its highest the proposed building would be 10 storeys which would make it considerably taller than any of its neighbouring buildings, present or proposed. It is also prominently sited close to Blyth Road.

Overall we think that the proposed building is too tall and massive meaning that it would have a dominating and detrimental effect on its surroundings. The car parking provided at the extreme western end of the site is inconveniently distant from 1 Vinyl Square itself.

HEATHROW AIRPORT LTD (HAL)

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 detailed below:

Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 67.95m AOD.

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).

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 on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'

The Bird Hazard Management Plan shall be implemented as approved 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 roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

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

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

Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/policy-campaigns/operations-safety).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

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:

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/>

Landscaping

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/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.

MINISTRY OF DEFENCE

The applicant seeks full planning permission for the redevelopment of a currently vacant site to provide a mixed-use development comprising 134 residential units (C3 Use Class), ground floor (commercial floor space flexible A1/A2/A3/A5/B1 Use Class), with associated car parking, cycle parking and landscaping. The development would be delivered in the form of a single building comprised of nine, ten, and eleven storey flat roofed elements, roof terraces are to be provided. The application site is approximately 5.53km from the centre of the runway at RAF Northolt and occupies the statutory aerodrome and birdstrike safeguarding zones surrounding the aerodrome.

I can confirm that, subject to the addition of conditions, the MOD has no safeguarding objections to this proposal.

Birdstrike

The site falls within a statutory safeguarding zone which serves to reduce the risk of birdstrike on aircraft, of particular concern is any development that might result in the creation of habitat or other attractants for large or flocking birds.

The application scheme incorporates roof terraces that include extensive landscaping and which have the potential to attract and support nesting hazardous birds such as gulls, feral pigeons, starlings, and other bird species. Therefore, the MOD has concerns that this has the potential to increase birdstrike risk to aircraft safety at RAF Northolt.

To address the potential of the development to provide a desirable habitat or space for hazardous birds a condition requiring the submission of a bird hazard management plan is requested. It is proposed that the roof terraces will be used as social & activity space with public access. To prevent members of the public feeding the birds the MOD requests appropriate signage is displayed within these areas. Food waste from picnics and outdoor eating also has the potential to provide a food source for hazardous birds such as gulls, and other bird species, we recommend suitable lidded bins are provided within these areas. Landscaping, and specifically plant species selection, have a significant impact on the likelihood that the roof terraces will attract birds. This should be addressed through the Bird Hazard Management Plan and it may be that taller formal planting serves to create a less attractive environment for potentially harmful species.

MOD request that the following condition is attached to any planning permission granted:

No development shall take place until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with MOD. The Bird Hazard Management Plan shall include design measures to minimise any increase in the numbers of hazardous species (primarily large or flocking birds) as a result of the development proposed, in particular provisions to prevent gulls from breeding (using appropriate licensed means) on site should be provided. The development shall be carried out strictly in accordance with the details set out in the approved Bird Hazard Management Plan in perpetuity or until RAF Northolt is no longer operational.

Reason:

To minimise the potential of the works approved to provide a habitat desirable to hazardous large

and/or flocking birds which have the potential to pose a considerable hazard to aviation safety which is exacerbated by the proximity of RAF Northolt. To ensure the development accords with the requirements of policy DMAV1 of the London Borough of Hillingdon Local Plan part 2 - Development Management Policies and paragraphs 95 and 182 of the National Planning Policy Framework (2019)

Cranes

The MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of air traffic safety. If the redevelopment of this site does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures.

In order to mitigate any detriment to aviation safety as a result of the use of cranes and other tall plant or construction equipment it will be necessary for the developer to liaise with the MOD prior to the erection such temporary tall structures. On that basis, the MOD request a requirement for the submission and approval of a Construction Management Strategy to meet the specification listed below:

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with MOD. This construction management strategy shall cover the entirety of the application site and any adjoining land which will be used during the construction period. The strategy shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason:

To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems. To ensure the development accords with the requirements of policy DMAV1 of the London Borough of Hillingdon Local Plan part 2 - Development Management Policies and paragraphs 95 and 182 of the National Planning Policy Framework (2019).

Case Officers comments:

Conditions limiting maximum building heights and requiring a Bird Hazard Management Plan and Crane Operation Plan are recommended to be attached to any grant of planning consent. These have been agreed with both HAL and the MOD to avoid duplication and ensure the appropriate details are required. The additional advice has been added as informatives.

SECURE BY DESIGN (MET POLICE)

I have met with a representative from this application and discussed the proposal. I do not wish to object to it. However I do request a condition is applied that Secured By Design accreditation is achieved. This will ensure that appropriate security measures are installed that will enable the site to be resilient to the threat of crime that it will face in this locality.

Internal Consultees

POLICY TEAM

Principle of Development

The site is allocated within Policy SA 2 of the LPP2 (2020) for residential-led mixed use development. The proposed development includes the provision of 395sqm (GIA) of flexible A1/A2/A3/A5/B1 floorspace that will face onto Vinyl Square. These uses classes are consistent with those stated within Policy SA 2 of the LPP2 and the original outline permission for this part of the site.

The quantum of A1-A5 and B1 floorspace would not exceed the thresholds set within Policy SA 2

and therefore a sequential test or impact assessment is not required as the proposal is in accordance with an up-to-date plan.

This non-residential floorspace would front onto and help animate Vinyl Square, which is a key area of public realm within the wider masterplan. This non-residential floorspace will likely provide A1-A5 floorspace to support the completed and planned B1 floorspace in the immediate area, which includes the Shipping Building, Cabinet Building, Record Store, Powerhouse and Enterprise House. Alternatively it will provide smaller scale B1 floorspace to compliment these existing planned works. The floorspace has been designed with back of house space, separate cycle parking spaces, refuse storage and a loading bay immediately adjacent to it to ensure its viability. The principle of this proposal is therefore accepted.

Housing Mix

The London Plan (2016) outlines in Policy 3.8 that new developments should offer a range of housing choices, in terms of the mix housing sizes and types, taking account of the housing requirements of different groups. The Intend to Publish Version of the London Plan (2019) continues this notion in Policy H10, outlining that new developments should generally consist of a range of unit sizes. It however is more specific in stating that to determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, decision-makers should have regard to, amongst other things, robust local evidence of need where available.

The LPP2 (2020) Policy DMH 2 also outlines that residential development proposals are required to provide a mix of housing units of different sizes to reflect the Council's latest information on housing need. The Council's Strategic Housing Market Assessment (SHMA) (2016) outlines a borough-wide requirement for predominantly larger private market units, particularly 3 bed homes. With regards to affordable housing, the need is predominantly for 2 and 3 bedroom homes in particular.

The proposal would include 52 (38.8%) one-bedroom units, 60 (44.8%) two-bedroom units and 22 (16.4%) three-bedroom units. The proposal therefore does not mirror the need within the SHMA (2016).

However, Policy H10 also outlines that the nature and location of the site needs to be taken into account, with a higher proportion of one and two bed units generally more appropriate in locations with higher public transport access and connectivity. The nature of the site has largely been predetermined by the original outline for the Old Vinyl Factory, which proposed that the site would be the location for the tallest building with a limited footprint, in turn making it less conducive to family sized accommodation.

The site will be located within a PTAL rating of 4 once Crossrail has been completed at Hayes and Harlington Station, which is considered to be a high level of public transport accessibility.

Noting the restricted nature of the site in particular, the housing mix is considered acceptable. However this should be considered the minimum proportion of three-bedroom units that would be acceptable on this site.

Affordable Housing

The development is proposing 35% affordable housing by habitable room, however the tenure split is not consistent with that outlined within the Development Plan. As outlined in LPP2 (2020) Policy DMH7, the policy compliant tenure mix is 70% social/affordable rent and 30% intermediate housing, which is also consistent with Policy H6 of the Intend to Public Version of the London Plan (2019). The proposal therefore does not meet the criteria for the Fast Track Route for affordable housing and is required to submit a Financial Viability Assessment (FVA).

The applicant's approach of proposing that the affordable units are predominantly achieved on larger

units is in line with the Council's latest evidence of affordable housing need and is therefore supported.

Public Open Space

LPP2 (2020) Policy DMCI 4 outlines that all new major residential development is required to make provision for new or enhanced open space. However, noting that the outline planning application has already established the level of public open space that is to be achieved across the Old Vinyl Factory, it is not considered that there is an opportunity for new open space within this proposal. Whilst not within the boundary of this application, the site is adjacent to the now approved Vinyl Square (59872/APP/2019/784), which is the most significant piece of open space within the site and will provide residents and workers access to public open space.

Private Amenity Space / Child playspace

LPP2 (2020) Policy DMHB 11 outlines that all new residential development is required to provide good quality and useable private outdoor amenity space in accordance with the local standards set out in Table 5.2. The requirement is therefore for 3,200 m² of private outdoor amenity space. This contradicts the 3305 m² stated within the Design and Access Statement.

Regardless, the proposal would not provide sufficient private outdoor amenity to fully comply with Policy DMHB 18, with the Design and Access Statement suggesting that there is only 2,984 m². It is not clear how one has arrived at this figure, as the General Arrangement Plan (Landscaping) does not include any figures or specifically demonstrate what has been included. A view will also need to be taken as to the level of private outdoor amenity available to one of the affordable ground floor maisonettes.

Clarification should be sought on the above in order to determine whether the scheme complies with the Development Plan or whether an on balance view needs to be taken regarding the scheme as a whole, noting in particular the restrictive nature of the site.

ACCESS OFFICER

In assessing this application, reference has been made to London Plan policy 3.1, 3.8 and 7.2, as well as emerging policies D1, D3 and D5, as set out in the latest Draft London Plan.

1. Whilst it is noted that the development is said to be compliant with London Plan policy 3.8 and its prescribed Technical Housing Standards, concern is raised about seven of the proposed nine maisonettes which feature a bedroom on the ground floor. It is unclear whether a wheelchair user could gain access, via the communal lifts, to the living area on the first floor.

2. In any case, within these seven maisonettes, a soft pocket should be formed in the concrete slab to allow the future installation of a through floor wheelchair lift from the ground floor bedroom to the first floor living space. Plans should sufficiently detail how lift access could be achieved if required at some future point.

3. It also remains unclear whether the M4(3) units would be interspersed throughout the development, and across typologies and tenures. 10% of affordable housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit.

4. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

5. Given that the parking ratio is proposed at 0.5 spaces per unit, details are required to ensure adequate provision for the M4(3) units which should each have a parking space within developments where parking is to be provided.

6. Details are required to ensure that door-to-door transport providers, such as Dial-a-Ride and hospital transport, are catered for with a suitable drop-off area close to the principal entrances.

7. Details of the materials palette, with particular attention given to the paver types intended for use within the public realm, should be submitted. A methodology statement should be requested to ensure that materials could be installed in accordance with the tolerances set out in BS8300:2018.

8. A landscaping strategy for the intended roof gardens should detail the accessibility provisions, to include pathway surfacing, seating and play space. Details should include how the proposed non-combustible timber decking satisfies BS 8300:2018 and whether it provides a suitable surface for wheelchair users.

9. Details should be required on the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

Conclusion: unacceptable. Further details should be requested and reviewed again prior to any grant of planning permission.

Case Officer's comments:

The Access Officer's comments were forwarded to the applicant who has provided the following response:

- First floor plans have been updated to show step-free wheelchair access via the lifts/podium to the upper floor living rooms of the x7 maisonettes (M4(2) compliant).
- In relation to forming a soft pocket in the concrete slab of the maisonettes, to allow the future installation of a wheelchair lift from the ground floor bedroom to the first floor living space, we confirm that this was a requirement of Lifetime Homes for multi-storey dwellings, but when Part M4(2) came into force this was superseded and this requirement no longer applies. Not therefore included on plans.
- In relation to the affordable homes being suitable for 'day one occupation' by a wheelchair user, we can confirm that this is a fit-out requirement and the units have been designed to accommodate this; although the 'Adaptable,' rather than 'Accessible' layouts have been shown, the difference relates primarily to bathroom and kitchen configurations and the space would remain as shown on the submitted plans.
- Details to demonstrate adequate parking provision for the M4(3) units, disabled parking provision has been increased to 6% up front and there is potential to increase this to 10% subject to demand. No wheelchair accessible unit being occupied by a disabled resident will therefore be precluded from having a dedicated parking space.
- For a door-to-door transport provider and provision of a suitable drop-off area close to the principal entrances, a loading layby located immediately to the southwest of the building is proposed (residents will be able to enter the building directly via the doors on the southwest facade).
- All external materials will comply with BS8300:2018. The ground floor external paving proposed has been used throughout The Old Vinyl Factory development and ties into existing and proposed applications.
- External surfacing on podium and roof terraces will be a mixture of self-binding gravel and composite decking which will both comply with BS8300:2018. A range of external seating is proposed with provisions for armrests, backrests, moveable furniture and clear areas adjacent to seating for wheelchair users.
- Self-binding gravel paths and natural play elements through and within sensory planting on the podium garden provides informal play space and opportunities for all users to engage with nature. The play space within Vinyl square contains sound pipes, a rubber mound with climbing ropes and a tunnel, all of which helps to provide a variety of play opportunities for all users.

The Council's Access Officer confirmed the above information is sufficient but that they would still request the 10% wheel chair accessibility be spread across all tenures.

WASTE STRATEGY OFFICER

Acceptable for waste and recycling requirements. However, the site managers must ensure that all bins are accessible for collection as well as for residents. This may require bins to be pulled out from the bin store on collection days, because the store is not large enough to access all of the bins

Suitable dropped kerbs must be installed on new and existing pathways to allow for the bins to be pulled to the vehicle for collection. Please liaise with the Highways / Waste teams to ensure these are installed in a suitable location.

Case Officer's comments:

The Waste Strategy Officer's comments were forwarded to the applicant who has confirmed that the Site Management Team will be responsible for ensuring refuse bins are available for residents and collection at the appropriate times and that dropped kerbs will be required on Blyth Road and the Access Road to the west of the of the building to allow movement of waste containers. These will be secured by a Service and Delivery Plan condition.

CONTAMINATION OFFICER

The submitted reports provide factual accounts, details and subsequent reviews of site-wide Phase 1 and Phase 2 investigations which have been conducted at the Old Vinyl Factory (TOVF) over a period of years.

a) The submitted Phase 1 preliminary risk assessment identifies:

- all previous uses and potential contaminants associated with those uses
- conceptual models of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

The Phase 1 report also identified requirements for site-wide Phase 2 investigative works to be conducted, to further assess land at the site, particularly in terms of the preliminary risk assessment and conceptual model which outlined:

- Various on site and off site potential sources of possible contamination (including land gas and vapours)
- Potential risks to human health and controlled waters

b) The submitted Phase 2 - Environmental Site Investigation report provides details of the adopted site-wide investigation scheme at the Old Vinyl Factory (TOVF), including: soil; soil gas; surface and groundwater sampling; together with the results of analysis, all providing the required information for the detailed assessment of the risks to all affected onsite and offsite receptors.

The site-wide investigation report also includes details of areas which the investigation scheme identified as land requiring remedial measures. The report indicates specific requirements for 300mm depth of clean topsoil to be placed above any land at the site that is to be allocated for areas of open landscaping.

c) The submitted verification reporting provides various site-specific details and data collected in order to demonstrate where remediation works are not required/completed and also identifying requirements for further arrangements and contingency action (e.g. areas where action to address ground gas concentrations are considered necessary, particularly in identified residential zones).

Based on observations and other data obtained from boreholes, the proposed areas of land referred to within this application for 1 Vinyl Square were not identified as having significant contamination, it is thereby considered, subject to confirmation during a required discovery strategy (to be implemented throughout preparatory ground works at the site), that the land would not require further works to address contamination.

However, it is recommended that the following conditions are imposed:

1. If, during development, contamination not previously identified is discovered at the site then no further construction of the development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local

planning authority detailing how this unanticipated contamination is to be dealt with, and until written approval from the local planning authority is obtained. The remediation strategy shall be implemented as approved.

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 policies DMEI 11 and DMEI 12 Hillingdon Local Plan Part 2 (2020).

2. 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 policies DMEI 11 and DMEI 12 Hillingdon Local Plan Part 2 (2020).

Observations:

The reviewed reports demonstrate a suitable approach was adopted towards risk assessment for the management of contaminated land and the processes of evaluation were conducted in accordance with the requirements of model procedures as set out in CLR11.

The reported site wide investigation/s covers the area of the Old Vinyl Factory using shallow trial pits (up to 1.6 metres), with formation of window sampling boreholes and deep boreholes (up to 30 metres bgl). Some previous work was also undertaken across TOVF by RPS consultants.

The testing involved 10 soil samples and analysis of the groundwater. The soil testing results although limited for the area of the site showed only four elevated lead levels, one elevated arsenic level and a raised alkaline pH.

The report indicates remediation is required in the case of limited soft landscaping for the development/s. 300 mm of soil is proposed. The site has made ground and this is where contamination is likely, the natural ground (including gravels) was generally found to be 'clean' and no pollution hot spots are recorded. No visual olfactory or instrument detected evidence of significant contamination was noted.

Arrangements of underground services ducts/tunnels are rather complicated over the wider areas of TOVF site and considerable works were reported to have been conducted to investigate asbestos and hydrocarbon contamination within the ducts. It appears that very little work was conducted on ducts within certain sections of TOVF because it is not stated within the geo environmental investigations and remediation summary. Therefore, any asbestos and hydrocarbons identified in any service ducts that may be discovered in the part of TOVF site which applies to this application, may (if discovered) require to be further investigated and remediated in accordance with an approved discovery / remediation strategy.

Various tests and sampling were conducted during formation of boreholes at the site and, based on available data, the risk assessment indicated a potential risk associated with ground gas was

considered present in certain proposed residential zones of the site. Therefore, further gas monitoring is advisable at certain areas of TOVF. The evaluation is based on three rounds of gas monitoring at selected boreholes; It is considered possible the conclusions may also be based on results from the wider TOVF area. However, there was no evidence of ground gases identified within the boreholes local to the proposed footprint of 1 Vinyl Square.

Case Officer comments

Conditions relating to contaminated land and imported soils are recommended to be attached to any grant of planning consent.

AIR QUALITY OFFICER

Damage Cost

The proposed development is located within the Hays Focus Area, producing traffic emissions which will add to current high ambient annual mean values and exceedances of nitrogen dioxide in this sensitive area.

The proposal is also not air quality neutral (being air quality neutral is a Mayor's requirement) and originates NOx and PM2.5 emissions from associated transport for at an equivalent damage cost of £116,183.

A Travel Plan is to be finalised and delivered with targets of reducing traffic by at least 10% achieved, secured by a bond. In this context, a discount of 10% of the total damage cost can be applied (to be confirmed by transport colleagues regarding suitability of the travel plan proposed).

Therefore, a section 106 agreement with the LAP of £104,565 is to be paid to contribute to Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

Observations

The following two Air Quality conditions are required. See text below.

Condition Air Quality - Low Emission Strategy

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

1) the fleet composition associated with the A1/A2/A3/A5/B1 Use Classes of the proposed development to be Euro 6/VI or cleaner (e.g. electric) or have implemented retrofitting devices that will enable compliance with such Euro standards.

2) the supply of energy to the proposed development. Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority.

3) an electric vehicle fast charging bay. This is to be implemented as part of the proposal with a minimum of the number of charging points required in the London Plan.

4) a clear and effective strategy to encourage residents/ staff / users to

a) use public transport;

b) cycle / walk to work where practicable;

c) enter car share schemes;

d) purchase and drive to work zero emission vehicles.

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

Reason - As the application site is within an Air Quality Management Area and Focus Area and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, London Plan Policy 7.14, and paragraph 170 of the National Planning Policy Framework (2018).

Air Quality - Construction

1. No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.
2. The London's Low Emission Zone for non-road mobile machinery to comply with the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.
3. This will apply to both variable and constant speed engines for both NOx and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments.

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements as of 1st September 2015, and London Plan Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition' (2014).

Wider Context

Focus Areas are areas within LBH Air Quality Management Area where current level of action is not sufficient to reduce current levels of air pollution below the standards set by Government to protect human health. Focus Areas are defined as areas where the air quality limits are exceeded, there is relevant public exposure and actions should be prioritised to achieve significant improvements in air quality.

Current poor ambient air quality within Hays Focus Area at sensitive receptors means that current Local Authority air quality measures to improve air quality within this area need to be supported by the planning system and that additional efforts to improve air quality are required, as prescribed in the NPPF.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019- 2024), namely Focus Areas.

In addition, the London Plan requires development 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)).

Case Officer comments

Conditions relating to the submission of a Low Emission Strategy and Air Quality during construction are recommended to be attached to any grant of planning consent.

DESIGN AND CONSERVATION OFFICER

The Old Vinyl Factory was formerly home to His Master's Voice (HMV) and later EMI. Building started on site in 1906 and a large cluster of factory buildings soon came to dominate the area. The significance of the area was recognised in the latter part of the 20th century when it was made a conservation area in 1988 (Botwell: Thorn EMI Conservation Area) and some of the factory buildings were either Statutory listed or added to the local list.

The masterplan for the mixed-use redevelopment of the Old Vinyl Factory (TOVF) was approved in

2013. The aim was to create a new residential-led mixed-use neighbourhood to bring life back to a largely vacant site and enhance the conservation area. The area remains an important part of Hillingdon's industrial heritage.

One Vinyl Square is the last residential-led phase of the master plan and an important development that will help to complete the area. The site is in a prominent location on Blyth Road and also fronts onto Vinyl Square and the new public space.

The conservation area is currently included on Historic England's Heritage at Risk Register and it is anticipated that once all the phases of development have been completed the conservation area will be removed from the register.

The application seeks permission to redevelop the site to provide a mixed-use development comprising 134 residential units (C3 Use Class) and ground floor commercial floorspace (flexible A1/A2/A3/A5/B1 Use Class), with associated car parking, cycle parking and landscaping.

The proposed development site forms part of the The Old Vinyl Factory masterplan. This was granted outline permission in April 2013 (59872/APP/2012/1838) for a comprehensive mixed-use development which was amended under Section 73 in July 2014 (59872/APP/2013/3775). It is understood that this permission has now lapsed as no application for the site had been submitted in time.

The outline parameters for 1 Vinyl Square comprised a building up to a height of 37.73 metres excluding plant, lifts and parapets. This would equate to a residential block no higher than 11-storeys. This would be taller than the surrounding development that has and is in the process of being built and would result in the development being one of the most prominent buildings within the conservation area and far taller than the Statutory and locally listed buildings close to the site. It is acknowledged that the previously approved height was up to height 37.73 metres which this current scheme adheres to. Since there has been no change in circumstance since the previous permissions were granted it may be hard to argue that the scheme is unacceptable in height although a reduced scheme would be more appropriate to the context.

Pre-applications were undertaken prior to the submission of this application. Although the approved parameters did permit a building up to a maximum height it negotiations were undertaken to help reduce the height of the north-western block so that there is a more gradual rise in height from the adjacent and much lower Veneer Store. This has helped to reduce the cliff like impact with the Veneer Store in views looking east along Blyth Road.

The separation distances between habitable rooms across the podium does not meet the 21 metres and is not policy compliant. In order to overcome overlooking bay windows have been introduced with south facing windows to maximise natural light into the affected apartments. This solution overcomes the overlooking concerns whilst retaining a separation distance between the east and west blocks of 19 metres.

The general layout of the blocks looks acceptable and single aspect flats have been kept to a minimum. Active frontages are provided at ground floor with access into flats and the commercial space and are appropriate. There is some inactive frontage to the southern elevation at street level around the bike store. This has been mitigated against with added architectural detailing in the form of decorative brickwork and metal mesh that provides visual interest to the street.

No objection is raised to facing brickwork being used as the primary construction material which is characteristic of the area. The detailed design of the facades has been sensitively handled with contrasting light buff brick and red brick that separate the blocks. The use of two window types will also help to visually break up the blocks along with the different types of balcony design and the use of spandrel panels.

There are some reservations over the signage (1 VINYL SQUARE) to the roof parapet on the eastern elevation. The proposed building would already be the tallest in the area and the introduction

of signage would draw more undue attention to the building. Ideally this should be removed from the proposals. If this is not possible then it should not be made more prominent with illumination.

Given the emerging character of the area and the well established masterplan the proposed development is not considered to cause harm the character and appearance of the conservation area.

The success of the scheme would be dependent on the building's detailed design and the introduction of high quality materials and good quality workmanship. It is, therefore, suggested that the following conditions be attached should the application be minded for approval:

Suggested conditions:

Submission of Details

Detailed drawings or samples of materials as appropriate, in respect of the following shall be submitted to and approved in writing by the local planning authority before the relevant part of the works is begun, and the works shall not be carried out other than in accordance with the details so approved and shall thereafter be so maintained:

- (a) Samples of materials
- (b) Details of roof parapets, window and door reveals, spandrel panels
- (c) Details of balconies, railings, metal cladding, metal mesh rainwater pipes
- (d) Details of signage and external lighting

Sample panels required

Sample panels of facing brickwork showing the proposed colour, texture, facebond and pointing shall be provided on site, and approved in writing by the local planning authority before the relevant parts of the approved works are commenced, and the sample panels shall be retained on site until the work is completed in accordance with the panel (s) so approved.

Windows and doors

Elevation drawings at a scale of 1:20 and plan and vertical sectional drawings at a scale of 1:2 of the proposed windows and doors shall be submitted to and approved in writing by the local planning authority. The works shall be undertaken in accordance with the approved details.

Case Officer comments

The above suggested conditions have been amalgamated into an appropriately worded materials condition that is recommended to be attached to any grant of planning consent.

HIGHWAYS

Planning permission is sought for the redevelopment of a brownfield site that previously formed part of the Old Vinyl Factory. The site is situated on the edge of Hayes town centre towards the western end of Blyth Road situated in between the Vinyl Square to the east and the Veneer Store to the west.

Blyth Road benefits from street lighting and is subject to a 30 mph speed limit. In the vicinity of the site Blyth Road has single yellow line 08:00 to 18:30 hours parking restrictions. As elsewhere in the Borough there is a midnight to 08:00 and 18:30 hours to midnight No Parking restriction for buses and coaches and vehicles greater than 5 tonnes gross weight. The easternmost one-way section of Blyth Road is located within the Hayes Parking Management Zone (HY1), which restricts use of parking spaces to permit holders only from 09:00 to 22:00 hours.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the TfL WebCAT service the application site has a PTAL ranking of 2 bordering 1b indicating access to public transport is limited.

The London Borough of Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking requires that a development proposal must comply with the relevant parking standards. These standards set the maximum number of car parking spaces permitted. For one and two bed flats the maximum number of parking spaces permissible ranges from 1 to 1.5 car parking spaces, three and four bedroom flats require 2 car parking spaces depending on local circumstances and reliance on the private car for trip making. The new development would have a total of 67 car parking spaces; this represents a ratio of car parking spaces to number of dwellings of 0.5. Sixty two car parking spaces would be provided within the adjacent Veneer Store surface level car park and 5 disabled spaces provided immediately to the south of the proposed building (67 spaces in total). Variance is allowed from Policy DMT6: Vehicle Parking where it would 'not lead to a deleterious impact on-street parking provision, congestion or local amenity'. Taking into account that the application site occupies a site on the edge of Hayes town approximately 550m from Station Road, which provides a variety of amenities such as shops, business services, leisure facilities as well as public transport opportunities the quantum of residential car parking spaces proposed is considered appropriate.

However, no car parking will be provided to serve the commercial element of the development; the developer argues that the vast majority of trips for the flexible commercial space will be linked with other trips by local residents and employees in the surrounding area. The Highway Authority has objections to this as Policy DMT6: Vehicle Parking requires car parking spaces depending on final use. Taking into account the sites PTAL ranking and edge of town centre location car parking spaces are required to be allocated for use by staff and visitors.

Commitment is made to provide adequate space for cycle storage to align with the draft London Plan standards. Two hundred and forty four residential long-stay spaces are to be provided, as a mix of two-tier and Sheffield stands. Cycling is to be encouraged through the provision of a cycle hub, where cycle storage is complemented by maintenance and cleaning facilities and local cycle route information.

Electric Vehicle Charging Points (EVCP) will be provided in accordance with draft London Plan standards, i.e. 14 'active' spaces comprising 20% of total parking provision, with the remaining 80% to be provided. This exceeds the requirement of the adopted London Plan, which seeks 20% passive provision of EVCP.

Residential waste storage will be located at ground floor within two dedicated areas provided adjacent the northern frontage (17 containers) and western frontage (5 containers). The stores are located within 10 metres of the on-street collection locations, i.e. Blyth Road and the access road to the west of the building. The Site Management Team will attend the site on a weekly basis to rotate the containers, to ensure that residents have access to empty containers. Commercial waste storage will be allocated within the demise of the commercial floor area, with collection undertaken by private waste contractor as necessary. Swept path drawings have been provided for a 3.5T Panel Van, 7.5T Box Van and 11 metre removal van, these demonstrate that all vehicles can manoeuvre safely and conveniently along within internal access roads.

The developer report that trip generation for the proposed development has been calculated using the industry standard TRICS database which provides comparable survey information for land uses akin to the proposed development. Sites have been selected from TRICS have been checked to ensure that they are comparable in terms of location, accessibility and parking provision. The developers have then used the 2011 Census to establish the method of journey to work for residents in the area. This Census modal split data has then been applied to the trip generation

The findings indicate that indicates that the majority of trips would be undertaken by car, with 28 two-way car driver trips during the AM Peak and 21 two-way during the PM Peak. Public transport

accounts for 21 two-way trips during the AM Peak and 16 two-way trips during the PM Peak. It is not expected that this number of peak hour trips will have a material impact on the local highway or public transport network, given the application site is located in an area with good access to public transport and amenities, as well as being located a short distance from major trunk roads, including the M4.

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

Construction Logistic Plans:-

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

Service and Delivery Plans:-

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

Given the Car-Lite status of the applicant's proposals the applicant will have to enter a legal agreement to ensure the future residents do not have access to parking permits within the Hayes Parking Management Scheme

The Travel Plan submitted alongside the planning application proposes that mode share targets are set as soon as 75% of the dwellings are occupied. However the Highway Authority require that targets must be agreed from first day of occupancy as people are more likely to change their travel behaviour from the outset when they move in as opposed to months later by which time they may have become accustomed to using a driver only private car. There are no contingencies in place should the Travel Plan targets not be met, this matter needs to be addressed.

An effective measure that has been overlooked and worthy of further investigate is the displaying of public transport information in real time at the reception/foyer. It is understood that TfL can help in this respect.

The travel plan mentions in section 6.3 how the travel plan will be monitored. It should be monitored more frequently and not just annually in order to put new measures in place should it become apparent that the targets may not be achieved.

As submitted the Travel Plan provides a sound basis for encouraging and enabling travel by means other than the driver only private car. As surety that the Travel Plan will be implemented and targets achieved the Highway Authority requires that the developer provides a £20,000 bond. In the event of the Travel Plan not being delivered the Highway Authority will use this bond to implement the Travel Plan itself. This should be secured by way of a suitably worded condition.

Subject to the points mentioned being addressed; there are no highway objections to this application.

Case Officer's comments:

Following receipt of these comments the proposed development has been amended to provide 68 car parking spaces comprising 66 residential spaces and 2 spaces for the commercial element. There are 8 disabled spaces proposed (6% of total accessible homes, with the potential to increase to up to 10% subject to demand. The Council's Highways Engineer has confirmed no objection to the amended proposals and also confirmed that they agreed that the actual PTAL rating for the site is currently 3, rising to 4 once Crossrail services begin running.

FLOOD AND WATER MANAGEMENT OFFICER

Patrick Parsons have produced a Flood Risk and Drainage statement, this proposes to manage surface water from the site through green roof and tanks, however this provides additional storage to bring this drainage design up to current government design standards restricting flows to 1.2ls and providing storage for up to the 1 in 100 plus 40% CC allowance.

As further detail on the green roof and final drainage arrangement is yet to be provided and so an appropriate condition is required. Opportunities at the front of the building within the landscaping on Blyth Road should be maximised

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

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

a) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.

iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

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

b) Minimise water use.

i. incorporate water saving measures and equipment.

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

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

i. Provide a management and maintenance plan

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

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

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

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

Reason

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan

(March 2016).

National Planning Policy Framework (June 2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

Case Officer comments:

A condition relating to the submission of a Sustainable Urban Drainage Strategy is recommended to be attached to any grant of planning consent.

BUILDING CONTROL

1. It is our opinion that the open plan apartments do not comply with BS9991:2015.
2. This fire risk assessment appears to have been produced by a suitably qualified assessor who have attempted to address the standards of Paragraph B within the London Plan Policy D12 (Fire Safety).
3. These comments do not prejudice any formal comments made by the London Fire Emergency Planning Authority (LFEPA). A consultation to the LFEPA will be made as part of the Building Control application process.
4. The final Fire Risk Assessment will need to be checked by a suitably qualified Fire Safety Specialist in order to discharge the Policy D12 planning condition and any costs to be recovered
5. This fire risk assessment has been reviewed as submitted, however it is not considered the final fire risk assessment. Design for means of escape, active/passive fire measures and access for the fire services will be subject to change as the scheme progresses and therefore a final risk assessment will be required to be submitted along with the Building Control application for review.

Case Officer's comments:

The above comments were provided to the applicant who has provided the following response:

In response to comment 1, we note that the majority of the open plan apartments fall within or very close to the 8x4m requirement. The Fire Strategy sets out that the overall fire strategy has been considered, however the detailed design for each individual apartment and accordance with the building regulations will be addressed post planning permission, as part of the detailed design stage, in conjunction with Building Control.

Post planning permission, we would prepare an Open Plan Assessment or CFD modelling in order to justify that the very few open plan apartments that do not strictly comply are acceptable.

We trust that Building Control will agree this level of information isn't required at this stage in the planning process and can be addressed with Building Control as part of detailed design, pre-construction. Joseph Homes are, of course, committed to ensuring that all apartments will meet the necessary Building Regulations.

Case Officer's comments:

The Council's Building Control Officer has confirmed that the above details are acceptable. It is recommended that a condition be attached to any grant of planning consent requiring the implementation of a Fire Strategy to be approved by the a suitably qualified professional.

LANDSCAPE ARCHITECT

This site is occupied by one of the westernmost plots of land within the Vinyl Factory complex. It is situated on the Blyth Road frontage, adjacent to the Vinyl Square public open space. Previously used as a car park with extensive tree planting, all existing trees have been, or will be, removed.

The proposal has been the subject of a number of pre-application meetings and reference is made to the current D&AS which was amended in February 2020. The mixed use development will comprise 134 residential units, including flats and maisonettes. Areas to be landscaped include limited opportunities for ground level planting, albeit the setting of the building will benefit from the

Vinyl Square Open Space, when approached from the east. All roof spaces will be utilised to provide amenity space, with the exception of the north-east corner which will accommodate PV's.

A range of roof /podium level gardens will be created to cater for the needs of residents. These will include activity spaces /play areas, social zones and growing areas. Amenity space will also be created in the form of private balconies and roof terraces. The D&AS provides figures confirming that the scheme achieves the GLA's Urban Greening Factor target of 0.4.

No objection, subject to conditions.

Case Officer comments:

A condition relating to Landscaping details is recommended to be attached to any grant of planning consent.

INDEPENDENT REVIEW OF NOISE IMPACT ASSESSMENT

The following conclusions are made:

- The proposed development is identified as "Medium Risk" and this identification is confirmed;
- To ensure acceptable internal noise levels indicative glazing and acoustic ventilator specifications have been provided though the internal noise criteria is not explicitly defined. Acceptable internal noise levels will need to be defined and secured by planning condition;
- No assessment has been made of the potential for sleep disturbance from LAFMax events and until this is provided it is unknown if the internal noise conditions are reasonable;
- As the windows need to be closed to ensure internal noise conditions full details of the proposed ventilation and thermal comfort arrangements must be provided;
- The noise levels external amenity areas are over the guidance limits for private balconies though this is offset by the roof garden and podium spaces being below the guidance limits.

Our recommendations are summarised as follows:

- As the site is "Medium Risk" it can be considered that suitable mitigation could be secured by planning conditions. The recommendation is there are not grounds for refusal on matters of noise, though planning conditions will be required to ensure reasonable internal noise levels and an adequate ventilation and cooling strategy;
- The Applicant is to confirm the ventilation strategy, internal noise targets and the cooling\thermal comfort strategy and LBH is to secure an acceptable strategy through a planning condition;
- LBH are to secure the plant noise rating level limits through a planning condition.

INDEPENDENT REVIEW OF DAYLIGHT AND SUNLIGHT IMPACT (Summary)

Overall, the architects have worked to design a balanced scheme providing future occupants with good levels of daylight and sunlight whilst still having access to generous balconies. We therefore consider the daylight and sunlight performance of the proposed building to be very good.

With regards to the impact on the surrounding properties, it is just Empire Building that is affected by the proposals. Out of the 38 windows tested for daylight, 9 windows will have a VSC of 18%, which is below the target value of 27%. It will be for Hillingdon to decide if this value is appropriate in this situation.

Case Officer comments:

For Empire House, the results identified only isolated transgressions from the BRE targets, which are driven by the self-light limiting design features of Empire House, such as the recessed windows and deep single aspect units. Nonetheless, amenity levels remain very high for an urban environment.

INDEPENDENT REVIEW OF FINANCIAL VIABILITY APPRAISAL (Conclusions)

For the purpose of our assessment we assessed the benchmark land value on an existing use

value plus basis and also on an Alternative Use basis mirroring the previous consent and adjusting for full policy requirements including affordable housing. In respect of the latter approach no premium was reflected as dictated by guidance.

The second basis i.e. an AUV (adjusted for full policy requirements) approach was agreed as a reasonable basis for assessment given the site characteristics and the previous planning history of the site.

However, there were further discussions and exchanges of information in relation to two main areas namely the gross to net allowance of the commercial space and the appropriate build cost discount to apply to the lower density benchmark land value scheme from the agreed cost of the proposed scheme. Further justification was provided in respect of the gross to net allowance from the commercial accommodation and this was adjusted for both the benchmark and proposed scheme to ensure consistency. In respect of the build cost discount, agreement was reached at the mid-point of the Applicant and Carter Jonas positions.

Further viability modelling was undertaken by the Applicant's consultant, which was reviewed and verified as correct. This modelling determined the project surplus (or the additional sum which could be used to contribute towards additional affordable housing or lower value tenures of affordable housing) for the proposed scheme against the benchmark land value scheme.

The above analysis resulted in a revised offer being submitted by the Applicant to include an affordable housing provision of 138 habitable rooms (35% by habitable room) with an affordable housing tenure split of 67% intermediate and 33% affordable rent. This equates to 27 units for shared ownership, 6 family maisonettes for affordable rent and 3 family maisonettes for London Affordable Rent. A full schedule of accommodation has been provided and is appended to this letter

We can confirm that following the comprehensive review of the Applicant's FVA and various rebuttal documents that agreement has now been reached on the viability of the scheme. In this content we are comfortable that the Applicant's revised offer should be considered the maximum reasonable reflecting the characteristics and planning history of the site.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site forms part of TOVF masterplan which was granted outline planning permission on 19 April 2013 (59872/APP/2012/1838) for a:

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

The principle of residential led development has therefore been established for the site albeit this consent has now expired.

Policy SA2: The Old Vinyl Factory and Gatefold Building, Hayes within The Local Plan: Part 2 - Site Allocations and Designations (2020) states:

"The Old Vinyl Factory

In accordance with the approved planning permission (Ref: 59872/APP/2012/1838) or any variations thereafter the Council will support the development of the following uses on the site:

- Demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm;

- Up to 510 residential units (maximum area of 49,000 sqm GEA);
- Up to 7,886 sqm of new B1 floorspace;
- Up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5);
- Up to 4,700 sqm of D1 and D2 uses;..."

For Hillingdon, the London Plan sets a housing delivery target of a minimum of 5,593 new homes between 2015 and 2025 (559 per annum). Local Plan Core Strategy Policy H1 seeks to maximise the supply of additional housing in the Borough and states the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

With regard to the proposed use, the development comprises a residential scheme (within Use Class C3) with ancillary commercial uses. The National Planning Policy Framework 2019 (NPPF) seeks to significantly boost the supply of housing and as such, the supply of housing is considered to be a public benefit. Paragraph 61 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward and where it is needed, that the needs of groups with specific housing requirements are addressed. London Plan Policy 3.3 (2016) recognises the need for more homes in London in order to promote opportunity and provide a real choice for all Londoners.

Policy at local, regional and national levels therefore acknowledges the need to provide new homes. It is considered that the nature and deliverability of the proposed development within a predominantly residential area would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

The proposed commercial space (Use Classes A1, A2, A3, B1, D1 or D2) is deemed ancillary to the residential use of the site. Amenity issues relating to this proposed commercial use are discussed within the report. The proposed location of the commercial use offers optimum opportunity to deliver viable commercial premises for Hayes.

Accordingly the proposals accord with Local Plan Core Strategy Policy H1, Local Plan Part 2, Policy SA2, Policy 2.17 of the London Plan (2016) and the NPPF (2019).

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in the supporting Table 5.3. and that all developments will be expected to meet habitable rooms standards.

The proposed scheme includes 134 dwellings across the 0.45 ha site area, which equates to 297 dwellings/ha.

The site currently has an official TfL PTAL rating of 1b/2, but following the introduction of Elizabeth line services in 2021/22 will achieve a PTAL rating of 4. The Council's Highways Engineer has confirmed their agreement to these ratings.

Utilising the current PTAL rating of 3, Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks for new developments to achieve the appropriate density which is compatible with the local context. Supporting Table 5.3 recommends that for a PTAL of 3/6 that a density of 150-190 dwellings/ha is appropriate. The proposed scheme has a density of 297 units per hectare which sits outside the upper density range recommended by Policy DMHB 17. However, the

application site only includes the proposed built form and an area of surface car parking as it sits as the final phase within a wider development area. Therefore the density calculation is higher than if it included adjacent land such as Vinyl Square, which is entirely public realm. It should also be noted that the built form sits within the parameters previously approved under the outline consent. Taking the above factors into consideration the proposed density is considered acceptable in this location.

Unit Mix

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

Policy H10 of the emerging London Plan (Intend to publish version) 2019, also outlines that the nature and location of the site needs to be taken into account, with a higher proportion of one and two bed units generally being more appropriate in locations with higher public transport access and connectivity.

The 2011 Census shows a mismatch between dwelling size and household size, with 60% of households living in dwellings containing five or more habitable rooms, but only 24% of households having four or more people. 60% of households contain only one or two persons. Projections envisage that the general trend towards smaller households will continue. The Council is of the view that a significant proportion of this need could be met through the provision of one and two bed units in town centres.

In ensuring a range of housing choice is provided to residents, London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types.

The development proposes the following mix of units:

Studio x 11 units (8.2%)
1 Bed x 41 units (30.6%)
2 Bed x 60 units (44.8%)
3 Bed x 22 units (16.4%)

Total = 134 Units

The Council's Policy Team have reviewed the submitted housing mix and raised no objections. Given the location of the site in close proximity to Hayes town centre the mix proposed, which includes a proportion of larger units at 16.4%, is deemed acceptable and appropriate and in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and policy H10 of the emerging London Plan (Intend to publish verison) 2019.

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

CONSERVATION AREA AND LISTED BUILDINGS

Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to substantial harm or total loss of significance without providing substantial public benefit that outweighs the harm or loss;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposals relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

Policy DMHB 2 states that applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutory Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on the significance. The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required. Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

Policy DMHB 4 requires that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.

The Old Vinyl Factory was formerly home to His Master's Voice (HMV) and later EMI. Building started on site in 1906 and a large cluster of factory buildings soon came to dominate the area. The significance of the area was recognised in the latter part of the 20th century when it was made a conservation area in 1988 (Botwell: Thorn EMI Conservation Area) and some of the factory buildings were either Statutory listed or added to the local

list. The application site is located to the west of the Botwell Thorn Conservation Area. To the East is Enterprise House, which is a Grade II listed industrial building for which planning permission and listed building consent was granted in October 2014 for the restoration, refurbishment and conversion of the building as part of a mixed use development. Enterprise House is an early concrete clad metal framed structure, which dates from the early 20th century. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed. In addition within The Old Vinyl Factory development site are Apollo House, Neptune House, The Record Store and The Shipping Building, which are all locally listed. To the East of the site beyond the adjacent developments is Hayes and Harlington Station, which is also locally listed.

The Council's Conservation and Design Officer has been involved throughout the pre-application discussions and has requested some amendments to the scheme. These have been incorporated into the final design and no objections have been made to the proposals. In addition the closest heritage assets are not directly adjacent to the site but separated by existing buildings.

The Conservation and Design Officer's comments raised one query related to the '1 Vinyl Square' lettering, stating 'The proposed building would already be the tallest in the area and the introduction of signage would draw more undue attention to the building. Ideally this should be removed from the proposals. If this is not possible then it should not be made more prominent with illumination'. It should be noted that this application does not grant advertisement consent for the signage and therefore this element of the proposals will be considered under a separate advertisement consent application.

In addition Historic England have been consulted on the application and have raised no objections. As such the impact of the proposals on the nearby Enterprise House, locally listed buildings and the Conservation Area are considered acceptable and the proposed development is deemed to accord with Policies HE1 of the Local Plan Part 1 (2012), policies DMHB 1, DMHB 2 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

NPPF paragraph 189 states applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. In addition paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The Greater London Archaeological Advisory Service were consulted on the proposals and noted that The Old Vinyl Factory has been subject to two phases of archaeological evaluation in 2013-14 with negative results. As such they have concluded that the

development is unlikely to have a significant effect on heritage assets of archaeological interest.

The proposed development is therefore deemed to accord with Policy DMHB 7 of the Local Plan: Part 2 - Development Management Policies (2020) and the London Plan (2016).

7.04 Airport safeguarding

Policy DMAV1 of the London Borough of Hillingdon Local Plan part 2 - Development Management Policies (January 2020) and paragraphs 95 and 182 of the National Planning Policy Framework (2019).

The proposed scheme accords with the parameters (including maximum height) as approved under the Old Vinyl Factory outline planning consent. National Air Traffic Services (NATS) have been consulted on the proposals and have raised no objections to the application. Heathrow Airport and the Ministry of Defence (RAF Northolt) have also been consulted and they have requested conditions be attached to any grant of planning consent. These conditions relate to maximum building heights, the requirement for a Bird Hazard Management Plan and a Crane Management Strategy due to concerns regarding the use of cranes.

These conditions are recommended to be attached to any grant of consent and as such the proposals are deemed to have an acceptable impact on airport safeguarding in accordance with Policy DMAV1 of the London Borough of Hillingdon Local Plan part 2 - Development Management Policies (January 2020) and paragraphs 95 and 182 of the National Planning Policy Framework (2019).

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

Part 1 Policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) 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 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 undesignated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

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

There are a number of multi-storey buildings within the locality, including the 8 storey Enterprise House, the 8 storey Shipping Building and 7 storey Cabinet Building. Reserved Matters consent has also been approved for the adjacent 8 storey Assembly Buildings. These are all large buildings of a significant scale and massing in the immediate vicinity, which are similar to the scale of building proposed. There is also a constant theme of industrial architecture and the extensive use of brick, which again is consistent with the development proposed.

The Council's Conservation and Design Officer has reviewed the proposals and provided comments in support of the application. One Vinyl Square is the last residential-led phase of the site wide master plan and an important development that will help to complete the area. The outline parameters for this phase comprised a building up to a height of 37.73 metres excluding plant, lifts and parapets. This would equate to a residential block no higher than 11-storeys. The scale of development proposed is within the parameters previously approved as part of the masterplan for The Old Vinyl Factory. Although the approved parameters did permit a building up to a maximum height negotiations were undertaken to reduce the height of the north-western block so that there is a more gradual rise in height from the adjacent and much lower Veneer Store. This has helped to reduce the impact in views looking east along Blyth Road. Active frontages are provided at ground floor with access into flats and the commercial space and are appropriate. There is some inactive frontage to the southern elevation at street level around the bike store. This has been mitigated against with added architectural detailing in the form of decorative brickwork and metal mesh that provides visual interest to the street.

No objection is raised to facing brickwork being used as the primary construction material which is characteristic of the area. The detailed design of the facades has been sensitively handled with contrasting light buff brick and red brick that separate the blocks. The use of two window types will also help to visually break up the blocks along with the different types of balcony design and the use of spandrel panels. Given the emerging character of the area and the well established masterplan the proposed development is not considered to cause harm the character and appearance of the locality. Subject to conditions the Council's Conservation and Design Officer raises no objection to the proposals.

As such it is considered the proposed development accords with Part 1 Policy BE1 of the Local Plan and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan: Part 2 - Development Management Policies (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposals would be located some 40m from the closest residential properties which are located to the north within the Empire Building, a former office building that has been converted to residential use under permitted development. Jupiter House, also on Blyth Road and located to the north east is approximately 70m from the proposals. There is a terrace of residential properties located 78m to the south west on Dawley Road. The

proposals are also approximately 140m from the future Assembly Buildings development within the Old Vinyl Factory Site.

The proposed building would be separated from properties within Empire House by Blyth Road and properties on Dawley Road by the existing Music Box multi-storey car park and the consented Veneer Store building. It is considered that the separation distances proposed would be sufficient to avoid over dominance to these adjoining properties, in addition the proposal consists of a residential led development within the parameters and scale as approved under the site wide consent. The consented Veneer Store is a proposed multi-storey car park and as such there are no concerns raised with regards to impact on this building.

Privacy

The Hillingdon Local Plan: Part 2 - Development Management Policies (2020) includes details on maintaining privacy and states that adequate distance should be maintained to any area from which overlooking may occur. Regard should be given to the character of the area and the distances between buildings but as a guide, the distance should not be less than 21m between facing habitable rooms and windows. Given the separation distances noted above it is considered that no loss of adjacent residential privacy would occur as a result of the proposals.

Daylight and Sunlight

The National Planning Policy Framework paragraph 123, part C stipulates that "local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site."

Planning Practice Guidance (2019) Paragraph 6 of the section 'Effective use of land' states that "Where a planning application is submitted, local planning authorities will need to consider whether the proposed development would have an unreasonable impact on the daylight and sunlight levels enjoyed by neighbouring occupiers, as well as assessing whether daylight and sunlight within the development itself will provide satisfactory living conditions for future occupants..."

Policy 7.6 of the London Plan requires that buildings do not cause unacceptable harm in relation to overshadowing as there could be the potential for a poorly designed building to have considerable impacts upon the neighbouring residents.

Policy 7.7, Location and Design of tall and large buildings, notes that large buildings should not adversely affect their surroundings in terms of overshadowing: "Location and design of tall buildings should not affect their surroundings adversely in terms of micro-climate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference."

The Supplementary Planning Guidance on Housing (March 2016) states "An appropriate degree of flexibility needs to be applied when using the BRE guidelines to assess the daylight and sunlight impacts of new developments on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, larger sites and accessible locations, where BRE advice suggests considering the use of alternative

targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time."

The application is supported by a daylight and sunlight report that considers the potential daylight/sunlight effects of the proposed development, this report has been independently reviewed by third party. A summary of the feedback received follows and confirms that the quality of the daylight and sunlight within the neighbouring properties has been assessed using processes recommended within the BRE document 'Site Layout Planning for Daylight and Sunlight' (2011). The BRE guidelines are not mandatory and the document should not be seen as an instrument of planning policy. Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design.

The results demonstrate that the the scheme responds to its context in order to limit the effect on the amenity of neighbouring properties in terms of either daylight or direct sunlight. Due to the orientation of the buildings the residential accommodation most likely to be impacted by the new development would be those to the north and north east of the site, namely the Empire Building and Jupiter House on Blyth Road.

Taking these buildings in turn, for Empire House, the results identified only isolated transgressions from the BRE targets, which are driven by the self-light limiting design features of Empire House, such as the recessed windows and deep single aspect units. Nonetheless, amenity levels remain very high for an urban environment. For Jupiter house the technical analysis has shown that this property remains fully BRE compliant for the Daylight and Sunlight assessments with the proposed development in place.

For the reasons set out above it is considered that there would be no material loss of daylight or sunlight to neighbouring occupiers to such an extent as to warrant a refusal of the current application.

Commercial Use

There are no concerns raised regarding the impact of the proposed commercial unit on adjacent occupiers subject to conditions regarding hours of use, noise and extraction flues. These conditions are recommended to be attached to any grant of planning consent. The proposed commercial premises would be separated by a minimum of 40m from the closest existing residential properties.

As such it is considered that the proposal does not result in an un-neighbourly form of development and complies with the requirements of Policy DMHB 11 of the Local Plan: Part 2 - Development Management Policies (2020).

7.09 Living conditions for future occupiers

Internal Space Standards

Policy DMHB 16: 'Housing Standards' requires that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards.

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

Amenity Space

Policy DMHB 18: 'Private Outdoor Amenity Space' of the Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the Council standards set out in Table 5.2. Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres. Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site. The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

The proposed podium roof gardens within the development serve as communal amenity space with defensible private space adjacent to properties to serve residents within the development. There are also a significant number of balconies proposed that contribute towards external amenity space.

The development proposed is required to deliver the following external amenity space:

11 x studio units and 41 x 1 bedroom flats = 1040m²

60 x 2 bedroom flats = 1500m²

22 x 3 bedroom flats = 660m²

In total therefore 3200m² of external amenity space is required.

The proposal would not provide sufficient private outdoor amenity to fully comply with Policy DMHB 18. A total of 2995.7m² of amenity space proposed. 1053.4m² is proposed as communal amenity space within podium gardens on level 01, 09 and roof levels. 1942.3m² is proposed as private amenity space on balconies. There is therefore a shortfall of 204.3m². These areas do not include the front gardens at ground level that face onto Blyth Road as they are not deemed to provide sufficient levels of amenity.

The Council are looking at improvements at Lake Farm Gardens, which is the closest public open space to the site. A planning contribution to fund the delivery of enhancements to the local park could be secured up to £40,000, which is considered to mitigate the impact of the shortfall in amenity space provision.

Child's Play

Policy DMHB 19 'Play Space' of the Local Plan: Part 2 - Development Management Policies (2020) states that new major residential developments which result in a significant net increase in child yield an occupancy of ten or more children will be required to provide children and young people's play facilities on-site. Where a satisfactory level of provision for children and young people's play facilities cannot be achieved on-site, the Council will seek a financial contribution towards the improvement of existing children and young people's play facilities within the local area.

Policy DMCI 5 'Children's Play Areas' of the Local Plan: Part 2 - Development Management Policies (2020) states that for all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should

be provided for each child and an accessibility standard of 400 metres to equipped playgrounds. In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

London Plan Policy 3.6 and London Plan Intend to Publish Version Policy S4 require development proposals to make provisions for play and informal recreation based on the expected child population generated by a development. This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10 sqm of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.

The submitted Design and Access Statement has proposed a level of playspace however the calculations provided are based on incorrect inputs. The GLA have confirmed that the proposed scheme has been calculated to generate a child yield of 50.9 in total, which includes a 24.1 yield for under-fives. This equates to a requirement to provide 509.3m² of playspace, including at least 241m² for under-fives on-site.

The proposed scheme as submitted included 352m² of playspace, including 153m² for under-fives. Following consultation with the GLA it has been demonstrated that the level of under 5 play space can be increased by 88m² with additional provision on the tenth floor. The design of this space can be captured through details submitted to discharge the relevant landscaping condition. The scheme has developed an overarching play strategy which proposes a significant provision of dedicated play space for under 5's and 6-11 age groups as well as significant opportunities for natural play within the various amenity spaces. However, to ensure that sufficient play space is secured for the lifetime of the development within the application site and across the wider Old Vinyl Factory site it is recommended that a Play Space Strategy be secured through the s106 Legal Agreement should the application be approved.

Overshadowing of Amenity Space

The site layout, orientation of the proposed buildings and the separation distances proposed are intended to minimise overshadowing across the site. It is considered that due to the orientation of the proposed buildings the amenity space will benefit from minimal overshadowing.

Public Open Space

Policy DMCI 4 'Open Spaces in New Development' of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space. In major town centre developments, new civic space may be required as an alternative to green open space. The policy goes on to state that proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted.

The proposed development fails to provide any meaningful public open space and therefore a contribution is required to provide new open space or enhance existing public open space. The Council's Town Centre Improvements Team are currently working on

improvements to the public realm surrounding Hayes and Harlington Station. The original outline consent for the wider site included a Public Realm/Town Centre Improvements contribution of £187,428.07 for the 510 units approved (or £367.50 per unit). If we deduct the 5 units left within the approved outline parameters from the proposals then for the remaining 129 units proposed a contribution of £47,408.26 is considered appropriate in order that the development contribute to public open space as required by Policy DMCI 4 'Open Spaces in New Development' of the Local Plan: Part 2 - Development Management Policies (2020) and the Planning Obligations SPG (2014).

Daylight/sunlight

The National Planning Policy Framework paragraph 123, part C stipulates that "local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site."

Planning Practice Guidance (2019) Paragraph 6 of the section 'Effective use of land' states that "Where a planning application is submitted, local planning authorities will need to consider whether the proposed development would have an unreasonable impact on the daylight and sunlight levels enjoyed by neighbouring occupiers, as well as assessing whether daylight and sunlight within the development itself will provide satisfactory living conditions for future occupants..."

Paragraph 7 states that "All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example, in areas of high density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings.

The Supplementary Planning Guidance on Housing (March 2016) states "An appropriate degree of flexibility needs to be applied when using the BRE guidelines to assess the daylight and sunlight impacts of new developments on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, larger sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time."

The application is supported by a daylight and sunlight report that considers the potential daylight/sunlight effects of the proposed development, which has been independently reviewed by external consultants.

The report advises that scheme has been designed in order to allow for maximum daylight and sunlight ingress into living areas, where it is generally more appreciated than in bedrooms. This has been achieved by locating most living areas in the corners of the buildings, where they benefit from a dual-aspect. Where living areas are single aspect the kitchen has been positioned at the back of the room and the living/dining space at the front where the daylight availability is greater.

Daylight is however only one of many factors to be considered when designing buildings and it must be balanced with other relevant requirements such as the provision of private amenity spaces and risk of overheating. The provision of private amenity in the form of large balconies inevitably obstructs daylight ingress into the habitable rooms. This can be considered an acceptable trade-off of amenity, especially as this helps to passively mitigate any overheating risks whilst providing outdoor amenity spaces.

Overall, the report concludes that the results of the technical assessments have shown very good levels of daylight and sunlight in the scheme with 82% (295 out of the total 360) of all proposed habitable rooms meeting or exceeding the recommended levels of Average Daylight Factor (ADF) and 86% with a very good sky visibility. The majority of living spaces (60%) also see good levels of Annual Probable Sunlight Hours and 86% of them experience excellent sunlight levels in the winter period. As explained above, where lower levels of light than recommended are seen this is a result of balancing daylight, the provision of private amenity, overheating and privacy issues.

A further five living/kitchen/dining and two studio rooms achieve the recommended ADF for living areas. As this level of daylight is considered acceptable for living spaces, it would be concluded that 303 out of the 360 (84%) of all habitable rooms assessed will offer future occupants good levels of daylight.

With regard to the tested rooms seeing lower levels of daylight, five are open plan living/kitchen/dining areas, 28 are living rooms and 24 are bedrooms. Of the five living/kitchen/dining areas that see low levels of daylight, four are marginally below the recommended ADF and have excellent levels of sky visibility. Only one sees low levels of daylight and sky visibility. This is located on the first floor facing the courtyard and therefore lower levels of daylight are naturally expected.

28 of the total 70 main living spaces assessed fall short of the BRE recommendation for ADF. However, the main reason for this shortfall, is the provision of balconies which obstructs most of the available daylight.

It is worth noting that all but four of the main habitable rooms see good levels of winter sunlight availability (WPSH) which means that the vast majority of occupants will be able to enjoy good levels of winter sunlight. The remaining four living rooms seeing lower levels of daylight and winter sunlight are located on the first floor, face the courtyard and are provided with balconies. Therefore, reduced levels of daylight are expected.

All 24 bedrooms falling short of the guidance are located behind balconies. Most of these rooms are located in the courtyard corners which is the most constrained area of the facade for daylight. Overall, the daylight and sunlight report concludes that the architects have worked to design a balanced scheme providing future occupants with good levels of daylight and sunlight whilst still having access to generous balconies. They therefore consider the daylight and sunlight performance of the proposed building to be very good.

The submitted Daylight and Sunlight Assessment has been reviewed by an independent consultant who concludes that overall, the architects have worked to design a balanced scheme providing future occupants with good levels of daylight and sunlight whilst still having access to generous balconies. They therefore consider the daylight and sunlight performance of the proposed building to be very good.

Given that the Supplementary Planning Guidance on Housing in March 2016, published by

the Mayor of London states that 'guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, larger sites and accessible locations, where BRE advice suggests considering the use of alternative targets', it is considered that the results demonstrate that the proposed accommodation will enjoy an appropriate level of sunlight.

Overshadowing

All areas of communal amenity within the scheme have been assessed for overshadowing. BRE guidance recommends that, in order for an area to appear well sunlit, at least half of it ought to see at least two hours of sunlight on 21st March. A total of five areas have been assessed as part of the Daylight and Sunlight report, three of which are roof terraces, one at podium level and the last one at ground floor (Vinyl Square). The report concludes that all tested areas far exceed the BRE recommendation and will therefore be well sunlit throughout the year, with most of their areas seeing more than six hours of sunlight from March to September in compliance with the BRE recommendations.

Noise

The application is supported by a Noise Impact Assessment. In order to determine the extent to which the site is currently affected by noise, a detailed measurement study has been carried out. Measurements have been carried out in order to characterise the existing noise climate during both the daytime and the night-time. Modelling shows that the majority of the site falls into Noise SDP 'Category B' during both the day and night-time periods, with only the front 5m of the site adjacent to Blyth Road falling into Noise SDP 'Category C'. On this basis "Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise to meet the Council's recommended outdoor and indoor noise levels."

The Noise Impact Assessment has been independently reviewed. It is agreed that the proposed development is identified as "Medium Risk". As such the independent reviewer states it can be considered that suitable mitigation could be secured by planning conditions and they recommend that there are not grounds for refusal on matters of noise, though planning conditions will be required. The noise levels external amenity areas are over the guidance limits for private balconies though this is offset by the roof garden and podium spaces being below the guidance limits. To ensure reasonable internal noise levels an adequate ventilation and cooling strategy and internal noise levels are to be secured by planning condition.

Privacy

As detailed within section 7.08 of this report the separation distances between the existing properties and the proposed development are considered to be acceptable. This results in the west, north and east facades of the building all achieving separation distances well in excess of 21m to protect residential privacy and amenity where windows could directly face each other.

Between the two 'wings' of the development the separation distance across the internal courtyard would be a minimum of 18.9m. Whilst this would mostly affect dual aspect rooms, there would be some single aspect rooms also affected. The distance proposed is below the level of separation distance required to protect residential amenity. As such the architects have staggered the location of the windows so that they are not directly opposite and have introduced a feature oriel window bay for the windows facing into the courtyard. This window directs views towards the south and away from neighbouring

windows or balconies. . This design feature is considered to therefore provide an acceptable and appropriate design solution.

Within the internal corners of the scheme where blocks meet at right angles the windows have been located to reduce overlooking and allow only acute angled views. This is deemed preferable to the use of large numbers of privacy screens which could have a detrimental impact on the outlook of properties. It is considered that the separation distances proposed and the location and angle of windows will create a development that provides acceptable levels of privacy for future occupiers. The proposal is therefore considered to be consistent with Policy DMHB 11 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020).

Outlook

The vast majority of the proposed units will be dual aspect (78%) with the number of single aspect dwellings reduced through the design process in discussions with officers. As a result of negotiations through the pre-application process there are zero single aspect north facing units. No three bed family units are proposed as single aspect. Given the use of standard access lift cores/corridors in developments of this nature, the mix of single and dual aspect units is deemed acceptable. All of the proposed units will have outlook over the internal podium area and/or the existing streetscene and will benefit from acceptable levels of outlook.

The Veneer Store building would be the closest structure to the site should both developments come forward. The Veneer Store would be a five-storey building containing 526 parking spaces. At ground floor level would be three small commercial units, one of 186.8sqm, one of 89.1sqm, and one of 78.1sqm. Also at ground floor level would be the car park office and plant room. The Veneer Store building would be located 15m away from the footprint of the proposed 1 Vinyl Square building. On the eastern facade of the ground floor within the Veneer Building would be two commercial units, the exit to the car park and the car park office. The car park office would have no windows in this location and therefore the only elements which require consideration are the commercial unit windows in this elevation. A large proportion of the proposal's ground floor elevation is given over to the pedestrian access and the bin store, however 4 of the maisonette residential units are located with rooms on this elevation. For the property in the north west corner of the site the ground floor living area would be 15m away from the commercial windows. However the room is not single aspect and has a window in the northern elevation as well as the western elevation. Two of the three units with access points on the western elevation would have bedrooms on the ground floor that are single aspect. However these units are not located directly opposite the commercial units and also have an additional two metre area of defensible space which further separates them from the Veneer Building should it be constructed. The final maisonette unit with access and a ground floor bedroom in the south west corner of the proposed building would have the 2m gap of defensible space and also be dual aspect with a further window in the southern elevation. Overall, the impact on these 3 bedrooms (out of a proposed total of 238 bedrooms) is such that it is not considered to result in a detrimental impact on residential amenity such as to warrant a recommendation for refusal. This is due to the fact that the rooms affected are either dual aspect or benefit from non-direct overlooking and have defensible space. The arrangement with buildings on either side of a public access road is also not that dissimilar to a normal streetscape.

The proposals are therefore deemed to be in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided. Cycle parking must be provided in accordance with Council Standards of one space per studio, 1 or 2 bed unit and two spaces 2 per 3 or more bed unit.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5%

passive provision to meet the Mayor's targets. For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user.

The site is currently served by the existing internal access roads of the wider development site.

Car Parking - Residential

Policy DMT6 states that for one and two bed flats the maximum number of parking spaces permissible ranges from 1 to 1.5 car parking spaces, three and four bedroom flats require 2 car parking spaces depending on local circumstances and reliance on the private car for trip making. The new development would have a total of 68 car parking spaces, with 66 for residential use; this represents a ratio of car parking spaces to number of dwellings of 0.5. Variance is allowed from Policy DMT6: Vehicle Parking where it would 'not lead to a deleterious impact on-street parking provision, congestion or local amenity'. Taking into

account that the application site occupies a site on the edge of Hayes town approximately 550m from Station Road, which provides a variety of amenities such as shops, business services, leisure facilities as well as public transport opportunities the quantum of residential car parking spaces proposed is considered appropriate subject to contributions to encourage sustainable forms of transport.

Funding is required for investment in measures that better connect the development site with Hayes Town Centre and Hayes and Harlington Station. With attractive and convenient measures for pedestrians and cyclists in place the Council can be confident that these will offer a genuine travel alternative to the private car. This opportunity to better connect the development with Hayes town centre has been taken into account when assessing the quantum of car parking spaces proposed on the site.

The Council's Highways Engineer has requested a contribution of £149,500 towards Public Realm Connectivity. This would be used towards the following:-

- £82,000 towards the upgrade of pedestrian and cycle facilities on Blyth Road (one third cost of total works)
- £47,000 towards works needed to create a shared use footway/cycleway along the southernmost point of Bollingbroke Way to the entrance into Stockley Park
- Santander Bike Contribution of £2,500; and
- £18,000 contribution for works to create a new shared pedestrian/cycle access from the eastern side of the Dawley Road near the Woolpack public house to the Grand Union Canal Quietway.

It is therefore considered that subject to an appropriate contribution, on balance, the level of parking proposed is sufficient for the residential component of the proposals. The applicant has confirmed their acceptance of the proposed level of contributions and these would be secured via a section 106 legal agreement.

In addition to the above Transport for London have reviewed the proposals and note that they represent an uplift of 21% compared to the originally assessed levels of residential development for the wider site. The methodology of assessing the additional units is supported by TfL who have confirmed that a revised Transport Assessment is not required and nor are any public transport contributions needed in order to mitigate against the impact of the development. TfL maintain their view that the parking ratio proposed is too high, however as explained above it is considered to be acceptable in terms of the London Borough of Hillingdon's local policies.

Blue Badge Parking

There are 8 disabled spaces proposed (6% of total accessible homes, with the potential to increase to up to 10% subject to demand). The Council's Highways Officer has confirmed that this level, plus flexibility to increase, is acceptable.

Car Parking - Commercial

Two car parking will be provided to serve the commercial element of the development following discussions with officers. The Highway Authority has considered this level of parking and confirmed that they have no objections to this level.

Electrical Vehicle Charging Points

Electric Vehicle Charging Points (EVCP) will be provided in accordance with draft London Plan standards, i.e. 14 'active' spaces comprising 20% of total parking provision, with the remaining 80% to be provided. This exceeds the requirement of the adopted London Plan,

which seeks 20% passive provision of EVCP.

Cycle Parking

In terms of cycle parking, the proposed development will provide a total of 238 cycle spaces including 16 Sheffield stands; six of the Sheffield stands can also accommodate larger bikes such as tricycles or recumbent bikes. Cycling is to be encouraged through the provision of a cycle hub, where cycle storage is complemented by maintenance and cleaning facilities and local cycle route information.

Motorcycle Parking

Motorcycle parking spaces have been proposed to the south of the main building, which equates to one space per 34 car parking spaces. This level fails to be in accordance with Council requirements and as such an additional 2 spaces are recommended to be secured by an appropriately worded condition should the application be approved.

Trip Generation

The developer reports that trip generation for the proposed development has been calculated using the industry standard TRICS database which provides comparable survey information for land uses akin to the proposed development. Sites have been selected from TRICS have been checked to ensure that they are comparable in terms of location, accessibility and parking provision. The developers have then used the 2011 Census to establish the method of journey to work for residents in the area. This Census modal split data has then been applied to the trip generation

The findings indicate that the majority of trips would be undertaken by car, with 28 two-way car driver trips during the AM Peak and 21 two-way during the PM Peak. Public transport accounts for 21 two-way trips during the AM Peak and 16 two-way trips during the PM Peak. It is not expected that this number of peak hour trips will have a material impact on the local highway network, given the application site is located in an area with good access to public transport and amenities, as well as being located a short distance from major trunk roads, including the M4.

Travel Plan

A draft Travel Plan has been submitted with the application that provides a sound basis for encouraging and enabling travel by means other than the private car. As surety that an updated Travel Plan will be implemented and targets achieved the Highway Authority requires that the developer provides a £20,000 bond. In the event of the Travel Plan not being delivered the Highway Authority will use this bond to implement the Travel Plan itself

Given the parking ratio proposed it is recommended that the legal agreement ensures that future residents do not have access to parking permits within the Hayes Parking Management Scheme.

Site Wide Car Parking

It is also recommended that an updated Car Park Management Plan for the wider Old Vinyl Factory Site be secured through the legal agreement should the application be approved. This is required to ensure that the allocation of parking spaces accords with the site wide approved parking provisions for each phase and use across the site. The original planning permission and reserved matters approvals for the site have allocated parking to the various consented phases of the parent permission. However as this application is a 'drop in' application to the wider site, it is important to ensure that this stand alone application accords with the original parking allocation.

In addition to the above the Council's Highways Engineer has requested conditions be attached to any consent that require a Construction Logistics Plan and a Service and Delivery Plan be submitted and approved in writing by the Council.

Subject to the above the proposals are deemed to be in accordance with Policies DMT 1, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), the National Planning Policy Framework (NPPF) and Policy 6.3 of the London Plan (2016).

7.11 Urban design, access and security

Policy DMHB 15 of the Local Plan: Part 2 - Development Management Policies (2020) requires all new development to ensure safe and attractive public and private spaces.

It is considered that there are no urban design or security issues arising from the proposal. The Metropolitan Police have been consulted on the proposals and raised no objections to the details submitted subject to the development being covered by a Secured by Design condition.

The proposals are therefore deemed to be in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.12 Disabled access

Policy DMHB 16: 'Housing Standards' requires that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, and in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users

Policy 7.2 of the London Plan (March 2016) requires that the all new development provides the highest standards of accessible and inclusive design.

The Council's Access Officer has commented that it is unclear whether the M4(3) units would be interspersed throughout the development, and across typologies and tenures. 10% of affordable housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible units. However the scheme is proposing 10% M4(3) homes, as required by policy and it is not always possible to also ensure that these units are split across the tenures, as well as maximising the delivery of affordable family homes.

The development proposes nine family maisonettes which are all proposed as affordable rent tenure. This is considered to be a positive element of the development and is welcomed by the Council's Housing Team. These nine family-sized affordable homes are maisonettes and have front doors with direct access onto the street, as well as private gardens.

The affordable maisonettes comply with the space requirements of the Nationally Described Space Standards and meet Part M4(2) requirements. However, in order to make one or more of these maisonettes compliant with Part M4(3), it would have to significantly increase in size due to the M4(3) requirements such as increased internal lobby size, corridor width, space within kitchen and kitchen worktop lengths, bedroom and bathroom/cloakroom sizes, plus the provision of wheelchair storage and transfer space. A critical extra requirement over the flats would also be the provision of a through-floor lift. The footprint of the site and other uses at ground floor mean that increasing a maisonette, in line with the above requirements, would necessitate the loss of a maisonette, meaning

that the development would only deliver eight affordable rented family-sized ground floor maisonettes.

On balance is considered preferable to retain all these units as affordable, as opposed to relocating an affordable rented unit to M4(3) compliant apartments within other floors of the development. It is acknowledged that this means that there will be no M4(3) compliant affordable rented homes within the development (albeit there will be in the intermediate affordable tenure), however it is considered that ensuring affordable family homes as maisonettes with their own individual front doors/amenity space is preferred. Further, there is no policy requirement to provide M4(3) homes split across each tenure, albeit the applicant has demonstrated that they have tried to ensure a split as far as possible.

Whilst the scheme does not provide all of the elements requested by the Council's Access Officer, the developer has demonstrated why that is not possible, but a conditions will be imposed to secure the minimum requirement of 10% M4(3) units within the development.

The scheme is in accordance with Policy DMHB 16: 'Housing Standards' and Policy 7.2 of the London Plan (March 2016).

7.13 Provision of affordable & special needs housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 134 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) states that the Council aims to achieve a tenure mix of 70% social rent and 30% intermediate housing across the Borough, however it notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The proposed development is for 134 residential units which would be split across the following mix:

Studio x 11 units (8.2%)
1 Bed x 41 units (30.6%)
2 Bed x 60 units (44.8%)
3 Bed x 22 units (16.4%)
Total = 134 Units

Of these units the following are proposed as affordable housing:

1 bed x 10 units
2 bed x 6 units
3 bed x 20 units
Total = 36 affordable housing units

In relation to habitable rooms this equates to 138 of the total habitable rooms (394), which is 35%. The affordable tenure split by habitable room is 67% intermediate and 33%

affordable rent. One third (3 maisonette units) of the affordable rent is proposed as London Affordable rent, which equates to 11% by habitable room.

It is noted that this tenure does not fully accord with planning policy. As such the applicants have lodged a Financial Viability Appraisal which has been independently reviewed and following lengthy discussion it has been confirmed that the affordable housing offer is the maximum reasonable offer considered viable for the proposals.

The Council's Housing Team have been involved with the discussions and confirm that the offer that all of the proposed maisonettes be offered as affordable is a positive element of the proposals.

The affordable housing offer, although not entirely policy compliant, is confirmed through the FVA appraisal process as the best offer viable and is a significantly greater offer than any other phase of the Vinyl factory, especially in relation to the 20 x 3 bedroom units proposed.

Taking the above matters into account, the affordable housing offer is considered to be justified and in accordance with Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies. The details of the provision of affordable housing will be secured under the S106 Legal Agreement that will include an appropriate review mechanism.

7.14 Trees, landscaping and Ecology

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 G5 Urban Greening of the Intend to Publish London Plan (2019) states that Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

Boroughs should identify the appropriate amount of urban greening required in new developments. The Urban Greening Factor should be based on the factors set out in the supporting table, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) 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 Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) 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 site is currently cleared and contains no trees or any landscaping features of merit. This site is also not covered by any TPO's. The proposed landscaping for the development

can be broken down into the following areas:

1. The ground floor public realm around the curtilage of the 1 Vinyl Square Building has been designed to tie in with the Old Vinyl Factory Masterplan. This has been considered through the selection of materials and planting. The design is composed of adoptable paving to tie in with Blyth Road materials and includes planted boundaries to provide privacy for residential units. Tree planting located to avoid below ground services, however the volume and impact of low level planting along Blyth Road has been maximised due to inability to plant trees in all locations as a result of below ground services. Specimen trees with 2m clear stem are proposed to allow cars to have visibility and climbing plant species are located along building edge to help animate building facades.

2. The first floor terrace has been designed to primarily provide an active and social space. Areas for informal play and large seating groups are integrated amongst planting. The design includes an activity sun deck in a south facing location. The deck is also the location for group seating, potted plants and potential community events. Boundary planting is proposed to provide privacy to adjacent residential units whilst secluded small seating areas are connected by raised deck sections. High impact sensory grass planting is included to create noise and movement. There is an informal sensory play route proposed with natural play elements surrounded by sensory planting and Multi stem trees to provide year round interest.

3. The ninth floor terrace aims to primarily provide social seating space amongst planting. The design provides one area that is smaller and creates a more secluded seating space. A second area is larger and surrounded by dense mounded planting, creating a protected environment suitable for seating. The design is composed of small non combustible composite timber terrace with reclined seating. Low level planting with seasonal interest and large variety of drought tolerant species are included.

4. The two tenth floor terraces are intended to create both a communal growing space for residents and a social seating space amongst planting that utilises wide views. The communal growing space is provided through both a herb garden and raised allotment beds. The social seating space amongst planting provides one area that is raised to get the best views and is exposed to wind. A second area is surrounded by dense mounded planting, creating a protected environment suitable for seating. The two roof terraces are linked both internally and externally.

The Design and Access Statement illustrates the areas of planting and surface materials which are being proposed. Based on these areas and the overall area of the site they have calculated that the scheme has an Urban Greening score of 0.4. This meets the target advised by the Mayor of London.

The Council's Landscape Architect has reviewed the submitted details and the proposed Urban Greening Factor and they have raised no objections to the proposals subject to additional information being required with regards to proposed surface materials and management and maintenance of landscaping. These details are recommended to be secured by condition and therefore subject to conditions the scheme is deemed to be in accordance with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and the London Plan (2016).

ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies

(January 2020) relates to biodiversity protection and enhancement in major development proposals.

An Ecological Appraisal has been submitted to accompany the application. This sets out that the ecological value of the existing site is negligible, and includes recommendations to incorporate soft landscaping into the development, along with the installation of bird boxes, both of which form part of the proposals. The submission includes details of landscaping features, the details of which will be secured by condition and on this basis, the development will achieve a net gain in biodiversity and ecological enhancements at the site. As such it is considered that the proposals will improve the ecological footprint of the site in the context of its urban setting.

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) states that development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

London Plan Policy 5.17 also requires adequate provision to be made for refuse and recycling facilities for new development.

Residential waste storage will be located at ground floor within two dedicated areas provided adjacent the northern frontage (17 containers) and western frontage (5 containers). The stores are located within 10 metres of the on-street collection locations, i.e. Blyth Road and the access road to the west of the building. It is proposed that the Site Management Team will rotate the containers, to ensure that residents have access to empty containers. Commercial waste storage will be allocated within the demise of the commercial floor area, with collection undertaken by private waste contractor as necessary. Swept path drawings have been provided for a 3.5T Panel Van, 7.5T Box Van and 11 metre removal van, these demonstrate that all vehicles can manoeuvre safely and conveniently along within internal access roads.

The Council's Waste Strategy Officer has confirmed that the proposed details are acceptable for waste and recycling requirements. However to ensure that the correct management measures are put in place it is recommended that a Delivery and Servicing Plan be required via an appropriately worded condition should the application be approved

As such the proposal is considered to be in accordance with London Plan Policy 5.17 and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies

(January 2020) requires that all developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

The submitted details have been reviewed and it is considered that insufficient information has been provided at this stage to determine whether the development proposed would achieve the appropriate standards. As such it is recommended that a condition be attached to any grant of planning consent which requires a full and complete Energy Strategy to be submitted and approved in writing by the Council. If the Energy Strategy indicates that a carbon off-set is required then this would be secured through a s106 legal agreement.

Subject to the above condition and potential s106 contribution the development is deemed to accord with Policy 5.3 of the London Plan, Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.17 Flooding or Drainage Issues

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The Council's Flood and Water Management Officer reviewed the submitted details and confirmed that they have no objections to the proposals subject to the attachment of an appropriate condition should the application be approved.

Therefore the proposed scheme is deemed to accord with Policies 5.12 and 5.13 of the London Plan (March 2016), Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.18 Noise or Air Quality Issues

NOISE

The National Planning Policy Framework (NPPF) provides the Government's guidance on noise issues and paragraph 182 states that planning decisions should ensure that new development can be integrated effectively with existing businesses and that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business could have a significant adverse effect on new development (including changes of use to residential) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy 7.14 of the London Plan (March 2016) further supports this.

The application is supported by a Noise Impact Assessment which confirms that at this stage there is no specific detail on the noise emission of fixed plant for the development and as such has specified a rating level limit of 10 dB below the background sound level at all noise sensitive receptors of 45/36 dB LAr,T during the daytime/night-time respectively.

The Noise Impact Assessment has been independently reviewed and the above approach is agreed, and a planning condition will be needed to secure the fixed plant noise limit in the event of planning permission being granted. This condition is recommended to be attached to any grant of planning consent. In addition a condition is recommended to be attached that limits the hours of use of the proposed commercial units. Subject to these conditions being attached it is considered that the scheme would be acceptable in terms of noise.

AIR QUALITY

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy 7.14 of the London Plan (March 2016) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is within an air quality management area. The Council's Air Quality Officer has reviewed the proposals and the air quality assessment. They have calculated this a air quality contribution of £104,565 is required to mitigate against the impact of the development, which has been agreed by the applicant. This would be secured through the section 106 legal agreement should the application be approved.

In addition, as requested by the Council's Air Quality Officer, conditions relating to the submission of a Low Emission Strategy and Air Quality during construction are recommended to be attached to any grant of planning consent.

As such there are no concerns raised in terms of air quality and the application is considered to accord with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.19 Comments on Public Consultations

None received

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) relates to securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. This policy is supported by more specific supplementary planning guidance.

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

The obligations sought are as follows:

1. On-site Affordable Housing (including review mechanism): (1 bed x 10 units, 2 bed x 6 units, 3 bed x 20 units. Tenure split 67% intermediate and 33% affordable rent. One third (3 maisonette units) of the affordable rent is proposed as London Affordable rent, which equates to 11% by habitable room).
2. Carbon off-set contribution
3. Air Quality contribution £104,565
4. Parking permits restriction for future occupiers
5. Santander Bike Scheme Contribution £2,500
6. Residential Travel Plan plus £20,000 bond
7. On site car club of 2 spaces, free membership for 3 years plus £50 credit for one person in each unit
8. External Amenity Space contribution £40,000
9. Grand Union Canal Quiet Way contribution of £18,000
10. Public Realm Connectivity £129,000
11. Public Open Space contribution £47,408.26
12. Play Space Strategy
13. On site blue badge car parking utilisation review to ensure a policy compliant provision should the demand for blue badge car parking exceed the on-site provision
14. Updated site wide Car Park Management Plan for the wider Old Vinyl Factory Site (wider site as approved under application reference 59872/APP/2013/3775)
15. 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.
16. Project Management & Monitoring Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £1,562,535.15 for the residential element and £19,483.33 for the commercial element, in total £1,582,018.48.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per

square metre (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £760,385.66.

7.21 Expediency of enforcement action

None

7.22 Other Issues

Contamination

Policy DMEI 12 and Policy DMEI 13 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) seek to control the risk from contamination.

The Council's Contaminated Land Officer has reviewed the submitted documents in terms of the risk of contamination and has raised no objections to the proposal subject to the attachment of appropriate conditions. The proposal is therefore acceptable in terms of contamination and in accordance with Policies DMEI 12 and DMEI 13 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

Fire Safety

Policy D12 (Fire safety) of the draft London Plan - Intend to Publish (2019) says that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety. In this regard an Outline Fire Strategy has been submitted as part of the application. It is considered that a condition should be added to any permission to secure the implementation of a Fire Strategy for all parts of the development in accordance with draft Policy D12 (Fire safety) of the London Plan - Intend to Publish (2019).

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The application proposes the mixed use redevelopment of a site within the Old Vinyl Factory development on Blyth Road in Hayes. The proposal is for a single building of staggered storey heights that would provide 134 new residential units (Use Class C3) with 395m² of flexible commercial space to accommodate A1/A2/A3/A5/B1 uses, plus associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

Although this is a stand alone full planning application the site was part of the original outline masterplan for redevelopment of the VINYL factory. The outline masterplan is a material planning consideration which affects consideration of subsequent proposals on the site.

The application site for the current application is referred to in the outline planning permission as the Veneer Building, which formed phase 7 of TOVF masterplan. The approved outline parameters for the Veneer Building comprised a building of up to 11-storeys in height (maximum AOD of +66.90, excluding lift overruns and parapets etc). The Veneer Building was proposed to be the tallest building within TOVF masterplan, as a focal point and landmark to this entry point into TOVF, and Vinyl Square. As such design and massing considerations for this full planning application have been heavily influenced by the

outline consent.

Although the full application proposes more residential units than the outline application it delivers a considerable uplift in affordable housing, which clearly weighs in favour of a positive recommendation.

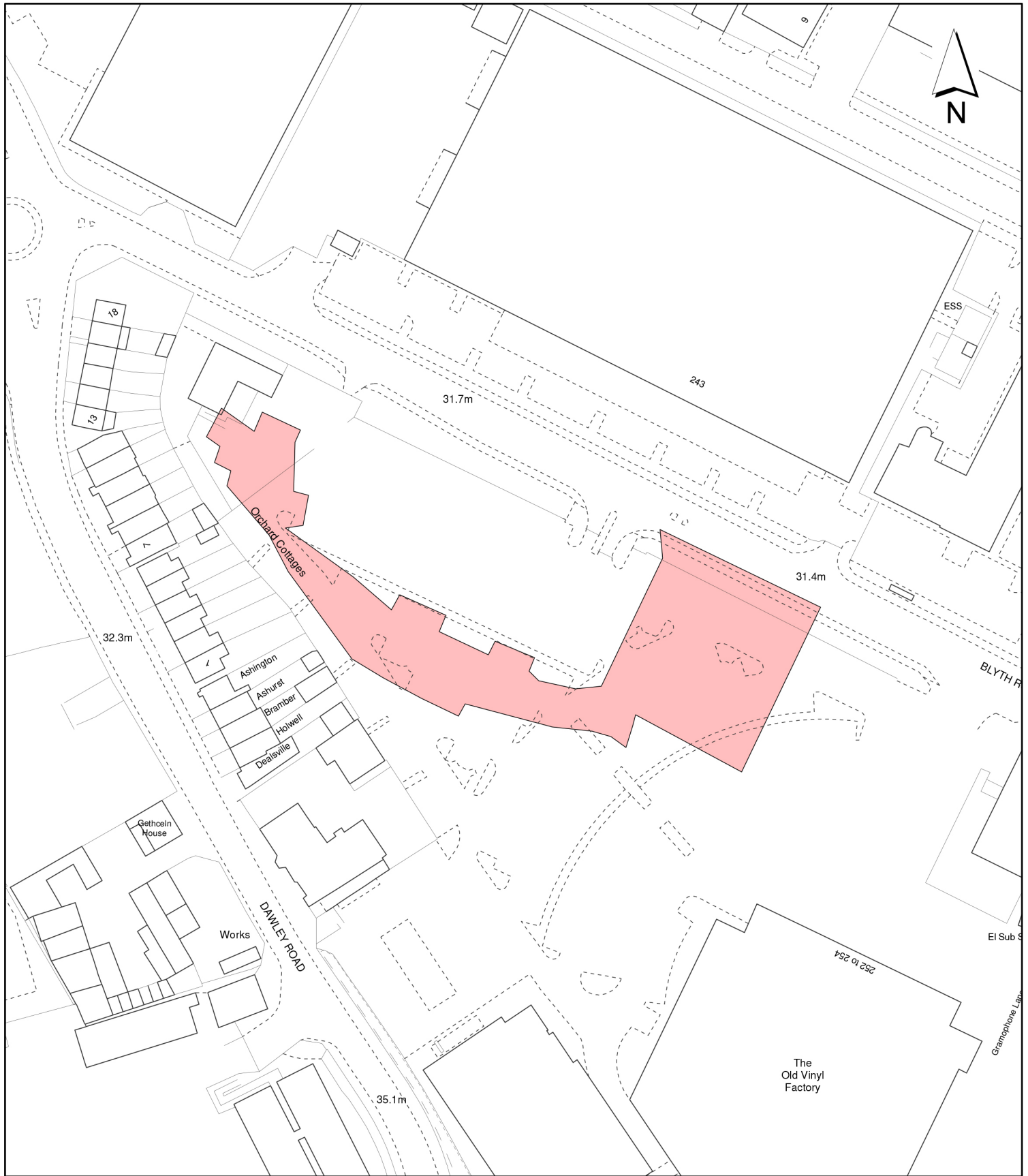
The proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). The application is therefore recommended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

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
Council's Supplementary Planning Document - Planning Obligations
Accessible Hillingdon SPD - September 2017
The London Plan (2016)
Draft London Plan - Intend to publish (2019)
GLA SPG Affordable Housing & Viability (August 2017)
GLA SPG Housing (March 2016)
GLA SPG Play and Informal Recreation (September 2012)
GLA SPG Planning for Equality and Diversity in London (October 2007)
The National Planning Policy Framework (NPPF) (2019)

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**1 Vinyl Square
 The Old Vinyl Factory
 Blyth Road**

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

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

Planning Application Ref:

59872/APP/2019/3852

Scale:

1:1,250

Planning Committee:

Major Page 130

Date:

May 2020



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address: FORMER NESTLE FACTORY, NESTLES AVENUE, HAYES

Development: Section 73 application to vary Condition 9 (Residential Condition - Approved Plans) of planning permission ref: 1331/APP/2017/1883 dated 28/06/2018 (Part demolition of existing factory buildings and associated structures, and redevelopment to provide residential dwellings (Use Class C3), office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), commercial floorspace (Use Classes B1c/B2/B8) and Data Centre (Sui Generis), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works) (as amended by application ref: 1331/APP/2020/50 dated 06/02/20).

The amendments to the approved plans propose: Minor changes to Blocks D, E, F1 and G involving the addition of two residential units in Block E, one additional residential unit in Block G, the reorganisation of 8 residential units in Block G, including internal and external alterations involving minor facade changes, the addition of a number of balconies; and the increase in the refuse and cycle storage area in Block D, unit mix change in Block D, unit Mix change in Block F and unit mix correction to Block C.

LBH Ref Nos: 1331/APP/2019/1666

Drawing Nos: MA 1 01 P5 Block B Ground & First Floor Plan
MA 1 02 P5 Block B Second & Third Floor Plan
MA 1 03 P5 Block B Fourth & Fifth Floor Plan
MA 1 04 P5 Block B Sixth & Seventh Floor Plan
MA 1 05 P5 Block B Eighth & Ninth Floor Plan
MA 1 06 P4 Block B Tenth & Roof Plan
MA 2 01 P5 Block B Elevations
MA 6 31 P2 Block B: Balcony Type A1-A2
FNF-A-D-MKWR-DR-06-300 T4 East Elevation
FNF-A-D-MKWR-DR-06-301 T4 West Elevation
FNF-A-D-MKWR-DR-06-302 C1 North & South Elevations
FNF-A-D-MKWR-DR-06-100 T4 Ground Floor Plan
FNF-A-D-MKWR-DR-06-101 C1 First Floor Plan
FNF-A-D-MKWR-DR-06-102 C1 Second Floor Plan
FNF-A-D-MKWR-DR-06-103 C1 Third Floor Plan
FNF-A-D-MKWR-DR-06-104 C1 Fourth Floor Plan
FNF-A-D-MKWR-DR-06-105 C1 Fifth Floor Plan
FNF-A-D-MKWR-DR-06-106 C1 Sixth Floor Plan
FNF-A-D-MKWR-DR-06-107 C1 Seventh Floor Plan
FNF-A-D-MKWR-DR-06-108 C1 Eighth Floor Plan
FNF-A-D-MKWR-DR-06-109 C1 Ninth Floor Plan
FNF-A-D-MKWR-DR-06-110 C1 Roof Plan
FNF-A-E-MKWR-DR-06-300 T1 East Elevation
FNF-A-E-MKWR-DR-06-301 T1 West Elevation

FNF-A-E-MKWR-DR-06-302 T1 Elevation 7 and 8
 FNF-A-E-MKWR-DR-06-303 C1 Elevation 3 and 6
 FNF-A-E-MKWR-DR-06-100 T2 Ground Floor Plan
 FNF-A-E-MKWR-DR-06-101 T2 First Floor Plan
 FNF-A-E-MKWR-DR-06-102 T2 Second Floor Plan
 FNF-A-E-MKWR-DR-06-103 T2 Third Floor Plan
 FNF-A-E-MKWR-DR-06-104 T2 Fourth Floor Plan
 FNF-A-E-MKWR-DR-06-105 T2 Fourth Floor Plan
 FNF-A-E-MKWR-DR-06-106 T2 Sixth Floor Plan
 FNF-A-E-MKWR-DR-06-107 T2 Seventh Floor Plan
 FNF-A-E-MKWR-DR-06-108 T2 Eighth Floor Plan
 FNF-A-E-MKWR-DR-06-109 T2 Ninth Floor Plan
 FNF-A-E-MKWR-DR-06-110 T2 Tenth Floor Plan
 FNF-A-D-MKWR-DR-06-111 T2 Eleventh Floor Roof Plan
 FNF-A-C-MKWR-DR-01-00 Block C Ground Floor Plan_A0_P3
 FNF-A-C_D_E-MKWR-DR-06-02 Servicing Strategy _A0_P2
 FNF-A-C_D_E-MKWR-DR-06-03 Cycle Strategy_A0_P2
 DM-1-00-P6 Block F1, G, H & I Ground floor plan
 DM-1-02-P5 Block F1, G, H & I G First Floor plan
 DM-1-04-P5 Block F1, G, H & I G Second Floor plan
 DM-1-06-P4 Block F1, G, H & I Third Floor Plan
 DM-1-08-P4 Block F1, G, H & I Fourth Floor Plan
 DM-1-10-P4 Block F1, G, H & I Fifth Floor Plan
 DM-2-00_P4
 DM-2-01_P4
 DM 4 00 P6 Block F1 Ground Floor Plan
 DM 4 01 P5 Block F1 First Floor Plan
 DM 4 02 P5 Block F1 Second Floor Plan
 DM 4 03 P5 Block F1 Third Floor Plan
 DM 4 04 P4 Block F1 Fourth Floor Plan
 DM 4 40 P6 Block G Ground Floor Plan
 DM 4 41 P3 Block G: First Floor Plan
 DM 4 42 P3 Block G: Second Floor Plan
 DM 4 43 P3 Block G: Third Floor Plan
 DM 4 44 P3 Block G: Fourth Floor Plan
 DM 4 45 P3 Block G: Roof Floor Plan
 FNF-A-C-MKWR-DR-01-00 Block C Ground Floor Plan_A0_P3
 Acoustic Technical Note (Ref. 8231.ATN01.AddUnits.0)
 (Prepared by RBA Acoustics)
 S73 Addendum Planning Amendments Planning Document
 Rev 03 (10/03/2020) (prepared by Makower Architects)
 DAS (dated 15/05/2019) (prepared by Makower Architects)
 Drainage Technical Letter (Ref.01669-HYD-XX-XX-CO-D-
 5001) (prepared by Hydrock)
 Environmental Statement (May 2017)
 Flood risk Technical Letter (Ref.01669-HYD-XX-XX-CO-D-
 5001) (prepared by Hydrock)
 Heritage Statement Addendum (Ref.BARH3009) (prepared by
 Turley Heritage)
 Health Impact Assessment (Ref.24552/A5/HIA) (prepared by
 Barton Willmore)
 Land Contamination Technical Letter (Ref.01669-HYD-XX-XX-
 CO-G-5002) (prepared by Hydrock)

Transport and Parking technical Note (Ref.19086) (prepared by Markides Associates)
Playspace Technical Letter (dated 23/04/2019) (prepared by Cameo and Partners)
Wind Assessment Memorandum (Ref.1601173) (prepared by rwdi)
Planning Statement (prepared by Barton Willmore, dated May 2019)
Cover Letter (prepared by Barton Willmore, dated January 2020)

Date Plans Received: 17/05/2019

Date Application Valid: 17/05/2019

1. SUMMARY

This application was previously presented to the Major Applications Planning Committee on 18th September 2019. The Committee resolved that the application be approved, subject to the completion of the associated legal agreement..

In the period of time between the Major Applications Planning Committee determining to approve the application and the subsequent completion of the associated legal agreement there has been a Court of Appeal ruling which has a bearing on the application. The *'Finney vs Welsh Ministers'* Court of Appeal ruling determined that making a change to a description of development would be outside of the powers of Section 73 of the Town and Country Planning Act (1990), without first making the change to the description via an alternative planning application known as a s96A non-material amendment. Whilst these are procedural matters, they have resulted in the need to reassess the proposals to ensure that any decision notice issued is valid and that the Council's decision was sound.

Subsequently a Section 96A application (1331/APP/2020/50) was submitted to restructure the original consent to remove reference to the unit numbers and the commercial floorspace numbers from the description of development and instead control them through an amended condition wording. The Section 96A application was approved on 06 February 2020. Therefore the current application no longer requires a change to be made to the description of development and can be determined within the powers of Section 73 of the Town and Country Planning Act (1990).

This S73 application seeks the following amendments to the approved scheme:

- Unit mix change to Block G;
 - Addition of two units to Block E (one 1B and one 3B);
 - Addition of one unit to Block G (one 2B);
 - Minor elevation amendments to Blocks D, E and F;
 - Minor amendments to cycle store and bin store; and
 - Details of revised cycle parking provision.
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- Unit mix change in Block D. One 1bed unit converted to one 2bed unit on the first floor. This was an oversized unit that was previously incorrectly identified on the approved plans. The clarification proposed no change to unit totals and tenure;
 - Unit mix change in Block F. One 2bed unit converted to one 1bed unit on the third floor. This was previously incorrectly identified on the approved plans. The clarification proposed no change to unit totals and tenure;
 - Increasing balconies in Block B. 56 one bed balconies on B1, B2, and B3 have been increased by 1 sqm to provide 6 sqm of private amenity space, increased from 5 sqm. In total, an additional 56 sqm of private amenity is being provided;

- Unit mix correction to Block C to match the approved drawings. This is not a change but reconciling approved schedules to the approved drawings. There is no change to unit totals; and
- Details of cycle parking provision.

Following the review of the approved accommodation schedule, which has now been reconciled with the s.73 proposed changes, there is an overall increase of 14 hab-rooms.

The proposed changes are relatively minor given the strategic scale of the already consented and part implemented development. The scheme results in a small change to the unit mix as well as providing 3 additional units, bringing the total units on site to 1389. The proposed units all benefit from adequate outlook, do not result in any undue overlooking (as the units are all located within the existing footprint of the buildings and there are no changes to relationships between blocks), and meet minimum space standards.

Additional amenity space has been provided that maintains the same level of amenity space provision accepted under the original planning permission. Furthermore cycle parking, motorcycle parking and waste storage has been increased to reflect the increase in units. No additional car parking spaces are proposed however the car parking ratio is maintained at an acceptable level.

There are no changes proposed to the industrial element of the scheme, therefore this report does not consider this element of the scheme, as this remains as previously approved under this S73 application.

2. RECOMMENDATION

To APPROVE planning permission subject to the following:

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

A) Entering into a variation to the original Section 106 Agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure (For the Residential Land only):

- 1. 40% affordable housing on site (as per the extant planning permission)**
- 2. S278 works at:**
 - Dawley Road/Botwell Common Road;
 - Dawley Road/Kestral Way/Betam Road/Blyth;
 - Harold Avenue/North Hyde Road;
 - Station Road/North Hyde Road;
 - Harold Avenue/North Hyde Road; and
 - Station Road/Clayton Road zebra crossing.
- 3. Car parking permit restriction for existing and future parking management zone (for residents and employees)**
- 4. £5,020 towards an extension of the parking management zone**
- 5. £1,004,002 for Bulls Bridge improvements**
- 6. £438,749 for additional bus capacity**
- 7. Travel Plan (plus £20,000 bond) for all uses and a travel plan coordinator plus monitoring sum of £6,000**
- 8. On site car club of up to 10 spaces, free membership for 3 years plus £50 credit for one person in each unit**
- 9. Legible London signage £9,036**

10. Multi modal transport scheme on Nestles Avenue, transfer of land for implementation of scheme
11. Contribution of up to £438,749 towards the Nestles Avenue road widening works;
12. S38 works to provide cycle way, footpath and landscaping as part of MTS road widening proposals
13. Safeguarding of land for future provision of a pedestrian bridge over Grand Union Canal
14. £351,401 contribution for canalside improvements
15. Unfettered access to public open space being provided on site
16. £295,137 Contribution towards Cranford Park improvements
17. Employment and training Strategy for construction phase and industrial development (end users)
18. Canteen building; Gifted to the LPA for community uses on a long leasehold (999 years)
19. Peppercorn rent to be offered for the community storage unit in Block F4
20. On site Public Art
21. Contribution of up to £807,761 for Air Quality mitigation
22. Contribution of up to £1,500,575; Carbon offset fund
23. Monitoring contribution (equivalent to 5%)

THERE WILL BE NO CHANGES TO THE INDUSTRIAL SITE HEADS OF TERMS AS AGREED UNDER THE ORIGINAL PLANNING PERMISSION

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

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

D) If the Legal Agreements have not been finalised by 19 August 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 the application for the following reason:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, Highways improvements, travel plan, bus capacity improvements, Multi Modal Transport Scheme, Nestles Avenue Road Widening, Canalside Improvements, Cranford Park Improvements; Canteen Building, Public Art Provision, Air Quality, Carbon Offset Contribution, offsite Flooding Mitigation and employment trainingThe scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part Two Development management Policies (2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations (2014), Policy DF1 of the London Plan Intend to Publish Version (2019), Policy 8.2 of the London Plan (2016) and paras 54-57 of the NPPF 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 variation to the original Section 106 Agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1. Time Limit

JOINT CONDITION

The development hereby permitted shall be begun before the expiration of three years from the date of the original permission which is 27th June 2021.

REASON

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

2. Accordance with Approved Joint Plans

JOINT CONDITION

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

MP 0 12 P2 Masterplan: Context Roof Plan - Application
MP 0 60 P4 Masterplan: Amenity Diagram
MP 1 00 P4 Masterplan Ground Floor Plan
MP 7 21 P4 Masterplan Cycles & Car Parking, Waste and Services
MP 5 99 - MASTERPLAN - Roof Floor Plan
MP600 - MASTERPLAN - Ground Floor Plan
MP601 - MASTERPLAN - First Floor Plan
MP602 - MASTERPLAN - Second Floor Plan
MP603 - MASTERPLAN - Third Floor Plan
MP604 - MASTERPLAN - Fourth Floor Plan
MP605 - MASTERPLAN - Fifth Floor Plan
MP606 - MASTERPLAN - Sixth Floor Plan
MP607 - MASTERPLAN - Seventh Floor Plan
MP608 - MASTERPLAN - Eight Floor Plan
MP609 - MASTERPLAN - Ninth Floor Plan
MP 0 11 P1 Masterplan: Location Plan
MP 0 51 P1 Masterplan: Block Plan Data Summary & Setting out
MP 1 13 P2 Masterplan: Roof PVs
MP 7 11 P2 Masterplan: Accessible Units
MP 7 12 P2 Masterplan: Accessible Units
MP 1 11 P4 Masterplan Roof Height - AOD
MP 1 12 P4 Masterplan Roof Height - Storeys
MP 1 14 P4 Masterplan Roof Height - Colour Coded
MP 2 01 P4 Masterplan Elevations (1)
MP 2 02 P4 Masterplan Elevations (2)
MP 2 03 P4 Masterplan Elevations (3)
MP 3 01 P4 Masterplan Sections
MP 3 02 P4 Masterplan Spaces
MP 0 13 P2 Masterplan: Context Roof Plan - Illustrative Wider Area M'plan
MP 0 20 P2 Site Location Plan Existing
MP 0 21 P2 Site Block Plan Existing
MP 0 31 P2 Masterplan: Existing Survey Plan
MP 0 42 P2 Masterplan: Demolition - Site Photos
MP 8 09 P2 Masterplan: View from Wallis Garden looking towards the Main F
MP 8 10 P2 Masterplan: View from Wallis Garden

MP 8 11 P2 Masterplan: View along Sandow Square looking West
 MP 8 12 P2 Masterplan: View along Canal Street facing Block B
 MP 8 13 P2 Masterplan: View along Canal Street facing the Heritage Cluster
 MP 8 15 P2 Masterplan: View along the Trim Trail north of Block B and E
 MP 8 16 P2 Masterplan: View along Milk Street looking towards Block B
 MP 0 41 P3 Masterplan Demolition
 MP 725 P2 Nestle multi-modal transport proposal
 LG 1 01 P1 Landscape Overview Masterplan [Parking - Day one]
 LG 1 02 P1 Landscape Overview Masterplan [Parking - Future provision]
 LG 1 03 P1 Illustrative Landscape Masterplan
 LG 1 04 P1 Landscape Masterplan GA | 01 of 04
 LG 3 01 P1 Landscape sections | AA - BB
 LG 1 06 P1 Landscape Masterplan GA | 03 of 04
 LG 1 07 P1 Landscape Masterplan GA | 03 of 04
 LG 1 05 P1 Landscape Masterplan GA | 02 of 04
 LG 103 P2 Illustrative Landscape Masterplan
 LG 3 02 P1 Landscape sections | CC - DD
 LG 3 03 P1 Landscape sections | EE - FF
 LG 3 04 P1 Landscape sections | GG - HH

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 Local Plan: Part 2 - Development Management Policies (2020) and The London Plan - Consolidated With Alterations (2016).

3. General Compliance with Joint Supporting Documentation

JOINT CONDITION

The development hereby permitted shall be completed in accordance with the specified supporting plans and/or documents, as references to the relevant areas of the development:

Planning Statement (Barton Willmore);
 Economic Statement (Barton Willmore);
 Health Impact Assessment (Barton Willmore);
 Heritage Assessment (Turleys); letter dated 15 August from Turleys;
 Noise and Vibration Reports (PBA) dated June 2017
 Accommodation Schedule
 Archaeological Desk Based Assessment (CgMS);
 Air Quality Assessment (PBA);
 Demolition Reports (Capita) Updated Demolition Report dated 15 Aug 2017; Letter dated 21/11/17 ref CS075666-WF-17-194-L;
 Design and Access Statement (Makower Architects, Hawkins Brown, dMFK, MSA and Gillespies);
 Statement of Community Involvement (HardHat);
 Structural Survey and Conditions Report (Elliot Wood);
 Townscape and Visual Impact Assessment (Barton Willmore)
 Travel Plans (PBA and Markides Associates)
 Environmental Impact Assessment (Barton Willmore, Markides Associates, PBA, Capita, Hydrock and Turleys)

Transport Assessment (prepared by Markides Associates); Technical Note prepared by Markides Associates dated 14 August 2017; Note from Project Centre dated 13 and 21 September 2017;
 Gillespies Sketchbook dated Aug 2017 Rev 0.0;
 Existing Buildings Conversion analysis dated June 2016;
 Equalities Impact Assessment dated May 2017, amended Nov 2017;
 Low Emission Strategy; prepared by PBA ref 37205/3004 rev Draft
 Acoustic Technical Note (Ref. 8231.ATN01.AddUnits.0) (Prepared by RBA Acoustics)
 Planning Amendments Document (dated 31/01/2020) (prepared by Makower Architects)
 DAS (dated 15/05/2019) (prepared by Makower Architects)
 Drainage Technical Letter (Ref.01669-HYD-XX-XX-CO-D-5001) (prepared by Hydrock)
 Environmental Statement (May 2017)
 Flood risk Technical Letter (Ref.01669-HYD-XX-XX-CO-D-5001) (prepared by Hydrock)
 Heritage Statement Addendum (Ref.BARH3009) (prepared by Turley Heritage)
 Health Impact Assessment (Ref.24552/A5/HIA) (prepared by Barton Willmore)
 Land Contamination Technical Letter (Ref.01669-HYD-XX-XX-CO-G-5002) (prepared by Hydrock)
 Transport and Parking technical Note (Ref.19086) (prepared by Markides Associates)
 Playspace Technical Letter (dated 23/04/2019) (prepared by Cameo and Partners)
 Wind Assessment Memorandum (Ref.1601173) (prepared by rwdi)
 Planning Statement (prepared by Barton Willmore, dated May 2019)
 Cover Letter (prepared by Barton Willmore, dated January 2020)

Thereafter the relevant parts of the development shall be retained/maintained in accordance with these details for as long as the development remains in existence, unless otherwise agreed in writing with the local planning authority.

REASON

To ensure that the development complies with the objectives of Policies in The Local Plan: Part 2 - Development Management Policies (2020).

4. SuDS

JOINT CONDITION

Prior to commencement (excluding demolition) of each phase of the development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall follow the strategy set out in 'Flood Risk Assessment', produced:
 Segro - Capita - Industrial

CS-075666-PE-16-121-R Rev. H Flood Risk Assessment and Drainage Strategy
 CS/075666 Drainage Strategy - Rev. E (27 March 2018)
 SuDS Flows and Volumes - LLFA Technical Assessment Proforma Rev. C (27 March 2018)
 Drainage Layout and External Levels 1 of 2 - 075666-CA-0-GF-DR-S-010-P05
 Drainage Layout and External Levels 2 of 2 - 075666-CA-0-GF-DR-S-011-P05
 Percentage Runoff Calculation
 Hydrock Correspondence dated 10 November and 24 November 2017
 CS075666 Technical Design Note (12 March 2018)
 Barrett - Hydrock - Residential
 R/C151867/001.06 Flood Risk Assessment & Drainage Strategy (Residential Scheme)
 C151867/C/001 P6 Proposed Drainage Strategy Sheet 1
 C151867/C/002 P6 Drainage Layout Sheet 2

C151867/C/100 P2 Existing Catchment Areas
C151867/C/101 P10 Proposed Drainage Catchment Area to TW
C151867/C/102 P10 Proposed SW Attenuation
C151867/C/104 P6 Proposed Drainage Catchment Area to Canal
C151867/C/109 P3 Sections
C151867/C/110 P1 Exceedence Flood Water Storage Locations
C151867/C/111 P1 Ingress and Egress and Flood Water
Comments from Hydrock Sergio Meeting (6 February 2018) with Hydrock Response (15 February 2018)
C151867/R-001 Drainage Strategy Statement
C151867/R-002 Methodology for the Control of Surface Water During the Construction Phase
Drainage Calculations Canal
Drainage Calculations TW Letter (13 July 2016)
TW SW Correspondence (20 February 2018)

Prior to commencement of each phase of development, a detailed drainage and water management scheme shall be provided that details:

- 1 - How that phase will connect to the approved site wide strategy
- 2 - The interim drainage solutions to ensure that surface water run off will not increase the risk of flooding to or from the development.
- 3 - How the relevant phase will further contribute to the efficient use of water through a scheme for the collection, storage and reuse of rainwater. The scheme shall [a] include plans showing the methods for collection and storage; and [b] set out the clear arrangements in place for the reuse of the stored water; e.g. through on site landscape management plans and through the encouragement of residents to use stored water for external uses.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in The Local Plan: Part 1 - Strategic Policies (2012), Policy DMEI 10 Water Management, Efficiency and Quality in The Local Plan: Part 2 - Development Management Policies (2020), 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 - Consolidated With Alterations (2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of The London Plan - Consolidated With Alterations (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (March 2014).

5. Heritage Assets Recording

JOINT CONDITION

Prior to the commencement of development, including any site clearance and works of demolition to the site as a whole (including the Industrial Land and the Residential Land):

- a) A Written Scheme of Investigation/WSI (in accordance with Historic England's Best Practice Guidance), setting out the scope, approach and phasing of the buildings and site recording, shall be submitted to and approved in writing by the Local Planning Authority. The record will be agreed to Historic England recording levels and standards. This should include

a detailed record of the whole site including the conservation area and all locally listed buildings and structures at agreed stages before and during demolition;
NOTE: (a) has been discharged under Planning Permission Ref: 1331/APP/2018/2497 dated 31st October 2018.

b) The record prior to site clearance and demolition (for both the Residential Land and Industrial Land) will be submitted for review and comment prior to formal submission to discharge the condition and agreed in writing by the Local Planning Authority before commencement of demolition;

NOTE: (b) has been discharged under Planning Permission Ref: 1331/APP/2018/2497 dated 31st October 2018.

c) The phased recording throughout the demolition process will be in accordance with the agreed demolition strategy, Condition 7, and the WSI;

d) The completed recording document will be submitted to the Local Planning Authority for final approval, unless otherwise agreed in writing, prior to the commencement of development and new construction on the Industrial Land and Residential Land in accordance with the WSI.

REASON

To safeguard the special architectural and/or historic interest of the conservation area and buildings in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

6. Sole Agent

JOINT CONDITION

Prior to the commencement of development, site clearance and any works of demolition on the site (including the Industrial Land and Residential Land), the following details must be submitted to and approved in writing by the Local Planning Authority:

a) details of the sole agent responsible for monitoring the demolition of the locally listed main factory building must be submitted to and approved in writing by the Local Planning Authority;

NOTE: (a) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

b) the sole agent to submit a demolition phasing plan, to include an agreed time frame and work strategy, covering pre-demolition monitoring and overseeing the works across the Residential Land and Industrial Land in relation to the locally listed main factory building. The strategy must demonstrate how the demolition will be dovetailed between the two ownerships and include timely commencement and completion of demolition works;

NOTE: (b) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

c) Upon commencement of any works of demolition to the locally listed main factory building the approved sole agent shall provide monthly reports of progress for agreement, in accordance with the demolition phasing plan and strategy.

REASON

To safeguard the special architectural and/or historic interest of the conservation area and buildings in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

7. Joint Demolition Strategy

JOINT CONDITION

Prior to the commencement of development, including any works of site clearance and demolition, details of the contracts for demolition works and the demolition strategy covering the Factory Building to preserve the Retained Facades and Tower Building of the Local Listed Building on both the Residential and Industrial Land must be submitted to and approved in writing by the Local Planning Authority, details to include:

a) Evidence of the contracts or sub-contract(s) placed to demonstrate the timely commencement and completion of demolition works for the Factory Building to preserve the Retained Facades and Tower Building;

NOTE: (a) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

b) A full programme of demolition works, including phasing as appropriate for the Factory Building to preserve the Retained Facades and Tower Building to be submitted and agreed.

NOTE: (b) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

c) The locations and details of cut lines and propping, with scaled plans, sections and details would need to be submitted for the following to ensure that the Factory Building Retained Facades and Tower Building stability will not be compromised;

NOTE: (c) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

d) Details as to how the Retained Facades and Tower Building will be protected to ensure their integrity over the duration of the construction period.

NOTE: (d) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

e) The programme of works on the site shall be carried out in complete accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority;

f) No development shall take place on both the Residential and Industrial Land (including works of site clearance, demolition to the locally listed buildings, Retained Facades and Tower Building) until the Local Planning Authority has approved the Demolition Strategy.

g) No development shall take place on both the Residential and Industrial Land (including works of site clearance, demolition to the locally listed buildings, Retained Facades and Tower Building) until the approved Heritage Assets Recording works in accordance with Condition 5 has been completed (phased) and approved by the LPA.

REASON

To safeguard the structural integrity of the locally listed Factory Building Retained Facades and Tower Building in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

8. General Compliance with Residential Supporting Documentation

RESIDENTIAL CONDITION

Each phase of the Residential Land development hereby permitted shall not be occupied until each phase has been completed in accordance with the specified supporting plans and/or documents:

Energy Statement (BBS) Issue 4;
 Land Contamination Assessments (Hydrock);
 Flood Risk/Drainage Assessments (Hydrock R/C151867/001.06) addressed via response from LBH drainage on 11/11/2017 and 13/11/2017;
 Bay Study Elevations Access Officer Response (David Bonnett Associates);
 Waste and Recycling Response Note (AECOM);
 Affordable Housing Statement (Gerald Eve);
 Aviation Report (Osprey)
 Daylight and Sunlight Assessment (Point2) and Addendum dated 28 Nov 2017;
 Ecological Report (Aspect);
 Sustainability Statements (including Overheating Reports) (BBS);
 Utilities Assessment (Whitecode);
 Ventilation and Extraction Report (Whitecode);
 Lighting and CCTV Report (Whitecode);
 Flood Risk/Drainage Assessment (Hydrock);
 Wind Assessment (RWDI);
 Arboricultural Impact Assessment and Tree Survey (Aspect);
 Construction Management Plan (Barratt London);
 Site Waste Management Plan (Barratt London);
 R/C151867/001.06 Flood Risk Assessment & Drainage Strategy (Residential Scheme)
 C151867/C/001 P6 Proposed Drainage Strategy Sheet 1
 C151867/C/002 P6 Drainage Layout Sheet 2
 C151867/C/100 P2 Existing Catchment Areas
 C151867/C/101 P10 Proposed Drainage Catchment Area to TW
 C151867/C/102 P10 Proposed SW Attenuation
 C151867/C/104 P6 Proposed Drainage Catchment Area to Canal
 C151867/C/109 P3 Sections
 C151867/C/110 P1 Exceedence Flood Water Storage Locations
 C151867/C/111 P1 Ingress and Egress and Flood Water
 Comments from Hydrock Sergio Meeting (6 February 2018) with Hydrock Response (15 February 2018)
 C151867/R-001 Drainage Strategy Statement
 C151867/R-002 Methodology for the Control of Surface Water During the Construction Phase
 Drainage Calculations Canal
 Drainage Calculations TW Letter (13 July 2016)
 TW SW Correspondence (20 February 2018)
 Acoustic Strategy (RBA) (2018)
 Acoustic Technical Note (RBA) (May 2019)
 Drainage Technical Note (Hydrock) (May 2019)
 Flood Risk Assessment Technical Note (Hydrock) (May 2019)
 Heritage Statement Addendum: (Turley) (May 2019)
 Ground Investigation Desk Study Technical Note (Hydrock) (May 2019)
 Transport Statement Technical Note (Markides Associates) (April 2019)
 Play Space Technical Report (Cameo and Partners) (April 2019)
 Wind assessment Memorandum (June 2019)
 S73 Addendum Planning Amendments Planning Document Rev 03 (10/03/2020)
 (prepared by Makower Architects)

Thereafter the relevant parts of the Residential Land development shall be retained/maintained in accordance with these details for as long as the development remains in existence, unless otherwise agreed in writing with the local planning authority.

REASON

To ensure that the development complies with the objectives of Policies in The Local Plan: Part 2 - Development Management Policies (2020).

9. Accordance with Approved Residential Plans

RESIDENTIAL CONDITION

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

MP 7 60 Rev. 04 Residential Phasing Plan
MP 7 62 Rev. 02 Residential Demolition Phasing Plan
DM 4 12 P1 Block F2: Second Floor Plan
DM 4 13 P1 Block F2: Third Floor Plan
DM 4 20 P1 Block F3 & F4: Ground Floor Plan
DM 4 21 P1 Block F3 & F4: First Floor Plan
DM 4 22 P1 Block F3 & F4: Second Floor Plan
DM 4 23 P1 Block F3 & F4: Third Floor Plan
DM 6 18 D4 Balcony Study: Type 4 (1750-2000mm Depth)
DM 1 05 P1 Block F2, F3, F4: Second Floor Plan
DM 1 07 P1 Block F2, F3, F4: Third Floor Plan
DM 4 25 P1 Block F3 & F4: Fifth Floor Plan
DM 4 26 P1 Block F3 & F4: Sixth Floor Plan
DM 4 27 P1 Block F3 & F4: Seventh Floor Plan
DM 4 28 P1 Block F3 & F4: Eighth Floor Plan
DM 4 29 P1 Block F3 & F4: Ninth Floor Plan
DM 4 30 P1 Block F3 & F4: Tenth Floor Plan
DM 4 31 P1 Block F3 & F4: Roof Floor Plan
DM 4 20 P1 Block F3 & F4: Ground Floor Plan
DM 4 21 P1 Block F3 & F4: First Floor Plan
DM 4 22 P1 Block F3 & F4: Second Floor Plan
DM 4 23 P1 Block F3 & F4: Third Floor Plan
DM 6 18 D4 Balcony Study: Type 4 (1750-2000mm Depth)
DM 6 05 P3 Block G Bay Study
DM 6 02 P3 Block F2 Bay Study (Rear Facade)
DM 6 01 P3 Block F2 Bay Study
DM 6 00 P3 Block F1 Bay Study
DM 4 16 P3 Block F2 Roof Floor Plan
DM 4 15 P3 Block F2 Fifth Floor Plan
DM 4 14 P3 Block F2 Fourth Floor Plan
DM 4 50 P2 Block H & I: Ground Floor Plan
DM 4 51 P2 Block H & I: First Floor Plan
DM 4 52 P2 Block H & I: Second Floor Plan
DM 4 53 P2 Block H & I: Third Floor Plan
DM 4 54 P2 Block H & I: Fourth Floor Plan
DM 4 55 P2 Block H & I: Fifth Floor Plan
DM 4 56 P2 Block H & I: Roof Floor Plan
DM 1 08 P4 Block F1, G, H & I Fourth Floor Plan
DM 1 06 P4 Block F1, G, H & I Third Floor Plan
DM 1 09 P3 Block F2, F3, F4 Fourth Floor Plan
DM 3 01 P1 Section DD, EE & FF
DM 3 02 P1 Section GG & HH
DM 4 10 P1 Block F2: Ground Floor Plan
DM 4 11 P1 Block F2: First Floor Plan
DM 6 06 P2 Block F2: Bay Study (Rear Facade)

DM 6 03 P2 Block F3: Bay Study
 DM 6 04 P2 Block F4: Bay Study
 DM 6 07 P1 Block I: Bay Study
 DM 6 09 Block F2: Entrance Study (Rear Facade)
 DM 6 10 Block F1: Entrance Study
 DM 5 40 P1 Unit Types - M4.3 Adaptable Flats
 DM 5 41 P1 Unit Types - M4.3 Adaptable Flats
 DM 5 42 P1 Unit Types - M4.3 Adaptable Flats
 DM 6 06 P1 Block H: Bay Study
 DM 6 11 Block F2: Entrance Study
 DM 6 12 Block F3 & F4: Entrance Study
 DM 6 13 Block G: Entrance Study
 DM 6 14 Block H: Entrance Study
 DM 6 15 D5 Balcony Study: Type 1 (1500mm Depth)
 DM 6 16 D5 Balcony Study: Type 2 (1750mm Depth)
 DM 0 00 P1 Block F, G, H & I: Cover Page
 DM 0 20 P1 Block F1, F2, F3, F4, G, H & I: Constraints Plan
 DM 0 30 P1 Block F: Existing Survey Plan
 DM 0 31 P1 Block G: Existing Survey Plan
 DM 0 32 P1 Block H & I: Existing Survey Plan
 DM 0 40 P1 Block F: Demolition (1)
 DM 0 42 P1 Block H & I: Demolition (1)
 DM 1 01 P1 Block F2, F3, F4: Ground Floor Plan
 DM 1 03 P1 Block F2, F3, F4: First Floor Plan
 DM 3 00 P4 Section AA, BB & CC
 DM 5 10 P1 Unit Types - 1B Flats
 DM 5 11 P1 Unit Types - 1B Flats
 DM 5 12 P1 Unit Types - 1B Flats
 DM 5 13 P1 Unit Types - 1B Flats
 DM 5 14 P1 Unit Types - 1B Flats
 DM 5 15 P1 Unit Types - 1B Flats
 DM 5 20 P1 Unit Types - 2B Flats
 DM 1 00 P6 Block F1, G, H & I Ground Floor Plan
 DM 1 02 P5 Block F1, G, H & I First Floor Plan
 DM 1 04 P5 Block F1, G, H & I Second Floor Plan
 DM 1 17 P3 Block F2, F3, F4 Tenth Floor Plan
 DM 1 16 P3 Block F2, F3, F4 Ninth Floor Plan
 DM 1 15 P3 Block F2, F3, F4 Eighth Floor Plan
 DM 1 14 P3 Block F2, F3, F4 Seventh Floor Plan
 DM 1 13 P3 Block F2, F3, F4 Sixth Floor Plan
 DM 1 12 P3 Block F1, G, H & I Roof Floor Plan
 DM 1 11 P3 Block F2, F3, F4 Fifth Floor Plan
 DM 1 10 P4 Block F1, G, H & I Fifth Floor Plan
 DM 1 18 P3 Block F2, F3, F4 Roof Floor Plan
 DM 6 17 D5 Balcony Study: Type 3 (2000mm Depth)
 DM 2 02 P2 Block F3 & F4: North & South Elevations
 DM 2 04 P2 Block H & I: Elevations
 DM 4 24 P1 Block F3 & F4: Fourth Floor Plan
 DM 5 21 P1 Unit Types - 2B Flats
 DM 5 22 P1 Unit Types - 2B Flats
 DM 5 23 P1 Unit Types - 2B Flats
 DM 5 24 P1 Unit Types - 2B Flats
 DM 5 25 P1 Unit Types - 2B Flats
 DM 5 26 P1 Unit Types - 2B Flats
 DM 5 30 P1 Unit Types - 3B Flats

DM 5 31 P1 Unit Types - 3B Flats
DM 5 32 P1 Unit Types - 3B Flats
DM 5 33 P1 Unit Types - 3B Flats
MA 8 02 P2 Block B balcony types along Sandow Square
MA 8 03 P2 Block B
MA 8 05 P2 Block B corner accent balconies
MA 6 36 P2 Block B: Balcony Type F1
MA 8 09 P2 Block B podium garden view facing North
MA 8 10 P2 View from Coffee Park looking towards Block B
MA 1 01 P5 Block B Ground & First Floor Plan
MA 1 02 P5 Block B Second & Third Floor Plan
MA 1 03 P5 Block B Fourth & Fifth Floor Plan
MA 1 04 P5 Block B Sixth & Seventh Floor Plan
MA 1 05 P5 Block B Eighth & Ninth Floor Plan
MA 1 06 P4 Block B Tenth & Roof Plan
MA 2 01 P5 Block B Elevations
MA 2 02 P4 Block B Elevations (2)
MA 2 03 P4 Block B Perspective Elevations
MA 3 01 P4 Block B Sections (1)
MA 6 13 P2 Block B: Bay Study (3)
MA 6 16 P2 Block B: Bay Study Elevations
MA 5 52 P1 Block B: Unit Type - Accessible Flats
MA 5 53 P1 Block B: Unit Type - Accessible Flats
MA 5 54 P1 Block B: Unit Type - Accessible Flats
MA 6 12 P1 Block B: Bay Study (2)
MA 6 03 P1 Block B: Entrance Lobby (3)
MA 6 14 P1 Block B: Bay Study (4)
MA 6 15 P1 Block B: Bay Study (5)
MA 6 20 P1 Block B: Details (1)
MA 6 30 P1 Block B: Balconies
MA 6 31 P2 Block B: Balcony Type A1-A2
MA 6 32 P1 Block B: Balcony Type A3-B1
MA 6 33 P1 Block B: Balcony Type B2-C1
MA 6 34 P1 Block B: Balcony Type D1-D2
MA 5 42 P1 Block B: Unit Type - 3 Bed Duplexes
MA 5 51 P1 Block B: Unit Type - Accessible Flats
MA 5 41 P1 Block B: Unit Type - 3 Bed Duplexes
MA 5 40 P1 Block B: Unit Type - 3 Bed Duplexes
MA 5 32 P1 Block B: Unit Type - 3 Bed Flats
MA 5 31 P1 Block B: Unit Type - 3 Bed Flats
MA 5 30 P1 Block B: Unit Type - 3 Bed Flats
MA 5 24 P1 Block B: Unit Type - 2 Bed Flats
MA 5 25 P1 Block B: Unit Type - 2 Bed Flats
MA 5 50 P1 Block B: Unit Type - Accessible Flats
MA 6 05 P1 Block B: Entrance Podium (1)
MA 6 06 P1 Block B: Entrance Podium (2)
MA 6 41 P1 Block B: Bin Storage
MA 6 40 P1 Block B: Typical Bin Storage
MA 6 37 P1 Block B: Balcony Type F2-F3
MA 6 35 P1 Block B: Balcony Type D3-E1
MA 5 21 P1 Block B: Unit Type - 2 Bed Flats
MA 5 20 P1 Block B: Unit Type - 2 Bed Flats
MA 5 23 P1 Block B: Unit Type - 2 Bed Flats
MA 5 10 P1 Block B: Unit Type - 1 Bed Flats
MA 5 11 P1 Block B: Unit Type - 1 Bed Flats

MA 5 12 P1 Block B: Unit Type - 1 Bed Flats
 MA 5 22 P1 Block B: Unit Type - 2 Bed Flats
 MA 1 00 P2 Block B: Basement Floor Plan
 MA 6 01 P2 Block B: Entrance Lobby (1)
 MA 6 02 P2 Block B: Entrance Lobby (2)
 MA 6 11 P2 Block B: Bay Study (1)
 MA 6 39 P2 Block B: Waste & Cycle Diagrams
 MA 6 42 P2 Block B: Cycle Storage
 HB 1 00 P2 Block C & D Ground Floor Plan
 HB 2 00 P3 Block C1 All Floor Plans
 HB 2 01 P3 Block C2 All Floor Plans
 HB 2 02 P2 Block C3 All Floor Plans
 HB 2 03 P4 Block C4 All Floor Plans
 HB 2 04 P3 Block C5 All Floor Plans
 HB 2 05 P2 Block C6 All Floor Plans
 HB 5 06 P1 Bay Study - E1 Bridge
 HB 5 12 P1 Bay Study - C6 Block
 HB 6 01 P1 Block C& D : Podium Deck and Accessible Roof Terraces
 HB 6 02 P1 Servicing Strategy
 HB 6 03 P1 Cycle Strategy
 HB 3 02 P1 Unit Type - 1 Bed Flats
 HB 3 03 P1 Unit Type - 2 Bed Flats
 HB 3 04 P1 Unit Type - 2 Bed Duplexes
 HB 3 05 P1 Unit Type - 3 Bed Flats
 HB 3 06 P1 Unit Type - 3 Bed Duplexes
 HB 3 09 P1 Unit Type - 1 Bed Accessible Flats
 HB 3 10 P1 Unit Type - 2 Bed Accessible Flats
 HB 3 13 P1 Unit Type - 3 Bed Duplexes (2)
 HB 3 14 P1 Unit Type - 2 Bed Flats (2)
 HB 3 12 P1 Typical Entrance Lobbies
 HB 5 04 P1 Bay Study - E1 Block
 HB 5 00 P1 Bay Study - Roof Extension
 HB 5 01 P1 Bay Study - Typical Block
 HB 5 03 P1 Bay Study - C3 Block
 HB 5 07 P2 Bay Study - 2 Bed Standard
 HB 5 08 P2 Bay Study - Energy Centre
 HB 7 00 P2 View along Milk Street along D1 and D2
 HB 7 01 P2 View towards Block C2 entrance
 HB 7 03 P2 Block C4 view from Canal Street and Sandow Square
 HB 7 04 P2 Block C podium garden view
 HB 7 05 P2 Block C6 view along Nestles Avenue
 HB 7 07 P2 Block C3 view from Sandow Square
 HB 7 08 P2 Block C2 corner balconies
 HB 7 12 P2 View of Block C6 Entrance
 HB 4 03 P3 Elevation - Milk Street West
 HB 4 05 P3 Elevation Canal Street East
 HB 4 07 P2 Section - Podium Garden South
 HB 4 08 P2 Section - Podium Garden North/East
 HB 5 02 P2 Bay Study - Entrance
 HB 5 13 P2 Bay Study - Sandow Square E3
 HB 0 00 P1 Site Overview Plan
 C151867/C/001 P6 Proposed Drainage Strategy Sheet 1
 C151867/C/002 P6 Drainage Layout Sheet 2
 C151867/C/100 P2 Existing Catchment Areas
 C151867/C/101 P10 Proposed Drainage Catchment Area to TW

C151867/C/102 P10 Proposed SW Attenuation
C151867/C/104 P6 Proposed Drainage Catchment Area to Canal
C151867/C/109 P3 Sections
C151867/C/110 P1 Exceedence Flood Water Storage Locations
C151867/C/111 P1 Ingress and Egress and Flood Water

FNF-A-D-MKWR-DR-06-300 T4 East Elevation
FNF-A-D-MKWR-DR-06-301 T4 West Elevation
FNF-A-D-MKWR-DR-06-302 C1 North & South Elevations
FNF-A-D-MKWR-DR-06-100 T4 Ground Floor Plan
FNF-A-D-MKWR-DR-06-101 C1 First Floor Plan
FNF-A-D-MKWR-DR-06-102 C1 Second Floor Plan
FNF-A-D-MKWR-DR-06-103 C1 Third Floor Plan
FNF-A-D-MKWR-DR-06-104 C1 Fourth Floor Plan
FNF-A-D-MKWR-DR-06-105 C1 Fifth Floor Plan
FNF-A-D-MKWR-DR-06-106 C1 Sixth Floor Plan
FNF-A-D-MKWR-DR-06-107 C1 Seventh Floor Plan
FNF-A-D-MKWR-DR-06-108 C1 Eighth Floor Plan
FNF-A-D-MKWR-DR-06-109 C1 Ninth Floor Plan
FNF-A-D-MKWR-DR-06-110 C1 Roof Plan
FNF-A-D-MKWR-DR-02-005 Phased Site Parking Allocation Plan
FNF-A-D-MKWR-DR-02-006 Phased Site Parking Allocation Plan
FNF-A-D-MKWR-DR-02-007 Phased Site Parking Allocation Plan
FNF-A-D-MKWR-DR-02-008 Phased Site Parking Allocation Plan
FNF-A-D-MKWR-DR-02-009 Phased Site Parking Allocation Plan
FNF-A-D-MKWR-DR-02-010 Phased Site Parking Allocation Plan
FNF-A-D-MKWR-DR-02-011 Phased Site Parking Allocation Plan
FNF-A-D-MKWR-DR-02-012 Phased Site Parking Allocation Plan
FNF-A-E-MKWR-DR-06-300 T1 East Elevation
FNF-A-E-MKWR-DR-06-301 T1 West Elevation
FNF-A-E-MKWR-DR-06-302 T1 Elevation 7 and 8
FNF-A-E-MKWR-DR-06-303 C1 Elevation 3 and 6
FNF-A-E-MKWR-DR-06-100 T2 Ground Floor Plan
FNF-A-E-MKWR-DR-06-101 T2 First Floor Plan
FNF-A-E-MKWR-DR-06-102 T2 Second Floor Plan
FNF-A-E-MKWR-DR-06-103 T2 Third Floor Plan
FNF-A-E-MKWR-DR-06-104 T2 Fourth Floor Plan
FNF-A-E-MKWR-DR-06-105 T2 Fourth Floor Plan
FNF-A-E-MKWR-DR-06-106 T2 Sixth Floor Plan
FNF-A-E-MKWR-DR-06-107 T2 Seventh Floor Plan
FNF-A-E-MKWR-DR-06-108 T2 Eighth Floor Plan
FNF-A-E-MKWR-DR-06-109 T2 Ninth Floor Plan
FNF-A-E-MKWR-DR-06-110 T2 Tenth Floor Plan
FNF-A-D-MKWR-DR-06-111 T2 Eleventh Floor Roof Plan
FNF-A-C-MKWR-DR-01-00 Block C Ground Floor Plan_A0 P3
FNF-A-C_D_E-MKWR-DR-06-02 Servicing Strategy _A0_P2
DM-1-00-P6 Block F1, G, H & I Ground floor plan
DM-1-02-P5 Block F1, G, H & I G First Floor plan
DM-1-04-P5 Block F1, G, H & I G Second Floor plan
DM-1-06-P4 Block F1, G, H & I Third Floor Plan
DM-1-08-P4 Block F1, G, H & I Fourth Floor Plan
DM-1-10-P4 Block F1, G, H & I Fifth Floor Plan
DM-2-00_P4 South Elevation
DM-2-00_P4 West Elevation
DM-2-01_P4 North Elevation

DM 2 01 P4 Block F1, F2, F3 & F4 North & East Elevations
DM 2 03 P4 Block F1 East Elevations
DM 4 00 P6 Block F1 Ground Floor Plan
DM 4 01 P5 Block F1 First Floor Plan
DM 4 02 P5 Block F1 Second Floor Plan
DM 4 03 P5 Block F1 Third Floor Plan
DM 4 04 P4 Block F1 Fourth Floor Plan
DM 4 05 P3 Block F1 Roof Floor Plan
DM 2 03 P3 Block G West Elevations
DM 2 03 P3 Block G Rear East Elevations
DM 4 40 P6 Block G Ground Floor Plan
DM 4 41 P3 Block G: First Floor Plan
DM 4 42 P3 Block G: Second Floor Plan
DM 4 43 P3 Block G: Third Floor Plan
DM 4 44 P3 Block G: Fourth Floor Plan
DM 4 45 P3 Block G: Roof Floor Plan

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

REASON

To ensure the development complies with the provisions of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan - Consolidated With Alterations (2016).

10. Residential Land Retention of Railings

RESIDENTIAL CONDITION

Notwithstanding the plans hereby approved, all locally listed boundary railings, gates, plinths, gate piers and lanterns shall be retained.

Prior to the commencement of Phase 1 (MP 7 60 Rev. 04) of the residential development a protection method statement for these retained structures within the residential land shall be submitted to and agreed in writing with the Local Planning Authority.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/2496 dated 12th July 2019.

Prior to the commencement of any superstructure works of Phase 1 of the residential development, a schedule of repairs and a management plan for future maintenance shall be submitted to and agreed in writing with the Local Planning Authority.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/2496 dated 12th July 2019.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed front boundary treatment, in accordance with Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of The Local Plan: Part 2 - Development Management Policies (2020).

11. Canal Wall (Residential Land)

RESIDENTIAL CONDITION

Prior to occupation of Phase 1c of the residential development hereby approved, a suitable assessment and confirmation that the Canal wall relating to land within the residential land where defects and holes identified within the drainage strategy and subsequent survey submitted have been rectified.

This shall be submitted to, and approved in writing by the Local Planning Authority and implemented as per the approved details.

REASON:

To ensure that surface water run off is controlled appropriately on site to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in The Local Plan: Part 1 - Strategic Policies (2012), Policy 5.12 Flood Risk Management of The London Plan - Consolidated With Alterations (2016) and to be handled as close to its source as possible in compliance with Policy 5.13, Sustainable Drainage of The London Plan - Consolidated With Alterations (2016) and National Planning Policy Framework (2019), and the Planning Practice Guidance (March 2014).

12. Residential Land Demolition Strategy

RESIDENTIAL CONDITION

Prior to the commencement of development, including any works of site clearance and demolition, details of the contracts for demolition works and the demolition strategy including phasing covering the conservation area and locally listed buildings on the entire site (Residential Land) must be submitted to and approved in writing by the Local Planning Authority, details to include:

a) Evidence of the contracts or sub-contract(s) placed to demonstrate the timely commencement and completion of demolition works for the Residential Land;

NOTE: (a) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

b) A full programme of demolition works, including phasing as appropriate for the Residential Land to be submitted and agreed.

NOTE: (b) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

c) The programme of works on the site shall be carried out in complete accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority;

d) No development shall take place on the Residential Land (including works of site clearance and demolition to the locally listed buildings) until the Local Planning Authority has approved the Demolition Strategy.

e) No development shall take place on the Residential Land (including works of site clearance and demolition to the locally listed buildings) until the approved Heritage Assets Recording works in accordance with Condition 5 has been completed (phased) and approved by the LPA.

REASON

To safeguard the recording of the conservation area and structural integrity of the retained locally listed buildings in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

13. Tree Protection (Residential Land)

RESIDENTIAL CONDITION

No site clearance, demolition works or construction work shall take place on any residential phase identified on drawing no. MP760 rev 04, until the following details for that phase 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 for that phase.

NOTE: (1) has been discharged under Planning Permission Ref: 1331/APP/2018/2495 dated 3rd October 2018.

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 for that phase shall be submitted to the Local Planning Authority for approval. No site clearance works demolition 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.

NOTE: (2) has been discharged under Planning Permission Ref: 1331/APP/2018/2495 dated 3rd October 2018.

Thereafter, the development on each phase shall be implemented in accordance with the approved details for that phase. The fencing shall be retained in position until that phase of 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 without suitable mitigation measures approved by the Local Planning Authority;

2.b No materials or plant shall be stored without suitable mitigation measures approved by the Local Planning Authority;

2.c No buildings or temporary buildings shall be erected or stationed without suitable mitigation measures approved by the Local Planning Authority;

2.d No materials or waste shall be burnt without suitable mitigation measures approved by the Local Planning Authority; 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 DMHB 14 of The Local Plan: Part 2 - Development Management Policies (2020).

14. Rainwater harvesting and Water reuse for each phase

RESIDENTIAL CONDITION

Prior to the first occupation of each phase, new dwellings (Use Class C3), hereby approved shall have been constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 110 litres (including a fixed factor of water for outdoor use of 5 litres/ person/ day) of water is consumed per person per day. The development shall be maintained as such in perpetuity thereafter.

REASON

To Conserve water supplies in accordance with Policy 5.15 Water use and supplies of The London Plan - Consolidated With Alterations (2016).

15. Ecology

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works for each residential phase of development, a detailed ecology enhancement plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how that phase of residential development will be best designed to deliver ecological improvements, and shall demonstrate (but not limited to) the inclusion of specific planting to improve conditions for wildlife; artificial habitats in the landscaped areas and the fabric of the buildings; areas of planting along or near to the canal to promote wildlife corridors; and habitat walls and refuge in strategically located positions.

The development of that phase must proceed in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3868 dated 20th February 2019. In addition please note that more detailed planting plans will be required for the discharge of each phase of residential development in accordance with Condition 51.

REASON

To ensure the development contributes to a positive gain in ecological value in accordance with Policy EM8 of The Local Plan: Part 1 - Strategic Policies (2012).

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16. Non Standard Condition

RESIDENTIAL CONDITION

Prior to the commencement of development, including any works of site clearance and demolition, details of the contracts for part-demolition works and the demolition strategy covering the Canteen Building on the Residential Land must be submitted to and approved in writing by the Local Planning Authority, details to include:

a) Evidence of the contracts or sub-contract(s) placed to demonstrate the timely commencement and completion of part-demolition works for the Canteen Building;

NOTE: (a) has been discharged under Planning Permission Ref: 1331/APP/2018/2680 dated 9th November 2018.

b) A full programme of part- demolition works, including phasing as appropriate to preserve the remaining Canteen Building to be submitted and agreed.

NOTE: (b) has been discharged under Planning Permission Ref: 1331/APP/2018/2680 dated 9th November 2018.

c) The locations and details of cut lines and propping, with scaled plans, sections and details would need to be submitted for the following to ensure that the remaining Canteen Building's stability will not be compromised;

NOTE: (c) has been discharged under Planning Permission Ref: 1331/APP/2018/2680 dated 9th November 2018.

d) Details as to how the retained Canteen Building will be protected to ensure its integrity over the duration of the construction period;

NOTE: (d) has been discharged under Planning Permission Ref: 1331/APP/2018/2680 dated 9th November 2018.

e) The programme of works on the site shall be carried out in complete accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority;

f) No development shall take place on the Residential Land (including works of site clearance and demolition to the locally listed buildings) until the Local Planning Authority has approved the Demolition Strategy.

g) No development shall take place on the Residential Land (including works of site clearance, demolition to the locally listed buildings and Canteen Building) until the approved Heritage Assets Recording works in accordance with Condition 5 has been completed (phased) and approved by the LPA..

REASON

To safeguard the structural integrity of the remaining locally listed Canteen Building in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

17. Bird Hazard Management Plan

RESIDENTIAL CONDITION

Prior to the commencement of any superstructure works for each residential phase of development, a Bird Hazard Management Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority in consultation with BAA safeguarding. 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 para below for further information *

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

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3646 dated 28th December 2018.

REASON

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

18. Secure By Design

RESIDENTIAL CONDITION

Prior to the commencement of any superstructure works for each residential phase of development details of security measures to minimise the risk of crime and to meet the specific security needs of that phase shall be submitted for that phase and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police.

Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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 approved measures shall be implemented before the development in that phase is occupied and thereafter retained.

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 and to ensure the development provides a safe and secure environment in accordance with The London Plan - Consolidated With Alterations (2016) Policies 7.1 and 7.3.

19. Radar Mitigation

RESIDENTIAL CONDITION

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

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar; OR,
- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

2. Where a 'Radar Mitigation Scheme' has been required, no construction above 12m above ground level shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented. Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3111 dated 24th October 2018.

REASON

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

20. BAA Landscaping Scheme

RESIDENTIAL CONDITION

Prior to the commencement of any superstructure works for each residential phase of development, full details of soft and water landscaping works for that phase shall be submitted to and approved in writing by the Local Planning Authority in consultation with BAA safeguarding, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations&safety/safeguarding.asp)). These details shall include:

- The species, number and spacing of trees and shrubs.

No subsequent alterations to the approved landscaping schemes are to take place unless submitted to and approved in writing by the Local Planning Authority. The schemes 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.

21. Cranes

RESIDENTIAL CONDITION

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

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3869 dated 25th February 2019.

REASON

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

22. Network Rail

RESIDENTIAL CONDITION

1) Where vibro-compaction/displacement piling plant is to be used in any part of the residential development, a method statement detailing the use of such machinery and a method statement must be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail, prior to the commencement of works. Thereafter, the works shall only be carried out in accordance with the approved method statement.

2) All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

NOTE: the above has been partially discharged (Block E) under Planning Permission Ref: 1331/APP/2018/4379 dated 24th June 2019.

REASON

To safeguard the operational requirements of Network Rail and the strategic rail infrastructure.

23. Scheme for Site Noise Control

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works for each phase of development a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, and or noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

With specific reference to the Energy Centre located in Block D, in the event that noise levels are exceeded, details shall be submitted to and approved by the Local Planning Authority of remediation measures to alleviate harm (removal of louvres and panelling). Approved details shall be implemented prior to the first occupation of any units within Block D and thereafter permanently retained.

REASON:

To safeguard the amenity of the surrounding area in accordance with Policy DMEI 14 and DMT 2 The Local Plan: Part 2 - Development Management Policies (2020).

24. Lighting

RESIDENTIAL CONDITION

Prior to the commencement of the superstructure, full details of all external lighting proposals for that phase shall be submitted and to and approved in writing by the Local Planning Authority, in consultation with the Canals and Rivers Trust and Network Rail. The details shall include the location, height, type and direction of light sources and intensity of illumination. The approved scheme for a phase shall not thereafter be altered without the prior consent in writing of the Local Planning Authority in consultation with the Canals and Rivers Trust and Network Rail other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with Policies DMHB 11, DMHB 12 and DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020); and to protect the ecological value of the area in accordance with Policy DMEI 7.

25. Noise Affecting Residential Property

RESIDENTIAL CONDITION

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142:2014.

A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy EM8 of the Hillingdon Hillingdon Local Plan: Part 1 Strategic Policies (November 2012).

26. Noise Block F1

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works for Phase 1 of the residential development a scheme for protecting Blocks F1 of the development from noise from the service yards of Units 1 and 4 shall be submitted to and approved in writing by the Local Planning Authority and approved in writing. All works which form part of the scheme by virtue of mitigation shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with Policy DMHB11 of the Hillingdon Local Plan: Part Two Development Management Policies (2020) and Policy 7.15 of The London Plan - Consolidated With Alterations (2016).

27. Noise Blocks D & E

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works for the relevant phase of the residential development a scheme for protecting Blocks D and E of the development from noise from the Squirrels Industrial Estate shall be submitted to and approved in writing by the Local Planning Authority and approved in writing. All works which form part of the scheme by virtue of mitigation shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/4053 dated 8th March 2019.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with Policy DMHB11 of the Hillingdon Local Plan: Part Two Development Management Policies (2020) and Policy 7.15 of The London Plan - Consolidated With Alterations (2016).

28. CEMP

RESIDENTIAL CONDITION

Prior to the commencement of any residential phase of development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Canals and Rivers Trust. 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.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3107 dated 1st February 2019.

REASON

To safeguard the amenity of surrounding areas and manage highway impacts in accordance with policy DMHB 11, DMT2 and DMEI 14 of the Hillingdon Local Plan Part 2 (2020).

29. Car Parking Allocation

RESIDENTIAL CONDITION

Prior to the commencement of the superstructure, a residential parking allocation scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The car parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development. There shall be no sale or rental of parking spaces to any third parties.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3870 dated 29th January 2019.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016).

30. Levels

RESIDENTIAL CONDITION

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

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/2977 dated 7th March 2019.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policies DMHB 11 and DMHB 12 of The Local Plan: Part 2 - Development Management Policies (2020).

31. Land Contamination

RESIDENTIAL CONDITION

(i) The development of each residential phase shall not commence until a scheme to deal with contamination in that phase 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 Local Planning Authority 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.

NOTE: (i) has been discharged under Planning Permission Ref: 1331/APP/2018/2988 dated 11th March 2019.

(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 for each phase 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 DME1 11 and DME1 12 of The Local Plan: Part 2 - Development Management Policies (2020).

32. Risk Assessment CRT

RESIDENTIAL CONDITION

Prior to the commencement of any residential development hereby approved a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal must be submitted and approved in writing by the Local Planning Authority in consultation with the Canals and Rivers Trust. This will include any work to, or likely to affect, the waterway wall and a survey of the condition of the wall.

REASON

To ensure the proposed construction works do not have any adverse impact on the safety of waterway users and the integrity of the canal, in accordance with policies 7.24, 7.25, 7.26, 7.27, and 7.28 of The London Plan - Consolidated With Alterations (2016).

33. CRT

RESIDENTIAL CONDITION

Prior to the commencement of any superstructure works for each residential phase of development full details of the proposed hard and soft landscaping, including ground levels, planting plans, materials and maintenance arrangements within that phase, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canals and Rivers Trust. The landscaping shall be carried out in accordance with the approved details.

REASON

In the interests of visual amenity and biodiversity of the Blue Ribbon Network and the adjacent public realm.

34. Cycle Parking

RESIDENTIAL CONDITION

Each residential phase of the development hereby approved shall not be occupied until the cycle parking spaces for that phase are provided in accordance with the approved plans for use by future occupiers of the residential units. In addition details of a minimum 4 visitor spaces for the residential accommodation and a minimum 9 cycle spaces for the commercial use shall be submitted in writing and approved by the Local Planning Authority. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of The London Plan - Consolidated With Alterations (2016).

35. Wheelchair Units

RESIDENTIAL CONDITION

Prior to the occupation of any residential phases of the development hereby approved, 10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015).

REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of The London Plan - Consolidated With Alterations (2016) and the National Planning Policy Framework (2019).

36. Accessible Parking Spaces

RESIDENTIAL CONDITION

Prior to the occupation of any phase of the residential development details showing the location of 10% of accessible parking spaces serving the affordable housing units within that phase shall be submitted to and approved in writing by the LPA.

Details showing the location of 4% of accessible parking spaces serving the market housing shall be submitted to and approved in writing by the LPA.

All approved accessible bays should be located in close proximity to the accessible units they serve and shall be marked out prior to first occupation. These disabled bays shall be marked out and in place prior to occupation of any given residential phase and shall remain in place in perpetuity.

Details of the drop off points for door-to door service providers (such as Dial-A-Ride)

Full details of a review of accessible parking demand shall be submitted and approved by the Local Planning Authority prior to first occupation of any residential unit. This review will assess the need to increase accessible parking provision to 10% for market housing units.

REASON

To meet the objectives of Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016).

37. Energy Strategy

RESIDENTIAL CONDITION

Prior to the commencement of any superstructure works for each residential phase of development, full details of the carbon reduction measures that conform to the energy strategy (Energy Statements, Sep 2017, ESC54738 Issue 4) shall be submitted and approved in writing by the Local Planning Authority. These shall include:

- 1 - Full details of the baseline energy and carbon performance of each phase of the development
- 2 - Full details of the passive energy savings measures (Be Lean - London Plan)
- 3 - Full details of the combined heat and power systems including:
 - a - full plans and specifications of the technology
 - b - the phasing of the installation of the network which includes the delivery of main necessary energy centre in phase one
 - c - the input and output (annual KgCO₂ and KwHr) of the CHP system
 - d - the onsite network connection
 - e - the future proofing for offsite connections
 - f - monitoring, reporting and maintenance regimes.
- 4 - Full details and specifications, including relevant plans and elevations of any additional low or zero carbon technology to be utilised in the site.

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

REASON

To ensure the development contributes a CO₂ reduction in accordance with The London Plan - Consolidated With Alterations (2016) Policy 5.2.

38. Energy Centre

RESIDENTIAL CONDITION

Prior to commencement of superstructure works within Block D of the residential development, a detailed scheme for the Energy Centre within Block D shall be submitted to and approved by the Local Planning Authority. The scheme shall provide full specifications for the technology to be used as well as details of the piping network throughout the site

(including allowances for offsite connections for future developments). It shall also include specifications of the CHP unit to be installed, when it will come online, and how this will be linked to the rest of the development site including calculations showing the impacts on CO2 and energy reduction. Finally the scheme shall include details for maintenance of the operation of the energy centre as well as methods for measuring and reporting its performance. The development must proceed in accordance with the approved scheme and accompanying plans.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3644 dated 12th February 2019.

REASON

To ensure the development contributes a minimum reduction in CO2 emissions in order to mitigate against climate change in accordance with The London Plan - Consolidated With Alterations (2016) Policy 5.2.

39. Delivery & Servicing Management Plan

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works on any phase of the residential development, a Delivery and Servicing Plan shall be submitted and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016)

40. Waste Management

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works for each phase of the residential development a Waste Management Plan for the development shall be submitted and approved in writing by the Council. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To comply with the Hillingdon Design & Accessibility Statement (HDAS) Supplementary Planning Document: "Residential Layouts" (May 2006) and for the convenience of residents in accordance with Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

41. Overlooking Mitigation

RESIDENTIAL CONDITION

Notwithstanding the details submitted, prior to the commencement of superstructure works for each residential phase of development, full details including the height, colour and materials shall be submitted for the following:

- Balcony privacy screens

- Louvres to be provided on windows in corner locations to mitigate overlooking between habitable rooms (Block G, F1, F3, F4, B3, B4, B5, B7, B8, B9, E3, E4, D4, D1, D2, D3, C2, C3, C4, C6, C1).
- Or other design solution.

The approved details shall be implemented prior to first occupation of the flats in each phase hereby approved and shall be retained thereafter.

REASON

To safeguard the amenity of future occupiers in accordance with Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

42. Block F1 (new structure, retain facade & tower)

RESIDENTIAL CONDITION

Prior to the commencement of relevant works associated with Block F1 on the Residential Land, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a. Notwithstanding drawings DM-2-03 rev P3 and DM-2-01 Block F1, F2, F3 & F4 north & east elevations rev P3, full details and a schedule of all materials, external finishes and colours to the building, including samples of ceramic 'pistachio' tiles.
- b. Schedule of repairs, methodology and internal insulation details for retained facade and tower, with a conservation maintenance, repair and management plan
- c. Detail of connection between new structure and retained facade for all floors, including the additional storey.
- d. Scaled details for all windows and doors, in elevation and section at 1:20, including louvred windows
- e. Notwithstanding the floor plan which shows this wall removed, reinstatement of the war memorial on its original wall within the tower building or agreed position within the tower building, with the local planning authority, if the wall is removed
- f. Details and samples of materials proposed for the external finish of the 5th storey
Scaled details for the balconies and parapet in elevation and section at 1:20
- g. Details of rainwater goods, external pipes, flues and rooftop plant
- h. Notwithstanding the submitted floor plans, retention of the original doors (internal, external and fanlights), interior walls, stair handrails and internal finishes to floors and ceilings to the tower
- i. Details of vehicle access way and refuse doors
- j. Retention and repair of existing flag poles

REASON

To safeguard the architectural and historic interest of the tower and facades of the building in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

43. Block F1 (new structure, retain facade & tower)

RESIDENTIAL CONDITION

The construction of the new building comprising of Block F1 behind the retained facades shall be entirely completed in accordance with approved plans and details, prior to the occupation of Phases 4 of the Residential Land.

REASON

To safeguard the structure of the retained facades and tower of the locally listed factory in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

44. Block F2 (Sandow Building)

RESIDENTIAL CONDITION

Prior to the commencement of relevant works associated with Block F2 on the Residential Land, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a. Notwithstanding drawings DM-2-03 rev P3 and DM-2-01 Block F1, F2, F3 & F4 north & east elevations rev P3, full details, including a schedule of all materials and samples of external finishes and colours to the building
- b. A brick panel, demonstrating bonding and mortar mix, to be built on site and agreed prior to the commencement of the construction work.
- c. Detailed drawings at 1:20 scale of windows, doors, parapet, plinth, capitals and lettering
- d. Details of rainwater goods, external pipes and flues and plants
- e. Details of junction of Block F2 with Block F1 and Block F3, in elevation and section at 1:20 scale.

REASON

To safeguard the character and appearance of the locally listed factory in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

45. Block F3

RESIDENTIAL CONDITION

Prior to the commencement of relevant works associated to Block F3 on the Residential Land, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a. A brick panel, demonstrating polychromatic brick bonding design and mortar mix, to be built on site and agreed prior to the commencement of the construction work.
- b. Notwithstanding drawings DM-2-03 rev P3 and DM-2-01 Block F1, F2, F3 & F4 north & east elevations rev P3, full details, including a schedule of all materials and samples of external finishes and colours to the building
- c. Detailed drawings, in elevation and section, of window and door types, at 1:20
- d. Details of rainwater goods, external pipes and flues and plant
- e. Details of photovoltaics, including location, type, appearance, etc.

REASON

To safeguard the character and appearance of the locally listed factory in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

46. Block G

RESIDENTIAL CONDITION

Prior to the commencement of relevant works associated with Block G on the Residential Land, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a. Full details and a schedule of all materials, external finishes and colours to the building

- b. Scaled drawings for all windows and doors, in elevation and section at 1:20, including louvred windows
- c. Detailed drawing of rear elevation of the northern section of Block G, visible from the Canal.
- d. Details of rainwater goods, external pipes, flues, locations, types and appearance of photovoltaic panels and any rooftop plant.
- e. Scaled drawings of balconies, in elevation and section at 1:20.
- f. Detailed drawing of connection between Block F1 & G at all floor levels
- g. Sectional detail of 'defensible' space between Block G and Wallis Gardens
- h. Detail of gap between the Industrial Land boundary and rear Block G (North and East)
- i. Detailed drawings of finish to the retained facade between the Industrial Land and the Residential Land boundary (rear of Blocks F1 & G and Unit 4).

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed tower and factory facade, in accordance with Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of The Local Plan: Part 2 - Development Management Policies (2020).

47. Block H

RESIDENTIAL CONDITION

Prior to the commencement of relevant works associated with Block H on the Residential Land, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a. Notwithstanding elevational drawings, detailed drawings required showing omission of the balcony in conflict with the loggia at first floor.
- b. Scaled drawings, including cross sections, for all windows, doors and signage, including ground floor commercial unit, to be provided at 1:20.
- c. Notwithstanding the uses annotated on the floor plans, B8 use to be removed from the range of permitted uses at ground floor.
- d. Full details and a schedule of all materials, external finishes and colours to the building
- e. Details of works to adjacent colonnade, including elevational and sectional drawings of the new/refurbished colonnade at a suitable scale.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed factory facade and canteen building in accordance with Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of The Local Plan: Part 2 - Development Management Policies (2020).

48. Canteen Building

RESIDENTIAL CONDITION

Prior to the commencement of part demolition works to the Canteen Building, in preparation for the construction of Block H, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a. Structural condition survey to be undertaken of the Canteen building.
- b. Schedule and methodology of repairs required to the Canteen building.
- c. Detailed information regarding the protection of the remaining Canteen Building prior to, during and after demolition works and construction of Block H.
- d. Detailed elevational and sectional drawings of the new colonnade at a suitable scale.

- e. Notwithstanding the uses annotated on the floor plans, B8 use to be removed from the range of permitted uses at ground floor.
- f. Full details and a schedule of all materials, external finishes and colours to the building.
- g. Scaled drawings for all windows and doors, in elevation and section at 1:20.

REASON

To safeguard the architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed factory facade and canteen building in accordance with Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of The Local Plan: Part 2 - Development Management Policies (2020).

49. Wind Mitigation

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works of the relevant residential phase of the development, wind mitigation measures for that phase shall be submitted and approved by the local planning authority. These mitigation measure shall include:

- a. Passageways through Block D and Block E requires semi-mature trees of at least 3m in height or solid or porous screens no less than 1.5m in height located to the west of the passageways, or restricted pedestrian access;
- b. Entrances through C1 and C2 from the west will required recessing no less than 1.5m or have side screens at least 1.5m in height and width;
- c. Viveash Square requires 5-7m trees along the south-western boundary of the amenity space or landscaping such as trees or solid or porous screens no less than 2m in height distributed over Viveash Square;
- d. Facade balconies require increasing balustrade height from 1.1m to 1.5m in height and corner balconies require full height screens on the southern and western ends of the balcony, or screens spanning the balcony no less than 1.5m in height located in the vicinity of the building corner.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy DMHB 11 of the Hillingdon Local Plan: Part Two Development Management Policies (2020).

50. Estate Management Plan

RESIDENTIAL CONDITION

Prior to the first occupation of any residential units, details of an Estate Management Plan shall be submitted and approved in writing by the LPA. Details shall include, but not be limited to the control of parking on Canal and Milk Street, Maintenance of the publicly accessible areas, maintenance of all blocks within the estate.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policies DMHB11 & DMHB12 of the Hillingdon Local Plan: Part Two Development Management Policies (2020).

51. Landscaping

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works of the relevant residential phase of the development, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 20% of all spaces are served by electrical charging points with an additional 20% passive provision for electric vehicles in the future).
 - 2.e Motor Cycle Parking Layouts (to provide 1 motor cycle parking space for every 20 car parking spaces)
 - 2.f Hard Surfacing Materials
 - 2.g External Lighting
 - 2.h Other structures (such as play equipment and furniture)

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

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

5. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14 and DMT 6 The Local Plan: Part 2 - Development Management Policies (2020) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of The London Plan - Consolidated With Alterations (2016).

52. Play Areas

RESIDENTIAL CONDITION

Prior to the commencement of superstructure works of the relevant residential phase of the development, details of play areas for children within that phase shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be

provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan - Consolidated With Alterations (2016) Policy 3.16.

53. Canteen Building Use Restriction

RESIDENTIAL CONDITION

The Canteen Building shall not be used for a Place of Worship or banqueting hall.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016).

54. Material Samples

RESIDENTIAL CONDITION

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

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

55. Electric Vehicle Charging Points

RESIDENTIAL CONDITION

Prior to the commencement of the superstructure a plan showing provision for electric charging points to serve 20% active and 20% passive car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3871 dated 31st January 2019.

REASON

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of The London Plan - Consolidated With Alterations (2016).

56. Imported Soils

RESIDENTIAL CONDITION

Before any part of the development is occupied, site derived soils and imported soils shall be 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. Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policies DMEI 11 and DMEI 12 of The Local Plan: Part 2 - Development Management Policies (2020).

57. Car Club Bays

RESIDENTIAL CONDITION

Prior to the commencement of the superstructure of the residential development, a plan showing the proposed location of 5 car club bays shall be submitted to and approved in writing.

Thereafter these car club bays shall be implemented and retained in perpetuity.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/3872 dated 6th February 2019.

REASON

To ensure suitable parking provision is provided on the site, in accordance with Policies DMT 2 and DMT 4 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016).

58. Studio Unit Layouts

RESIDENTIAL CONDITION

Notwithstanding the plans hereby approved, details shall be submitted of all studio unit layouts and approved in writing by the Local Planning Authority. Each studio unit shall be laid out as a studio flat and not as a one bedroom self contained flat.

NOTE: the above has been partially discharged for Blocks D & E under Planning Permission Ref: 1331/APP/2018/3199 dated 31st January 2019; and for Block G under Planning Permission Ref: 1331/APP/2018/2984 dated 27th March 2019.

REASON

To ensure that the development provides a satisfactory level of accommodation and amenity for future occupiers in accordance with the National Technical Standards 2015 Policy 3.5 of The London Plan - Consolidated With Alterations (2016).

59. Archaeology

RESIDENTIAL CONDITION

Prior to the commencement of any phase, excluding demolition, Phase 1 (MP 7 60 Rev. 04) of the residential development, a stage 1 written scheme of investigation (WSI) for that phase shall be submitted to and approved in writing by the local planning authority in consultation with GLAAS. For land that is included within the WSI, no development on that phase shall take place other than in accordance with the agreed WSI, and the programme and methodology of site geo-archaeological evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If archaeological potential is confirmed by stage 1 then for those phases which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no development within a phase shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

NOTE: (a) has been discharged under Planning Permission Ref: 1331/APP/2018/4299 dated 15th March 2019.

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

Written schemes of investigation need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy DMHB 1 of The Local Plan: Part 2 - Development Management Policies (2020).

60. Accessibility

RESIDENTIAL CONDITION

Prior to the commencement of the residential development hereby approved, excluding demolition, details of the pedestrian/vehicular gates/barriers into the Residential Land, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained for so long as the development remains on site.

NOTE: the above has been partially discharged for Blocks D & E under Planning Permission Ref: 1331/APP/2018/2987 dated 12th March 2019.

REASON

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

61. Accordance with Approved Industrial Plans

INDUSTRIAL CONDITION

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

MP 7 61 Rev. 01 Industrial Phasing Plan
MP 7 63 Rev. 01 Industrial Demolition Phasing Plan
MS 0 01 P1 Block U1, U2, U3 & U4: Employment Location Plan
MS 0 02 P1 Block U1, U2, U3 & U4: Constraints Plan
MS 0 03 P1 Block U1, U2, U3 & U4: Demolition Plan
MS 2 06 P1 Block U4: Demolition Elevation
MS 4 00 P1 Block U4: Section Through Retained Facade
MS 4 01 P1 Block U1: Floor plans
MS 4 02 P1 Block U2: Floor plans
MS 4 03 P1 Block U3: Floor plans
MS 4 04 P1 Block U4: Floor plans
MS 5 00 P1 Block U4: Detailed Section
MS 2 03 P3 Elevations Unit 1
MS 2 00 P3 Illustrative Elevations Unit 1
MS 2 07 P2 Block U1: Illustrative Elevations-Data Centre
MS 2 10 P2 Block U1: Roof plan
MS 2 11 P2 Block U2: Roof plan
MS 2 12 P2 Block U3: Roof plan
MS 9 04 P2 Perspectives 5
MS 9 00 P2 Perspectives 1
MS 2 12 P2 Roof Plan Unit 4
MS 2 11 P2 Roof Plans Units 2&3
MS 2 10 P2 Roof Plan Unit 1
MS 2 07 P2 Illustrative Elevations Unit 1 Data Centre
MS 1 02 P2 Illustrative Site Layout Unit 1 Data Centre
MS100 rev. P6 Illustrative Site Layout Plan
MS101 rev. P6 Site layout plan
MS103 rev. P6 External Finishes Plan - Permeable Paving in Car Park Areas
MS201 rev. P6 Illustrative Elevations Unit 2 & 3
MS202 rev. P6 Illustrative Elevations Unit 4
MS204 rev. P6 Elevations Unit 2 & 3
MS205 rev. P6 Elevations Unit 4
MS908 rev. P6 Secured by Design Strategy
MS909 rev. P6 Cycle and Refuse Storage
F10949 - Steel Barriers Elevation
642.19.02 rev. C - Planting Layout (Sheet 1 of 6)
642.29.03 rev. C - Planting Layout (Sheet 2 of 6)
642.39.03 rev. C - Planting Layout (Sheet 3 of 6)
642.49.02 rev. C - Planting Layout (Sheet 4 of 6)
642.59.03 rev. E - Planting Layout (Sheet 5 of 6)
642.69.03 rev. E - Planting Layout (Sheet 6 of 6)

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 Local Plan: Part 2 - Development Management Policies (2020) and The London Plan - Consolidated With Alterations (2016).

62. General Compliance with Industrial Supporting Documentation

INDUSTRIAL CONDITION

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

- Energy Statement (WPP) Issue 7;
- Lighting and CCTV Report (WPP);
- Flood Risk/Drainage Assessment (CS-075666-PE-16-121-R Rev. H) addressed via response from LBH drainage on 11/11/2017 and 13/11/2017 Segro/Capita Flows and Volumes proforma submitted 29/11/2017; Capita Letter ref CS075666-PE-17-198-L dated 24 Nov 2017 and CS/075666; Capita Drainage Calculations Rev D dated 29/11/17;
- Site Waste Management Plan (Segro);
- Arboricultural Impact Assessment and Tree Survey (Tala);
- Construction Management Plan (Segro);
- Ecological Report (Richard Kilshaw Survey);
- Sustainability Statements (including Overheating Reports) (WPP);
- Utilities Assessments (WPP);
- Ventilation & Extraction Report (WPP);
- Secured By Design Principles' dated July 2017
- CS-075666-PE-16-121-R Rev. H Flood Risk Assessment and Drainage Strategy
- CS/075666 Drainage Strategy - Rev. E (27 March 2018)
- SuDS Flows and Volumes - LLFA Technical Assessment Proforma Rev. C (27 March 2018)
- Drainage Layout and External Levels 1 of 2 - 075666-CA-0-GF-DR-S-010-P05
- Drainage Layout and External Levels 2 of 2 - 075666-CA-0-GF-DR-S-011-P05
- Percentage Runoff Calculation
- Hydrock Correspondence dated 10 November and 24 November 2017
- CS075666 Technical Design Note (12 March 2018)

Thereafter the relevant parts of the Industrial Land Development shall be retained/maintained in accordance with these details for as long as the development remains in existence, unless otherwise agreed in writing with the local planning authority.

REASON

To ensure that the development complies with the objectives of Policies in The Local Plan: Part 2 - Development Management Policies (2020).

63. Industrial Land Retention of Railings

INDUSTRIAL CONDITION

Notwithstanding the plans hereby approved, all locally listed boundary railings, gates, plinths, gate piers and lanterns shall be retained.

Prior to the commencement of the industrial phase (MP 7 61 Rev. 01) a protection method statement for these retained structures within the industrial land shall be submitted to and agreed in writing with the Local Planning Authority.

Prior to the commencement of any superstructure works of the industrial phase, a schedule of repairs and a management plan for future maintenance shall be submitted to and agreed in writing with the Local Planning Authority.

NOTE: the above has been partially discharged for the 'Retention of Railings' under Planning Permission Ref: 1331/APP/2018/2538 dated 7th January 2019.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed front boundary treatment, in accordance with Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of The Local Plan: Part 2 - Development Management Policies (2020).

64. Canal Wall (Industrial Land)

INDUSTRIAL CONDITION

Prior to occupation of the industrial development hereby approved, a suitable assessment and confirmation that the Canal wall relating to land within the industrial land where defects and holes identified within the drainage strategy and subsequent survey submitted have been rectified.

This shall be submitted to, and approved in writing by the Local Planning Authority and implemented as per the approved details.

REASON:

To ensure that surface water run off is controlled appropriately on site to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in The Local Plan: Part 1 - Strategic Policies (2012), Policy 5.12 Flood Risk Management of The London Plan - Consolidated With Alterations (2016) and to be handled as close to its source as possible in compliance with Policy 5.13, Sustainable Drainage of The London Plan - Consolidated With Alterations (2016) and National Planning Policy Framework (2012), and the Planning Practice Guidance (March 2014).

65. Tree Protection (Industrial Land)

INDUSTRIAL CONDITION

No site clearance, demolition works or construction work shall take place on the Industrial Land until the following 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 demolition 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.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/2683 dated 3rd October 2018.

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 DMHB 14 of The Local Plan: Part 2 - Development Management Policies (2020).

66. Non Standard Condition

INDUSTRIAL CONDITION

Prior to the commencement of development, including any works of site clearance and demolition, details of the contracts for demolition works and the demolition strategy including phasing covering the conservation area and locally listed buildings on the entire site (Industrial Land) must be submitted to and approved in writing by the Local Planning Authority, details to include:

a) Evidence of the contracts or sub-contract(s) placed to demonstrate the timely commencement and completion of demolition works for the Industrial Land;

NOTE: (a) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

b) A full programme of demolition works, including phasing as appropriate for the Industrial Land to be submitted and agreed.

NOTE: (b) has been discharged under Planning Permission Ref: 1331/APP/2018/2662 dated 16th November 2018.

c) The programme of works on the site shall be carried out in complete accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority;

d) No development shall take place on the Industrial Land (including works of site clearance and demolition to the locally listed buildings) until the Local Planning Authority has approved the Demolition Strategy.

e) No development shall take place on the Industrial Land (including works of site clearance and demolition to the locally listed buildings) until the approved Heritage Assets Recording works in accordance with Condition 5 has been completed (phased) and approved by the LPA.

REASON

To safeguard the recording of the conservation area and structural integrity of the retained locally listed buildings in accordance with Policies DMHB 1, DMHB 2 and DMHB 3 of The Local Plan: Part 2 - Development Management Policies (2020).

67. No Extensions

INDUSTRIAL CONDITION

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development in accordance with Policies DMT 6 and DMHB11 of The Local Plan: Part 2 - Development Management Policies (2020).

68. No Mezzanines

INDUSTRIAL CONDITION

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)(or any order revoking and re-enacting that Order with or without modification), no additional internal floorspace or mezzanines shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with Policies DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020).

69. External Storage

INDUSTRIAL CONDITION

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), external storage associated with the use of any part of the site shall not exceed 2 metres in height within any part of the development hereby approved.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure the development does not detrimentally impact upon the adjoining amenity of residents and the visual amenities of the site, in accordance with Policies DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

70. Data Centre Use Restriction

INDUSTRIAL CONDITION

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), unit 2, 3 and 4 of the industrial development shall not be used as a data centre.

REASON

To ensure compliance with the energy and sustainability details hereby approved and to accord with Policies 4.4, 5.2, 5.7 and 5.9, of the London Plan 2016.

71. Car Parking Use

INDUSTRIAL CONDITION

The car parking facilities provided within all industrial areas of this development shall be for the sole use of the future occupiers and employees of the industrial development hereby approved.

REASON

To ensure suitable parking provision is provided on the site, in accordance with Policies DMT 2 and DMT 4 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016).

72. Archaeology

INDUSTRIAL CONDITION

Prior to the commencement of any works within the Industrial Land Phase 1 (MP 7 61 Rev. 01) of the development excluding demolition, a stage 1 written scheme of investigation (WSI) shall be submitted to and approved in writing by the local planning authority in consultation with GLAAS. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site geo-archaeological evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If archaeological potential is confirmed by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- a. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- b. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

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

NOTE: the above has been partially discharged for Stage 1 Written Scheme of Investigation under Planning Permission Ref: 1331/APP/2018/2562 dated 9th October 2018.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy DMHB 1 of The Local Plan: Part 2 - Development Management Policies (2020).

73. Ecology

INDUSTRIAL CONDITION

Prior to the commencement of any superstructure works within Phase 1 of this development a detailed ecology enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the Industrial development will be best designed to deliver ecological improvements, and shall demonstrate (but not limited to) the inclusion of specific planting to improve conditions for wildlife; artificial habitats in the landscaped areas within the curtilage of the industrial land; areas of planting along or near to the canal to promote wildlife corridors; and habitat walls and refuge in strategically located positions.

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

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/4183 dated 20th February 2019.

REASON

To ensure the development contributes to a positive gain in ecological value in accordance with Policy EM8 of The Local Plan: Part 1 - Strategic Policies (2012).

74. Materials

INDUSTRIAL CONDITION

Prior to the commencement of any superstructure works within the Industrial Development the following details shall be submitted to and approved in writing, details should include information relating to make, product/type, colour and photographs/images:

- a. Details and sample panels of materials, external finishes and colours;
- b. security railings
- c. canopy overhang details to office blocks
- d. Roof plans showing details and location of proposed roof lights and positioning, placement and types of photovoltaic panels.
- e. Details of windows and doors, including sectional details at 1:20 and manufacturer details

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

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed tower and factory facade, in accordance with Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of The Local Plan: Part 2 - Development Management Policies (2020).

75. Unit 4 Facade Retention

INDUSTRIAL CONDITION

Prior to the commencement of works for Unit 4, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a. Schedule of repairs and methodology for retained facade including painted finish - including conservation maintenance, repair and management plan
- b. Scaled details for all windows and doors, in elevation and section at 1:20, including louvred windows
- c. Notwithstanding the submitted drawings, detailed drawing to show the numbers of retained bays (drawings inconsistent)
- d. Scaled drawings to show the detail of the connection between the new structure and the retained facade
- e. Scaled drawings at a suitable scale of the canal front office elevation
- f. Scaled drawings of roof profile and overhang details.
- g. Notwithstanding the submitted plans, detailed drawings of the retained facade showing the existing fenestration/walling pattern.

Thereafter, the approved details shall be implemented as approved.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed tower and factory facade, in accordance with Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of The Local Plan: Part 2 - Development Management Policies (2020).

76. Bird Hazard Management Plan

INDUSTRIAL CONDITION

Prior to the commencement of any superstructure works within the Industrial development, a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with BAA safeguarding. 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 para below for further information *

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

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/4186 dated 12th February 2019.

REASON

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

77. Secure By Design

INDUSTRIAL CONDITION

The industrial development hereby approved shall be completed in accordance with the Secure By Design Principles agreed within 'Secured By Design Principles' dated July 2017 and drawing Secured by Design Strategy MS908 rev P1.

The measures shall be implemented and operational prior to the first occupation of any industrial unit hereby approved and maintained thereafter for the life of the development.

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

78. Radar Mitigation

INDUSTRIAL CONDITION

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

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar; OR,
- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

2. Where a 'Radar Mitigation Scheme' has been required, no construction above 12m above ground level shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented. Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/2996 dated 24th October 2018.

REASON

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

79. BA Landscaping Scheme

INDUSTRIAL CONDITION

Prior to the commencement of any superstructure works within the industrial development, full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority in consultation with BAA safeguarding, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)).These details shall include:

- The species, number and spacing of trees and shrubs

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.

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/4218 dated 3rd July 2019.

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.

80. Crane Operation

INDUSTRIAL CONDITION

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

NOTE: the above has been discharged under Planning Permission Ref: 1331/APP/2018/2879 dated 23rd October 2018.

REASON:

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

81. Network Rail

INDUSTRIAL CONDITION

1) Where vibro-compaction/displacement piling plant is to be used in any part of the industrial development, a method statement detailing the use of such machinery and a method statement must be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail, prior to the commencement of works. Thereafter, the works shall only be carried out in accordance with the approved method statement.

NOTE: (1) has been discharged under Planning Permission Ref: 1331/APP/2018/2967 dated 15th October 2018.

2) All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

REASON

To safeguard the operational requirements of Network Rail and the strategic rail infrastructure.

82. Lighting

INDUSTRIAL CONDITION

Prior to the commencement of superstructure works within the industrial development, full details of all lighting proposals shall be submitted and to and approved in writing by the Local Planning Authority, in consultation with the Canals and Rivers Trust and Network Rail. The details shall include the location, height, type and direction of light sources and intensity of illumination.

The approved scheme shall not thereafter be altered without the prior consent in writing of the Local Planning Authority in consultation with the Canals and Rivers Trust and Network Rail other than for routine maintenance which does not change its details.

NOTE: The above has been discharged under Planning Permission Ref: 1331/APP/2018/4219 dated 3rd July 2019.

REASON

To safeguard the amenity of surrounding properties in accordance with Policies DMHB 11, DMHB 12 of The Local Plan: Part 2 - Development Management Policies (2020); and to protect the ecological value of the area in accordance with Policy DMEI 7.

83. Noise Affecting Residential Property

INDUSTRIAL CONDITION

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142:2014.

A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained

REASON:

To safeguard the amenity of the surrounding area in accordance with Policy DMHB11 and DMHB12 of the Hillingdon Local Plan Part Two - Development Management Policies (2020).

84. Construction & Environmental Management Plan (CEMP)

INDUSTRIAL CONDITION

Prior to the commencement of the industrial development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Canals and Rivers Trust. 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.

NOTE: The above has been discharged under Planning Permission Ref: 1331/APP/2018/2845 dated 31st October 2018.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB11 of the Hillingdon Local Plan Part Two - Development Management Policies (2020).

85. Car Parking Allocation

INDUSTRIAL CONDITION

The car parking, cycle parking, motorcycle bays, access arrangements and yard areas hereby approved within the industrial development shall be laid out as per the plans hereby approved and fully marked out, prior to the first occupation of each industrial unit, unless otherwise agreed in writing.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016).

86. Levels

INDUSTRIAL CONDITION

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

NOTE: The above has been discharged under Planning Permission Ref: 1331/APP/2018/4229 dated 3rd July 2019.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy DMHB 11 and DMHB 12 of The Local Plan: Part 2 - Development Management Policies (2020).

87. Land Contamination

INDUSTRIAL CONDITION

The scheme to remediate any contamination in relation to the industrial development is to be completed in accordance with the following Environmental Reports prepared by Capita and as submitted with the Planning Application:

Remediation Report, dated 11 July 2016

Further Geo-environmental Assessment, dated 6 June 2016

These reports set out site investigation and remediation strategies. All works which form part of the remediation scheme for the industrial development shall be completed before any part of the industrial development is occupied or brought into use.

If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be submitted to and approved in writing by the LPA prior to implementation; and

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 have been carried out in full and in accordance with the approved methodology.

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 Policies DMEI 11 and DMEI 12 of The Local Plan: Part 2 - Development Management Policies (2020).

88. Risk Assessment CRT

INDUSTRIAL CONDITION

Prior to the commencement of any industrial development hereby approved a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal must be submitted and approved in writing by the Local Planning Authority in consultation with the Canals and Rivers Trust. This will include any work to, or likely to affect, the waterway wall and a survey of the condition of the wall.

NOTE: The above has been discharged under Planning Permission Ref: 1331/APP/2018/2682 dated 31st October 2018.

REASON

To ensure the proposed construction works do not have any adverse impact on the safety of waterway users and the integrity of the canal, in accordance with Policies 7.24, 7.25, 7.26, 7.27, and 7.28 of The London Plan - Consolidated With Alterations (2016).

89. Details of Landscaping - CRT

INDUSTRIAL CONDITION

Prior to the commencement of any superstructure works within the industrial development full details of the proposed hard and soft landscaping, including ground levels, planting plans, materials and maintenance arrangements, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canals and Rivers Trust. The landscaping shall be carried out in accordance with the approved details.

NOTE: The above has been discharged under Planning Permission Ref: 1331/APP/2018/4230 dated 3rd July 2019.

REASON

In the interests of visual amenity and biodiversity of the Blue Ribbon Network and the adjacent public realm.

90. Energy

INDUSTRIAL CONDITION

Prior to the commencement of any superstructure works within the industrial development, full details of the carbon reduction measures that conform to the energy strategy (Energy Statements, August 2017, ESC54738 Issue 7) shall be submitted and approved in writing by the Local Planning Authority. These shall include:

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

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

Reason

To ensure the development contributes a CO2 reduction in accordance with The London Plan - Consolidated With Alterations (2016) Policy 5.2.

91. Plan and Machinery

INDUSTRIAL CONDITION

Prior to the commencement of superstructure works within the industrial development, details of all plant and machinery, including mechanical ventilation systems to be used on the premises shall be submitted to and approved in writing by the LPA. This will include a scheme for the control of noise and/or odour emanating from the site to include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

NOTE: The above has been discharged under Planning Permission Ref: 1331/APP/2019/636 dated 3rd July 2019.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policies DMHB11 and DMHB 12 of the of The Local Plan: Part 2 - Development Management Policies (2020)

92. Servicing & Delivery Plan

INDUSTRIAL CONDITION

Prior to the commencement of superstructure works within the industrial development, a Delivery and Servicing Plan shall be submitted and approved in writing by the Council. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016).

93. Waste Management

INDUSTRIAL CONDITION

The industrial development hereby approved shall be carried out in accordance with the details set out in the Site Waste Management Plan dated May 2017, unless otherwise agreed in writing.

Prior to the occupation of each industrial unit, all refuse areas must be in-situ.

REASON

To comply with Policy DMHB11 of the The Local Plan: Part 2 - Development Management Policies (2020).

94. Landscaping

INDUSTRIAL CONDITION

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

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 20% of all spaces are served by electrical charging points with an additional 20% passive provision for electric vehicles in the future).
 - 2.e Motor Cycle Parking Layouts (to provide 1 motor cycle parking space for every 20 car parking spaces)
 - 2.f Hard Surfacing Materials
 - 2.g External Lighting
 - 2.h Other structures (such as play equipment and furniture)
- 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 4. Schedule for Implementation
- 5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14 and DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the The London Plan - Consolidated With Alterations (2016).

95. Restriction

INDUSTRIAL CONDITION

No new openings shall be inserted into Unit 1 and Unit 4 of the industrial development hereby approved.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 11 and DMHB 12 of The Local Plan: Part 2 - Development Management Policies (2020) and safeguards amenity of future occupiers in accordance with Policy DMHB11 of the of the of The Local Plan: Part 2 - Development Management Policies (2020)

96. Development Description

JOINT CONDITION

The application hereby approved shall be for the Part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,389 dwellings (Use Class C3), office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), 22,663sq.m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020) and the London Plan (2016).

97. Compulsory Information (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).

98. Compulsory Information (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Development Plan, 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.

PT1 Policies

PT1.BE1(2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.CI2 (2012) Leisure and Recreation

PT1.CI3 (2012) Culture

PT1.E1 (2012) Managing the Supply of Employment Land

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM3 (2012) Blue Ribbon Network

PT1.EM4 (2012) Open Space and Informal Recreation

PT1.EM5 (2012) Sport and Leisure

PT1.EM6 (2012) Flood Risk Management

PT1.EM7 (2012) Biodiversity and Geological Conservation

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.EM11(2012) Sustainable Waste Management

PT1.H1 (2012) Housing Growth

PT1.H2 (2012) Affordable Housing

PT1.HE1 (2012) Heritage

PT1.T1 (2012) Accessible Local Destination

PT1.T2 (2012) Public Transport Interchanges

Policy SA5 Site Allocation;

Policy DMH2 'Housing Mix';

Policy DMH4 'Residential Conversions and Redevelopment';

Policy DMH7 'Affordable Housing';

Policy DMHB1 'Heritage Assets';

Policy DMHB2 'Locally Listed Buildings';

Policy DMHB4 'Conservation Areas';

Policy DMHB11 'Design of New Development';

Policy DMHB14 'Trees and Landscaping';
Policy DMHB16 'Housing Standards';
Policy DMHB17 'Residential Density';
Policy DMHB18 'Private Outdoor Amenity Space';
Policy DMHB19 'Play Space';
Policy DME12 'Reducing Carbon Emissions';
Policy DME17 'Biodiversity Protection and Enhancement';
Policy DME19 'Management of Flood Risk';
Policy DME14 'Air Quality';
Policy DMC13 'Public Open Space Provision';
Policy DMC14 'Open Spaces in New development';
Policy DMC15 'Children's Play Areas';
Policy DMT2 'Highways Impact';
Policy DMT5 'Pedestrians and Cyclists'; and
Policy DMT6 'Vehicle Parking'.

London Plan 2016 policies

LPP 1.1 (2016) Delivering the strategic vision and objectives for London
LPP 2.1 (2016) London in its global, European and UK context
LPP 2.2 (2016) London and the wider metropolitan area
LPP 2.3 (2016) Growth areas and co-ordination corridors
LPP 2.6 (2016) Outer London: vision and strategy
LPP 2.7 (2016) Outer London: economy
LPP 2.8 (2016) Outer London: transport
LPP 2.13 (2016) Opportunity Areas and Intensification Areas
LPP 2.18 (2016) Green Infrastructure: The Multi Functional Network of Green and Open Spaces
LPP 3.1 (2016) Ensuring equal life chances for all
LPP 3.2 (2016) Improving health and addressing health inequalities
LPP 3.3 (2016) Increasing housing supply
LPP 3.4 (2016) Optimising housing potential
LPP 3.5 (2016) Quality and design of housing developments
LPP 3.6 (2016) Children and young people's play and informal recreational facilities
LPP 3.7 (2016) Large residential developments
LPP 3.8 (2016) Housing choice
LPP 3.9 (2016) Mixed and Balanced Communities
LPP 3.10 (2016) Definition of affordable housing
LPP 3.11 (2016) Affordable housing targets
LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed use schemes
LPP 3.13 (2016) Affordable housing thresholds
LPP 3.15 (2016) Co-ordination of housing development and investment
LPP 3.16 (2016) Protection and enhancement of social infrastructure
LPP 4.1 (2016) Developing London's economy
LPP 4.2 (2016) Offices
LPP 4.3 (2016) Mixed-use development and offices
LPP 4.4 (2016) Managing industrial land and premises
LPP 4.8 (2016) Supporting a successful and diverse retail sector and related facilities and services
LPP 4.9 (2016) Small shops
LPP 5.1 (2016) Climate Change Mitigation
LPP 5.3 (2016) Sustainable design and construction
LPP 5.7 (2016) Renewable energy
LPP 5.10 (2016) Urban greening
LPP 5.11 (2016) Green roofs and development site environs

LPP 5.12 (2016) Flood risk management
LPP 5.13 (2016) Sustainable drainage
LPP 5.14 (2016) Water quality and wastewater infrastructure
LPP 5.17 (2016) Waste capacity
LPP 5.18 (2016) Construction, excavation and demolition waste
LPP 6.1 (2016) Strategic approach
LPP 6.10 (2016) Walking
LPP 6.11 (2016) Smoothing traffic flow and tackling congestion
LPP 6.12 (2016) Road Network Capacity
LPP 6.13 (2016) Parking
LPP 6.3 (2016) Assessing effects of development on transport capacity
LPP 6.5 (2016) Funding crossrail and other strategically important transport infrastructure
LPP 6.9 (2016) Cycling
LPP 7.1 (2016) Lifetime Neighbourhoods
LPP 7.2 (2016) An inclusive environment
LPP 7.3 (2016) Designing out crime
LPP 7.4 (2016) Local character
LPP 7.5 (2016) Public realm
LPP 7.6 (2016) Architecture
LPP 7.7 (2016) Location and design of tall and large buildings
LPP 7.8 (2016) Heritage assets and archaeology
LPP 7.13 (2016) Safety, security and resilience to emergency
LPP 7.14 (2016) Improving Air Quality
LPP 7.16 (2016) Green belt
LPP 7.18 (2016) Protecting open space and addressing deficiency
LPP 7.19 (2016) Biodiversity and access to nature
LPP 7.24 (2016) Blue ribbon network
LPP 7.30 (2016) London's canals and other rivers and waterspaces
LPP 8.2 (2016) Planning obligations
LPP (2016) Community Infrastructure Levy
LPP (2016) Monitoring and review

National Planning Policy Framework
NPPF1 Building a strong, competitive economy
NPPF4 Promoting sustainable transport
NPPF6 Delivering a wide choice of high quality homes
NPPF7 Requiring good design
NPPF8 Promoting healthy communities
NPPF9 Protecting Green Belt land
NPPF10 Meeting the challenge of climate change, flooding and coastal change
NPPF11 Conserving and enhancing the natural environment
NPPF12 Conserving and enhancing the historic environment

99. Non Standard Informative

The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

100. Non Standard Informative

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

101. Non Standard Informative

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above.

102. Non Standard Informative

For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

103. Non Standard Informative

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.

104. Non Standard Informative

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

105. Non Standard Informative

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

106. Non Standard Informative

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.

107. Non Standard Informative

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

108. Non Standard Informative

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

109. Non Standard Informative

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

110. Non Standard Informative

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

111. Non Standard Informative

The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to maximise accessibility to, around, and within the buildings of this proposed development.

112. Non Standard Informative

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

The applicant/developer is advised that surface water discharge to the Grand Union Canal will require prior consent from the Canal & River Trust and should contact Liz Murdoch in the Canal & River Trust's Utilities team regarding such an agreement (liz.murdoch@canalrivertrust.org.uk).

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

113. Non Standard Informative

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).

114. Non Standard Informative

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land.

It is recommended that soakaways/attenuation tanks should not be constructed within 20 metres of Network Rail's boundary. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.

In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.

The developer should adhere to Network Rail's advice guide on acceptable tree/plant species.

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

115. Non Standard Informative

Stands of trees with the potential to provide canopy's for bird species such as Rooks, Crows should be planted at 4 metre centres or greater.

Tree species such as Oak (*Quercus* sp., Scots Pine (*Pinus Sylvestris*), and Beech (*Fagus Sylvatica*) should be excluded from the planting scheme.

Large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other non berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette.

116. Non Standard Informative

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

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

117. Non Standard Informative

The developer to supply copies to the LPA of electrical and other test certificates, where appropriate, and the operation and maintenance manuals for the drainage system prior to adoption.

The developer is obliged to maintain the drainage system in accordance with the approved design prior to adoption.

Any defects are rectified prior to handover of the drainage system by the developer. All works which are intended to be offered for handover shall be subject to the following, once the developer has sought written approval from the LPA to the works being satisfactorily completed; a 12 month functioning period where the developer is responsible during this period for a rainfall event to occur where the system functions as approved.

118. Non Standard Informative

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

119. Non Standard Informative

On this decision notice, policies from the Council's Local Plan: Part 1 - Strategic Policies (2012) appear first, then The Local Plan: Part 2 - Development Management Policies (2020) then The London Plan - Consolidated With Alterations (2016) Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Council's Local Plan: Part 1 - Strategic Policies.

120. Non Standard Informative

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.

121. Non Standard Informative

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

122. Non Standard Informative

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:

- 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.
- All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- 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.
- No bonfires that create dark smoke or nuisance to local residents.

123. Non Standard Informative

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.

124. Non Standard Informative

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

125. Non Standard Informative

The Masterplan and Heritage Architects should be retained for the duration of the development and discharge of conditions, until such time that it is fully constructed and has received the requisite completion certificates in order, to ensure the design integrity is carried from conception through to completion in order to safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area.

126. Non Standard Informative

DEFINITIONS:

JOINT CONDITIONS: Details must be submitted to and approved for all land within the red line boundary.

RESIDENTIAL CONDITIONS: Details must be submitted to and approved for all land within the residential phase of the development (land to the west of the site) site.

INDUSTRIAL CONDITIONS: Details must be submitted to and approved for all land within the industrial phase of the development (land to the east of the site) site.

127. Non Standard Informative

A number of the conditions attached to this permission have previously been discharged through Discharge of Conditions applications relating to the original planning permission ref: 1331/APP/2017/1883. The applicant is advised to contact the Local Planning Authority to agree which conditions do not require re-discharging.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located at the former Nestle factory, Nestles Avenue, Hayes. It is located approximately 500 metres to the south-east of Hayes Town Centre, bounded to the north by the Great Western Rail Line and Grand Union Canal and to the south by Nestles Avenue. To the west is the existing Squirrels Industrial Estate, accessed from Viveash Close which comprises a number of small commercial premises and to the east is North Hyde Gardens, which is a public road which has historically served as the single vehicular entrance point to the former Nestle factory building. To the north east of the site is Hayes and Harlington Railway Station. A residential area lies immediately south of the site, on the opposite side of Nestles Avenue.

The site is 12.28 ha in area and contained a number of buildings and structures that formed part of its previous factory use. The buildings were used for a range of processes in relation to the production of coffee and chocolate production and vary in size and scale and associated staff facilities, with the tallest elements rising up to 75 metres AOD.

Railings enclose the site, with mature trees along the southern frontage on Nestles Avenue and green spaces that were once part of the site's "factory in a garden" setting. The

topography of the site is generally flat, ranging between 25-35m Above Ordnance Datum (AOD).

The site is accessed from North Hyde Gardens to the east with other historic accesses from Nestles Avenue to the south and is well served by public transport. The current Public Transport Accessibility Level (PTAL) varies across the site, ranging from 2 in the east and 3 in the west, however, this will rise to a maximum of 4 (on the cusp of 5) at the western part of the site when the new Crossrail service opens at Hayes and Harlington Station.

The site is located within the Botwell: Nestles, Hayes Conservation Area which was first designated by LBH on 19 June 1988. The boundary of the application site coordinates with that of the conservation area and comprises the whole of the former Nestle factory site.

Hayes is a key area of strategic growth and forms part of the London Plan Heathrow Opportunity Area, which covers an area of approximately 700 ha.

3.2 Proposed Scheme

This Section 73 application seeks to vary Condition 9 of Planning Permission Ref. 1331/APP/2017/1883 (as amended by application ref: 1331/APP/2020/50 dated 06/02/20).

The original permission granted planning permission for a mixed use development comprising 1,386 residential units and 22,663 of employment floorspace. The current application seeks minor changes to the residential element of the mixed use scheme, namely Blocks B, D, E, F1 and G involving the addition of two residential units in Block E, one additional residential unit in Block G, the reorganisation of 8 residential units in Block G, including internal and external alterations involving minor facade changes, the addition of a number of balconies; and the increase in the refuse and cycle storage area in Block D, unit mix change in Block D, unit Mix change in Block F and unit mix correction to Block C.

In summary of the main changes is set out below, highlighting the changes to the various blocks:

Block B

- Increased size of balconies in Block B. 56 one bed balconies on B1, B2, and B3 have been increased by 1 sqm to provide 6 sqm of private amenity space, increase from 5 sqm. In total, an additional 56 sqm of private amenity is being provided;

Block C

- Unit mix correction to Block C to match the approved drawings. This is not a change but reconciling approved schedules to the approved drawings. There is no change to unit totals;

Block D

- Addition of expressed brick detail around windows on east return of south elevation
- Addition of balconies
- Amenity space increased
- Lowered overall building height by 1 brick course
- Change to parapet frame expression
- Addition of an acoustic louvred ventilation panel to energy centre
- Columns added and change of shape from square to round in the courtyard
- Increase in bin storage
- Addition of cycle stores and bulky storage on ground floor
- Chimneys increased in height to comply with building regulations

- Change of windows
- Change of doors
- Change of rear lobby entrance area
- Change of energy centre facade, position and type of windows, external doors, amount of glazing
- Balcony sizes reduced from 8.8sqm to 5sqm (5 balconies)
- Reorganisation of units 593, 594 and 595 to comply with fire safety regulations and keep the length of corridor to escape stair to 30m max. 1-bedroom unit 593 changed to studio to improve the unit layout
- Reorganisation of units 604, 605 and 606 to comply with fire safety regulations and keep the length of corridor to escape stair to 30m max. 1-bedroom unit 604 changed to studio to improve the unit layout
- Additional motorcycle spaces
- Unit mix change in Block D. One 1bed unit converted to one 2bed unit on the first floor. This was an oversized unit that was previously incorrectly identified on the approved plans. The clarification proposed no change to unit totals and tenure;

Block E

- Removal of stair window
- Double height driveway reduced to single storey driveway with additional 2 flats at first floor level with balcony and new windows.
- Amendments to windows, entrance doors and canopies to provide natural ventilation and avoids overheating
- .Columns added and change of shape from square to round in the courtyard
- Lowered overall building height by 1 brick course
- Balconies relocated to prevent overlooking.
- Balcony sizes reduced from 8.8sqm to 5sqm (8 balconies)

Block F1

- Adjustments to windows / brick panel arrangements
- Setback handrail detail developed further
- Lift overrun height increased by 395mm
- Entrance canopy design developed
- Indicative location of building wayfinding
- White painted render frame changed to white brick to mitigate concerns about deterioration or greening of north facing (rear) elevation
- White painted render frame changed to white brick, to mitigate concerns about deterioration or greening of north facing render. Brickwork to match blocks G+H
- A1/A3/A4/B1/D1/D2 use space reduced to accommodate plant rooms
- Minor changes to roof.
- Unit mix change in Block F. One 2bed unit converted to one 1bed unit on the third floor. This was previously incorrectly identified on the approved plans. The clarification proposed no change to unit totals and tenure;

Block G

- Adjustments to windows and brick details
- Changes to balcony location to
- Ground floor level balconies changed to terraces - ground floor levels raised locally to accommodate change
- Roof access door added for maintenance only
- White brick frame introduced with grey brick infill
- Minor amendments to building envelope with height of building dropped by 2 brick courses

- Cycle store relocated to provide cycle allocation to Block G. building line extended to align with north elevation on ground floor only. Area increased from 41sqm to 81sqm
- 2b3p unit layout revised to include hallway space due to fire escape distance and changed to a 3b5p unit
- Core area rationalised with 2nd lift relocated to Core G2
- Two studio units increase in area to become 1b2p units
- Internal corridor removed and incorporated into apartment, changed from 2b3p to 1b2p from 69sqm to 57.8sqm
- Internal corridor removed and incorporated into two 2b3p apartments, changing from 2b3p to 2b4p (69sqm to 86sqm and 71sqm to 96.4sqm)
- 2b3p unit increased in size to a 3b5p unit. Area increased from 69.3sqm to 96.1sqm
- 2b3p unit increased in size to a 3b5p unit. Area increased from 69.3sqm to 96.1sqm
- Reduced number of PV panels from 152 to 60.

Following the review of the approved accommodation schedule, which has now been reconciled with the s.73 proposed changes, there is an overall increase of 14 hab-rooms.

In summary, 3 additional units would be gained overall in Blocks E and G. In Block E two additional 3b units would be gained along with eight 2b units changing to 1b units. In Block G two studio units and four 2b units would be lost and three 1b units and four 3b units would be created, resulting in the overall addition of one unit. Although some larger units have been created, the housing mix remains largely the same in overall terms and the change of mix of the units has resulted from internal configurations and moving internal walls to accommodate larger units.

Following the review of the approved accommodation schedule, which has now been reconciled with the S73 proposed changes, there is an overall increase of 14 habitable rooms and an increase in 3 units. The table below explains the changes:

Previously approved accommodation schedule;

	Private	S/O	S/R	Total units
0B	69	35	0	104
1B	382	141	62	585
2B	386	141	36	563
3B	74	22	38	134
Total	911	339	136	1386

S73 Proposed Accommodation Schedule

	Change	Private	S/O	S/R	Total units	Hab Rooms
0B	-2	57	45	0	102	102
1B	+4	349	179	61	589	1178
2B	-4	357	166	37	560	1680
3B	+5	75	25	38	138	552
Total	+3	838	415	136	1389	3512

There are no changes proposed to the commercial element of the scheme, therefore this report does not consider this element of the scheme, as this remains as previously approved under this S73 application.

3.3 Relevant Planning History

1331/APP/2017/1883 - Part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3). office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), 22,663sq.m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works. Permission granted on 28/06/2018.

3.4 Comment on Relevant Planning History

This application was previously presented to the Major Applications Planning Committee on 18th September 2019. The Committee resolved that the application be approved, subject to the completion of the associated legal agreement.

In the period of time between the Major Applications Planning Committee determining to approve the application and the subsequent completion of the associated legal agreement there has been a Court of Appeal ruling which has a bearing on the application. The *'Finney vs Welsh Ministers'* Court of Appeal ruling determined that making a change to a description of development would be outside of the powers of Section 73 of the Town and Country Planning Act (1990), without first making the change to the description via an alternative planning application known as a s96A non-material amendment. Whilst these are procedural matters, they have resulted in the need to reassess the proposals to ensure that any decision notice issued is valid and that the Council's decision was sound.

Subsequently a Section 96A application (1331/APP/2020/50) was submitted to restructure the original consent to remove reference to the unit numbers and the commercial floorspace numbers from the description of development and instead control them through an amended condition wording. The Section 96A application was approved on 06 February 2020. Therefore the current application no longer requires a change to be made to the description of development and can be determined within the powers of Section 73 of the Town and Country Planning Act (1990).

Therefore the current application no longer requires a change to be made to the description of development and can be determined within the powers of Section 73 of the Town and Country Planning Act (1990).

4. PLANNING POLICIES AND STANDARDS

London Borough of Hillingdon Development Plan (from 6th April 2020)

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

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

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

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

The London Plan - Consolidated With Alterations (2016)

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

Emerging Planning Policies

1.4 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 (Intend to Publish Version, December 2019)

1.5 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. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

1.6 The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

1.7 More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

LDF Designation and London Plan

The following Policies are considered relevant to the application:-

Local Plan Part 1 (2012):

Policy NPPF1 'Housing Planning Policy Framework - Presumption in Favour of Sustainable Development';
Policy H1 'Housing Growth';
Policy H2 'Affordable Housing';
Policy BE1 'Built Environment';
Policy EM1 'Climate Change Adaptation and Mitigation';
Policy EM6 'Flood Risk Management';
Policy EM7 'Biodiversity and Geological Conservation';
Policy EM8 'Land, Water, Air and Noise'; and
Policy T1 'Accessible Local Destinations'.

Local Plan Part 2 (2020):

Policy SA5 Site Allocation;

Policy DMH2 'Housing Mix';
 Policy DMH4 'Residential Conversions and Redevelopment';
 Policy DMH7 'Affordable Housing';
 Policy DMHB1 'Heritage Assets';
 Policy DMHB2 'Locally Listed Buildings';
 Policy DMHB4 'Conservation Areas';
 Policy DMHB11 'Design of New Development';
 Policy DMHB14 'Trees and Landscaping';
 Policy DMHB16 'Housing Standards';
 Policy DMHB17 'Residential Density';
 Policy DMHB18 'Private Outdoor Amenity Space';
 Policy DMHB19 'Play Space';
 Policy DME12 'Reducing Carbon Emissions';
 Policy DME17 'Biodiversity Protection and Enhancement';
 Policy DME19 'Management of Flood Risk';
 Policy DME114 'Air Quality';
 Policy DMCI3 'Public Open Space Provision';
 Policy DMCI4 'Open Spaces in New development';
 Policy DMCI5 'Children's Play Areas';
 Policy DMT2 'Highways Impact';
 Policy DMT5 'Pedestrians and Cyclists'; and
 Policy DMT6 'Vehicle Parking'.

London Plan (2016)

Policy 1.1 'Delivering the Strategic Vision and Objectives for London';
 Policy 2.6 'Outer London: Vision and Strategy';
 Policy 2.7 'Outer London: Economy';
 Policy 2.8 'Outer London: Transport';
 Policy 2.13 'Opportunity Areas and Intensification Areas';
 Policy 2.18 'Green Infrastructure: The Multi-Functional Network of Green and Open Spaces';
 Policy 3.3 'Increasing Housing Supply';
 Policy 3.4 'Optimising Housing Potential';
 Policy 3.5 'Quality and Design of Housing Development';
 Policy 3.6 'Children and Young People's Play and Informal Recreation Facilities';
 Policy 3.8 'Housing Choice';
 Policy 3.9 'Mixed and Balanced Communities';
 Policy 3.11 'Affordable Housing Targets';
 Policy 3.12 'Negotiating Affordable Housing on Individual Private Residential and Mixed-use Schemes';
 Policy 3.13 'Affordable Housing Threshold';
 Policy 5.2 'Minimising Carbon Dioxide Emissions';
 Policy 5.3 'Sustainable Design and Construction';
 Policy 5.5 'Decentralised Energy Networks';
 Policy 5.7 'Renewable Energy';
 Policy 5.9 'Overheating and Cooling';
 Policy 5.10 'Urban Greening';
 Policy 5.12 'Flood Risk Management';
 Policy 5.13 'Sustainable Drainage';
 Policy 6.1 'Strategic Approach';
 Policy 6.3 'Assessing Effects of Development on Transport Capacity';
 Policy 6.9 'Cycling';
 Policy 6.13 'Parking';
 Policy 7.1 'Lifetime Neighbourhoods';
 Policy 7.4 'Local Character';

Policy 7.5 'Public Realm';
Policy 7.6 'Architecture';
Policy 7.7 'Location and Design of Tall and Large Buildings';
Policy 7.8 'Heritage Assets and Archaeology';
Policy 7.19 'Biodiversity and Access to Nature'; and
Policy 7.21 'Trees and Woodlands'.

Draft London Plan (Intend to Publish Version 2019)

Policy GG1 'Building Strong and Inclusive Communities';
Policy GG2 'Making the Best Use of Land';
Policy GG4 'Delivering the Homes Londoners Need';
Policy D2 'Delivering Good Design';
Policy D3 'Inclusive Design';
Policy D4 'Housing Quality and Standards';
Policy D5 'Accessible Housing';
Policy D13 'Noise';
Policy H1 'Increasing Housing Supply';
Policy H5 'Delivering Affordable Housing';
Policy H12 'Housing Size and Mix';
Policy HC1 'Heritage Conservation and Growth';
Policy G6 'Biodiversity and Access to Nature';
Policy G7 'Trees and Woodlands';
Policy SI2 'Minimising Greenhouse Gas Emissions';
Policy SI12 'Flood Risk Management';
Policy SI13 'Sustainable Drainage';
Policy T1 'Strategic Approach to Transport';
Policy T2 'Healthy Streets';
Policy T5 'Cycling'; and
Policy T6 'Car Parking'.

National Planning Policy Framework 2019

Chapter 2 - Achieving Sustainable Development
Chapter 5 - Delivering a Sufficient Supply of Housing
Chapter 8 - Promoting Health and Safe Communities
Chapter 9 - Promoting Sustainable Transport
Chapter 11 - Making Effective use of Land
Chapter 12 - Achieving a Well designed Place
Chapter 15 - Conserving and Enhancing the Natural Environment
Chapter 16 - Conserving and Enhancing the Historic Environment

5. ADVERTISEMENT AND SITE NOTICE

Site Notice Expiry Date: 24-03-2020
Advertisement Expiry Date: 24-07-2019

6. CONSULTATIONS

The application has been advertised under Article 8 of the Town and Country Planning General Development Procedure Order 1995 as a Major Development. 1480 surrounding property owners/occupiers have been consulted during the course of this application.

No neighbour/resident comments have been received to date.

6.1 EXTERNAL CONSULTEES

GREATER LONDON AUTHORITY (GLA):

The GLA have confirmed there are no strategic issues arising from this application and that they do not need to be consulted further, stating:

I have assessed the details of the application and, given the scale and nature of the proposals, conclude that the amendments do not give rise to any new strategic planning issues.

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

TRANSPORT FOR LONDON (TFL):

Having reviewed the case from a strategic highways perspective TfL make the following comments:

· A total of 6 cycle parking spaces should be provided to serve the additional units. All cycle parking spaces should be designed and laid out in accordance with the London Cycle Design Standards (LCDS).

Subject to the above, TfL have no objection to the application.

OFFICER COMMENTS:

The architects have confirmed that an additional 6 additional cycle spaces have already been included in Block G and an additional 3 cycle spaces in Block E can be accommodated.

MINISTRY OF DEFENCE (MOD):

The MOD has no safeguarding objections to this proposal.

HEATHROW AIRPORT LTD - AIRSIDE SAFETY & ASSURANCE OPERATIONS:

We have now assessed the proposed variations to Condition 9 (Residential Condition - Approved Plans) for the above application against safeguarding criteria and can confirm that we have no safeguarding objections to these variations.

However, we would like to make the following observation:

Cranes

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

OFFICER COMMENTS:

This matter is already controlled by Condition 21 and will be carried through to any new decision notice.

HISTORIC ENGLAND (GLAAS):

We do not consider that it is necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service under their consultation criteria.

NATURAL ENGLAND:

Natural England currently has no comment to make on the variation of condition 9.

CANAL & RIVER TRUST:

The Trust has no comments to make on the proposal.

6.2 INTERNAL CONSULTEES

HIGHWAY, TRAFFIC AND TRANSPORTATION COMMENTS:

This planning application seeks to make changes to Condition 9 of a previous planning permission for the redevelopment of the Nestles Factory in Hayes (Ref.1331/APP/2017/1883). The key change being an uplift in the number of residential units to be built from 1,386 to 1,389, a net increase of 3 units. There would be no increase in the number of parking spaces to be provided.

The previously approved planning application was for 1,386 residential units with 832 car parking spaces; this represents a ratio of units to parking spaces of 0.6. This new application seeks permission to build an extra 3 units increasing the overall total to 1,389 units still with 832 spaces. With the extra 3 units the units to parking spaces ratio would fall to 0.599.

The application site is on the edge of Hayes town centre which is well connected to both the local and regional transport networks. Hayes and Harlington station is on the Great Western Mainline and from 2021 Hayes will also be served by the new Elizabeth Line (Crossrail) currently under construction. Hayes is also well connected to the local bus network; eight different bus services pick up and set down in the town centre. Transport for London use a system called PTAL (Public Transport Access Level) to measure access to the public transport network. For any given location, PTAL assesses walk times to the public transport network taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b is best. The application site has a PTAL of between 2 and 4 which is low/ moderate to good. Hayes town centre also offers a wide range of services and facilities presenting local residents with the opportunity to satisfy their daily travel needs without being dependent on the private car.

Taking into account that this development would generate just marginally more trips than the consented development which itself already has measures in place to mitigate its transport impacts there are no highway, traffic or transportation objections to this application. The increase in the overall total number of units is small and that the units to parking spaces ratio changes only very slightly to that already consented. The Highway Authority would however like assurances from the developer that the additional 3 units are included in the sustainable/active travel initiatives secured as part of the earlier planning permission reference 1331/APP/2017/1883. This could be secured by way of a suitably worded condition.

Parking along Nestles Avenue is controlled by a Residents Parking Management Scheme, to ensure parking linked to the development is controlled there should be a condition requiring the developer to enter into a S106 agreement that makes the occupiers of the 3 new units ineligible from joining this Parking Management Scheme.

In addition, there are no highway, traffic or transportation objections to the uplift in the number of cycle and motorcycle parking spaces to be provided. This is all subject to a proportionate uplift in financial planning obligations secured under the original consent.

ACCESS OFFICER:

No concerns are raised from an accessibility standpoint regarding the Variation of Condition 9. Conclusion: acceptable.

TREES/LANDSCAPE:

This does not appear to affect the external layout or previously approved landscape details.
Recommendation: No objection subject to previous landscape conditions.

OFFICER COMMENTS:

All the original planning conditions to the extant planning permission have been retained.

FLOOD AND WATER MANAGEMENT:

"There are no objection to this proposals as alterations are focused on internal unit alterations and balconies which have no impact on drainage proposals.

Conditions applied to this site previously should be brought forward to any permission given."

REFUSE AND WASTE STRATEGY:

Blocks D & E have seen an improvement to the waste and recycling storage and as such are acceptable. Blocks F & G are acceptable subject to the amended ground floor plans which have been provided and the original condition reinstated. The plan to rotate bins within bins stores is considered acceptable as this was already approved elsewhere on the site.

OFFICER COMMENTS:

Following discussions between officers and the applicant, amended ground floor plans for Blocks F1 and G, highlighting the 1500mm turning circle and 3 bins accessible in each store at any one time, have been provided. The applicant has also confirmed that these bins would be fully managed and would be swapped as and when required by the site management team to ensure that full bins are replaced when necessary. The collection points remain the same as previously approved.

There will be a substantial number of properties and a large amount of waste will be generated once occupied. Some of the bin stores are relying on a regular attendance from the facilities management team to ensure they are suitable and if managed poorly, the waste may not be recycled. Therefore the waste management plan would consider this and explain how they plan for it to be managed successfully.

Accordingly officers have agreed with the applicant to reimpose Condition 40 'Waste Management Plan' in order to confirm that a revised waste management plan needs to be submitted to the council.

CONTAMINATED LAND OFFICER:

I have conducted a further overview of the available information contained within the following reports and documentation:

- i) Geosyntec Consultants Limited; Phase I Environmental Assessment of the Nestle UK Ltd Facility in Hayes, Middlesex; Ref. GCU0124020; dated September 2013.
- ii) Geosyntec Consultants Limited; Phase 2 Environmental Assessment of the Nestle UK Ltd Facility in Hayes, Middlesex (Final); ref. GCU0124024; dated June 2014.
- iii) Geosyntec Consultants Limited; Subsurface Asbestos Investigation: main Building Undercroft & South-Eastern Surrounding Area, Nestle Hayes, Middlesex; ref. GCU0124025; dated July 2014
- iv) Capita Property and Infrastructure Limited; Project Lightning, Geo-environmental Investigation and Assessment; Revision A; dated 24 November 2014.
- v) Capita Property and Infrastructure Limited; Former Nestle Factory, Hayes Proposed Commercial Development; Further Geo-environmental Assessment; Ref CS-075666-PE-16-113-R, Revision A; dated 6/6/2016.

- vi) Capita Property and Infrastructure Limited. Former Nestle Factory, Hayes Proposed Commercial Development. Remediation Strategy. CS-075666-PE-16-131-R, dated 11 July 2016.
- vii) Hydrock Consultants Limited; Former Nestle Factory, Hayes Middlesex Desk Study and Ground Investigation. R/151867/001, dated June 2016
- viii) Hydrock Consultants Limited, Former Nestle Factory, Hayes Middlesex, Desk Study and Ground Investigation. R/151867/002, dated April 2017
- ix) Hydrock Consultants Limited, Remediation Method Statement; NES-HYD-XX-REM-RP-GE-3000, dated 21/03/2018.
- x) Hydrock Consultants Limited; Letter titled, Former Nestle Factory, Hayes - S73 Application - Desk Study and Ground Investigation; Ref. 01669-HYD-XX-XX-CO-G-5002; dated 9 May 2019.

The above reports, which outline details to assess and address land affected by contamination at the site, are considered to remain applicable. Therefore, the proposed design changes should have no impact on the assessment, recommendations or conclusions provided within the reports.

CONSERVATION & URBAN DESIGN:

The proposed amendments to Block D are minor in scope and will not detract from the approved scheme.

The proposed amendments to Block E are generally acceptable.

The proposed alterations to the principal facades of block F1 are minor in nature and would not detract from the consented scheme. There are concerns, however, with the exposed I-beam walkways to the rear which are not considered to respect the architectural language of the locally listed factory building. There would be no objection to the use of a suitable white brick at the rear and it is considered that this white brick could also be used for the walkways (framing) as this would better reflect the character of the locally listed building.

OFFICER COMMENT: The exposed I-beam walkways have been omitted and white brick have been proposed instead.

No objections are raised to the minor elevational alterations to Block G.

ENERGY & SUSTAINABILITY:

Energy - The additional 3 units will have a negligible impact on the overall scheme. In general, 3 units are treated as a non major development and would not therefore trigger the need for higher than building regulation compliant energy standards; there would be no additional CO2 reduction requirements.

EIA - The Council considers these additional 3 units will have a negligible impact in the context of the Environmental Statement and the Environmental Impact Assessment Regulations (2017). The Council does not therefore consider there to be new or additional information to support the submitted Environmental Statement. For avoidance of doubt, the changes would not result in new likely significant effects not previously reported on.

7. MAIN PLANNING ISSUES

7.01 THE PRINCIPLE OF THE DEVELOPMENT

The principle of development has already been established under planning permission Ref. 1331/APP/2017/1883. The current proposals are to rationalise some layouts within a number of blocks resulting in the addition of 3 units or 14 habitable rooms..

7.02 DENSITY OF THE PROPOSED DEVELOPMENT

This was assessed under the original planning application, reference 1331/APP/2017/1883 and it was considered acceptable and has only marginally changed. Therefore the principle of the density has been established and the current scheme results in no material change in this regard. As such the proposals are considered acceptable in this regard.

7.03 IMPACT ON ARCHAEOLOGY/CA/LISTED BUILDINGS

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that when making a decision on developments that affects the setting of a listed building, the local planning authority must have special regard to the desirability of preserving the building's setting.

Paragraph 90 of the NPPF (2019) requires Local Planning Authorities to take into account the impact of the proposal on the setting of a heritage asset.

Policy DMHB 1 of the Local Plan: Part Two (2020) expects development proposals to avoid harm to the historic environment. Developments that affect heritage assets will only be supported where it would not lead to a loss of significance of the heritage asset unless it would provide public benefit that would outweigh the harm or loss.

The site is located within a conservation area and the retained factory facades and the Canteen building are locally listed buildings.

It is considered that the minor amendments to the previously approved scheme in relation to Block F1, which include adjustments to windows/brick panel arrangements, setback handrail details, lift overrun height increased by 395mm, entrance canopy design developed, white painted render frame changed to white brick to mitigate concerns about deterioration or greening of north facing (rear) elevation, white painted render frame changed to white brick, to mitigate concerns about deterioration or greening of north facing render. Brickwork to match blocks G+H and some minor changes to roof are consistent with the scheme established by the extant planning permission. These minor alterations are not considered to have an impact on archaeology or on the locally listed buildings on site or the wider designated Conservation Area.

Officers consider the proposed alterations are high-quality refinements, consistent with the industrial architectural character and materials of the retained facade of the Main Factory Building and the prevailing character of the positively retained elements of the historic layout and operation of the conservation area. In their own terms, the works will sustain the particular significance of the relevant heritage assets and would not change the previously established heritage impacts. The overall level of heritage harm and the positive planning balance of the application remain unchanged, such that any less than substantial harm to the significance of the Botwell: Nestle Hayes Conservation Area and harm to the particular heritage significance of the locally listed buildings, will be outweighed by the public benefits of the scheme.

Therefore in line with the extant planning permission, taking all matters into consideration the revised scheme would accord with the relevant statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990, national policy contained within the Framework and supported by the NPPG, and other relevant regional and local policy and guidance.

7.04 AIRPORT SAFEGUARDING

The site is located within the London Heathrow (LHR) Aviation Safeguarding Zone and therefore the maximum building height on the site should be no greater than 67.93m AOD. Policy DMAV1 of the Local Plan: Part Two (2020) notes that the Council will support the continued safe operation of Heathrow Airport and will consult with the airport operator on

proposals in safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

The proposed development does not result in the increase in height of any buildings and whilst the height of the chimneys on Block D have increased, they still remain within the safeguarding limits at AOD 65.511m. Furthermore Heathrow Airport Ltd, Airside Safety & Assurance Operations have assessed the application and have stated that they have no objections.

7.05 IMPACT ON THE GREEN BELT

The site is not located within or near to the Green Belt.

7.06 ENVIRONMENTAL IMPACT

EIA

The Council considers these additional 3 units will have a negligible impact in the context of the Environmental Statement and the Environmental Impact Assessment Regulations (2017). The Council does not therefore consider there to be new or additional information to support the submitted Environmental Statement. In summary, the changes would not result in new likely significant effects not previously reported on.

7.07 IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

The principle of development has already been established under planning permission Ref. 1331/APP/2017/1883.

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to make be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1B of the draft London Plan (2019) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth.

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) 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.

Policy DMHB 12 of the Local Plan: Part Two (2020) 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.

The proposals under this application as listed in section '3.2 Proposed Scheme' of this report, are considered to be modest and do not impact on the nature, scale of the development or use and are therefore acceptable in planning policy terms. The overall concept and design of the Former Nestle Factory development is supported and continues to accord with local, regional and national policy requirements. Furthermore the impact of the proposed external alterations to the buildings and in particular to Block F1 are considered in detail in Section 7.03 of this report.

No changes are proposed along the Canal frontage or on Nestles Avenue, therefore the appearance of the vicinity around the site remains as per the consented scheme.

7.08 IMPACT ON NEIGHBOURS

There are no material changes to the extant planning permission under this proposal which would have any significant and unacceptable impact to neighbouring amenity.

7.09 LIVING CONDITIONS FOR FUTURE OCCUPIERS

The principle of development has already been established under planning permission Ref. 1331/APP/2017/1883.

This section therefore only considers the proposed changes

UNIT SIZES

The London Plan (2016) and national technical standards set out minimum room sizes for residential units. The majority of the proposed residential units have been designed to comply with (and where possible to exceed) the National Technical Standards and the Mayor of London's Housing Design Standards.

It is noted that some floor plans for Block E have an annotation stating that some 'Type A' 1b1p person flats have an area of 49.93sqm, where the minimum requirement is 50sqm. However, Officers have measured these themselves and confirm that they are in fact just over 50sqm. Furthermore, the architect has confirmed that this was caused by a software issue and that all Type A 1b1p units exceed the minimum 50sqm requirement.

The internal layouts of the proposed and reconfigured units have been designed to provide living spaces that maximise views, ventilation and access to daylight and sunlight. Each dwelling is provided with private amenity space, either as a balcony or a terrace. Although some of the proposed balcony areas have been reduced the revised balconies are compliant with London Plan 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.

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.

DAYLIGHT/SUNLIGHT

A daylight/sunlight assessment was submitted in support of the extant planning permission. The report assessed daylight and sunlight to the windows of habitable rooms within the proposed flats.

The report also considered the impact of the development on the proposed amenity spaces, both public and private. The BRE guide (2011) recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21 March. The results showed that all of the proposed amenity areas which are deemed to form public and communal amenity space, will receive at least two hours of sunlight on 21 March, this is principally due to the orientation of the site and the stepped formation of the proposed blocks which allows adequate light to the proposed communal amenity areas and open spaces. The proposed development therefore passed the BRE and open spaces test.

The proposed additional units in Block E on the first floor reflect the approved layout for the units above on the second floor. The additional unit created in Block G is as a result of alterations to the internal arrangements of the existing units and sizes. The principles of windows and habitable room locations remains unchanged. Therefore it is considered that there would be no significant change to the circumstances in the proposed development that would merit an objection to justify a refusal of planning permission.

PRIVACY/OVERLOOKING/OUTLOOK

The applicant has submitted an 'Overlooking Note' that explains the relationships between flats. The plans demonstrate that the changes proposed as part of the S73 application do not result in any detrimental overlooking issues over and above those already approved as part of the original scheme. In fact you will note that the S73 actually seeks to improve a number of relationships between units that were approved as part of the original scheme by adding screens and moving shifting some balcony locations.

AMENITY SPACE

Policy DMHB 18 of the Local Plan Part 2 (January 2020) 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. Policy DMHB 18 specifies the following amenity space requirements for flats are provided on site:

Studio flat - 20 m² per flat
1 bedroom flat - 20 m² per flat
2 bedroom flat - 25 m² per flat
3+ bedroom flat - 30 m² per flat

Based on the approved accommodation schedule, the required amenity space provision for the approved 1386 units was 31,810 m², which equated to an amenity space provision equal 59% of the minimum policy requirement.

The revised accommodation schedule would require amenity space provision for the proposed 1389 units as follows:

Studio flat: 102 x 20 = 2040 m²
1 bed flat: 589 x 20 = 11,789 m²
2 bed flat: 560 x 25 = 14,000 m²
3 bed flat: 138 x 30 = 4,140 m²
Total required = 31,960 m²

The changes to the unit mix and subsequent effect on the amenity space requirements is shown as follows:

Unit Type	Change	Amenity Space sqm
0B	-2	- 40
1B	+4	+80
2B	-4	-100
3B	+5	+150
Total	+3	+90

Therefore it is noted that proposed amendments result in an increase of 90sqm in the total private/shared amenity space requirement for the development. The originally consented scheme (ref: 1331/APP/2017/1883) provided 59% of the required private/shared amenity space. To this end this scheme proposes an additional 56sqm of additional private amenity space through the provision of increased balcony sizes. However, the reduction of the 13 balconies in Blocks D & E result in the loss of 49sqm of private amenity space leaving a net increase in amenity space of 7sqm. The total policy requirement for the S73 scheme is 31,960sqm. The provision of 18,807sqm of private and communal amenity space within this proposed S73 scheme still equates to 59% provision of the required amenity space.

For flatted developments, the Council accepts that whilst balconies can provide wholly private amenity space, any shortfall arising is required to be delivered through shared/communal amenity space provision. This additional provision means that the proposed development provides 59% of the amenity space required for the additional units, which matches the level of private amenity space provision (59%) of the original permission.

In order to mitigate this shortfall, the Council secured a financial contribution towards improvement works to Cranford Park, which is the closest public park to the application site, with a pedestrian access into Cranford Park located off North Hyde Road. This proposal involves a pro-rata uplift in the Cranford Park contribution to reflect the slight increase in unit numbers. The calculation was based on 14 additional habitable rooms. In addition to this, an extra £10,000 contribution has been secured in addition to the uplifted Cranford Park sum to mitigate the shortfall in amenity space provision associated with the additional 3 units, bringing the total sum to £295,137.

The proposal continues to deliver on-site public open space with the delivery of 'Wallis Gardens'. Therefore as previously considered and on balance, the combination of on-site private amenity space, areas of on-site public open space and a contribution towards improvements to Cranford Park (which has been increased on a pro rata basis) is again deemed to be acceptable and in accordance with local policy requirements. Whilst below the levels required in DMBH18 of the Local Plan Part 2 - Development Management Policies (2020).

CHILDREN'S PLAY SPACE

A play space document (prepared by Cameo) has been submitted as part of this application. The current proposals for 3 additional units in Block E and G do not have any discernible impacts on the child yield at the site, therefore the consented child play space is considered to accommodate the S73 scheme.

7.10 TRAFFIC IMPACT, CAR/CYCLE PARKING, PEDESTRIAN SAFETY

The originally approved scheme has a total of 832 residential parking spaces on the site, equivalent to a ratio of approximately 0.6 parking spaces per residential unit will be provided.

The provision on site is broken down as follows:

- 667 standard residential spaces;
- 139 M4(3) accessible;
- 26 spaces for visiting blue badge holders;
- 832 car parking Spaces in total

On site parking (as approved) is provided in a variety of forms, there is a basement and podium deck of parking in Block B, Block C comprises podium level parking, Blocks D, E, F and G are served by privately accessed ground level parking, positioned to the rear of the individual blocks. In addition, parking is also provided at street level on Milk Street and Canal Street.

The current proposals do not provide any additional parking spaces. However the additional 3 units make no discernible difference to the overall car parking ratio, given the sheer scale of the development and in particular the number of units and car parking spaces. The parking ratio remains at approximately 0.6 as per the approved scheme.

Additional motorbike parking spaces are provided in Block E (6) and in Block D (4). Furthermore an additional 7 cycle spaces have been provided in Block E. These meet and exceed the minimum requirements for the proposed additional units.

The Highways related S106 Obligations, as with all the Heads of Terms, have been increased on a pro rata basis to reflect the increase of 14 habitable rooms.

Subject to the completion of the Deed of Variation to the Legal Agreement the Highway's impact of the development is acceptable.

7.11 URBAN DESIGN, ACCESS AND SECURITY

Relevant conditions attached to the parent permission have been carried over to this application.

7.12 ACCESS FOR PEOPLE WITH A DISABILITY

Relevant conditions attached to the parent permission have been carried over to this application.

7.13 PROVISION OF AFFORDABLE & SPECIAL NEEDS HOUSING

The affordable housing provision secured under the original planning permission proposed 35% on site affordable housing and was considered to be acceptable and secured within the legal agreement.

A Deed of Variation was approved on 9th March 2020 under ref: 1331/APP/2019/1708 which secures 40% affordable housing on site. The increase was secured through grant funding being obtained and the delivery of the affordable units being led by an affordable housing provider. The current proposals seek to maintain the delivery of 40% on site affordable housing, there is no change to this element of the proposal. It is therefore considered that this application is acceptable and complies with National, Regional and Local Planning Policy.

7.14 TREES, LANDSCAPING AND ECOLOGY

There are no proposed changes to the approved scheme in terms of trees, landscaping and ecology. The proposed development is therefore in accordance with the approved development and considered to be acceptable.

7.15 SUSTAINABLE WASTE MANAGEMENT

Policy 5.17 of the London Plan (2016) sets out the Mayors Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The proposals will result in 2 additional units in Block E and a one additional unit in Block G resulting in a minimal increase of waste generated in Block E of 350 litres. Following a reconfiguration of the ground floor of Block E, which has seen the number of cores reduced from 3 to 2, the number of bin areas has been consolidated. This has resulted in a more efficient layout with all the waste storage requirements of Block E being accommodated within 24 x 1100 litre eurobins.

With Block G, where there is an additional 1 x 1bed 2 person flat that is proposed, the increased waste generated from that unit is 100 litres. Given that 1,100 litre euro bins are provided, it is considered that the additional waste can be accommodated within the bin storage facilities as previously approved.

Condition 40 'Waste Management Plan' of the original permission will be re-imposed in order to confirm that a revised waste management plan needs to be submitted to the council for approval to facilitate the additional refuse requirements.

7.16 RENEWABLE ENERGY/SUSTAINABILITY

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

Be lean: use less energy

Be clean: supply energy efficiently

Be green: use renewable energy

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

Block G includes proposals to reduce the number of proposed PV panels from 152sqm to 60sqm.

Under the extant planning permission, which proposed a CHP based communal heating network alongside PV panels, the development failed to achieve a carbon neutral development and was required to provide a carbon offset contribution for the development. This is being reassessed on a phase by phase basis as conditions are received by the council. Therefore, at the time of details being submitted to the Council in relation to Block G, the carbon offset contribution will be calculated and should the reduction in PV panels

require additional carbon offset contributions, this will be captured by way of a carbon offset contribution.

In relation to the reduced area of PV panels on Block G, the applicant has confirmed that a more efficient PV panel is being proposed, that provides the same capacity as shown in the approved planning calculations, using fewer panels.

Subject to conditions and carbon offset contributions, the application is considered to be acceptable and accords with policy 5.2 of the London Plan and DMEI 2 of the Local Plan Part 2 (2020).

7.17 FLOODING ISSUES

There are no material changes to the extant planning permission to be considered under this proposal which would have any adverse impact to flooding or drainage.

7.18 NOISE AND AIR QUALITY

NOISE AND VIBRATION:

This was assessed under the original planning application, reference 1331/APP/2017/1883 and it was considered acceptable. The additional 3 units, created through the rationalisation of the layouts in Block E and Block G do not result in any noise and vibration issues.

AIR QUALITY:

The additional 3 units will not have an impact on air quality as the transport submission confirms there will be no significant impact on traffic movements. The proposal is therefore in accordance with the extant planning permission.

7.19 COMMENTS ON PUBLIC CONSULTATION

None received.

7.20 PLANNING OBLIGATIONS

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

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

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

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.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals

provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

The Committee Report to the original permission, ref 1331/APP/2017/1883 was accompanied by a S106 with the following Heads of Terms (these figures represented the total sums sought for the Residential and Industrial portions of the site):

1. 35% affordable housing on site
2. S278 works at:

Dawley Road/Botwell Common Road;
Dawley Road/Kestral Way/Betam Road/Blyth;
Harold Avenue/North Hyde Road;
Station Road/North Hyde Road;
Harold Avenue/North Hyde Road; and
Station Road/Clayton Road zebra crossing. Car parking permit restriction for existing and future parking management zone (for residents and employees)
3. £5,000 towards an extension of the parking management zone
4. £1,000,000 for Bulls Bridge improvements
5. £475,000 for additional bus capacity
6. Travel Plan (plus £20,000 bond) for all uses and a travel plan coordinator plus monitoring sum of £6,000
7. On site car club of up to 10 spaces, free membership for 3 years plus £50 credit for one person in each unit
8. Legible London signage £9,000
9. Multi modal transport scheme on Nestles Avenue, transfer of land for implementation of scheme
10. Contribution of up to £538,505.90 towards the Nestles Avenue road widening works;
11. S38 works to provide cycle way, footpath and landscaping as part of MTS road widening proposals
12. Safeguarding of land for future provision of a pedestrian bridge over Grand Union Canal
13. £400,000 contribution for canalside improvements
14. Unfettered access to public open space being provided on site
15. £284,000 Contribution towards Cranford Park improvements
16. Employment and training Strategy for construction phase and industrial development (end users)
17. Canteen building; Gifted to the LPA for community uses on a long leasehold (999 years)
18. Peppercorn rent to be offered for the community storage unit in Block F4
19. On site Public Art
20. Contribution of up to £1,305,394 for Air Quality mitigation
21. Contribution of up to £1,494,594; Carbon offset fund
22. Contribution of up to £500,000 towards improvements to Yeading Brook;
23. Monitoring contribution (equivalent to 5%)

In order to mitigate against the impact of the current S73 scheme, the following obligations (which have been uplifted on a pro-rata basis based on a 14 habitable room increase but only for the Residential portion of the development. To this end some figures are lower than in the list above. It should also be noted that the Yeading Brook contribution fell away post committee as the developer providing compelling information to show that drainage on the site was sufficient to offset the contribution requirement) will be sought:

1. 40% affordable housing on site (as per the extant planning permission)
 2. S278 works at:
 - Dawley Road/Botwell Common Road;
 - Dawley Road/Kestral Way/Betam Road/Blyth;
 - Harold Avenue/North Hyde Road;
 - Station Road/North Hyde Road;
 - Harold Avenue/North Hyde Road; and
 - Station Road/Clayton Road zebra crossing.
 3. Car parking permit restriction for existing and future parking management zone (for residents and employees)
 4. £5,020 towards an extension of the parking management zone
 5. £1,004,002 for Bulls Bridge improvements
 6. £438,749 for additional bus capacity
 7. Travel Plan (plus £20,000 bond) for all uses and a travel plan coordinator plus monitoring sum of £6,000
 8. On site car club of up to 10 spaces, free membership for 3 years plus £50 credit for one person in each unit
 9. Legible London signage £9,036
 10. Multi modal transport scheme on Nestles Avenue, transfer of land for implementation of scheme
 11. Contribution of up to £438,749 towards the Nestles Avenue road widening works;
 12. S38 works to provide cycle way, footpath and landscaping as part of MTS road widening proposals
 13. Safeguarding of land for future provision of a pedestrian bridge over Grand Union Canal
 14. £351,401 contribution for canalside improvements
 15. Unfettered access to public open space being provided on site
 16. £295,137 Contribution towards Cranford Park improvements
 17. Employment and training Strategy for construction phase and industrial development (end users)
 18. Canteen building; Gifted to the LPA for community uses on a long leasehold (999 years)
 19. Peppercorn rent to be offered for the community storage unit in Block F4
 20. On site Public Art
 21. Contribution of up to £807,761 for Air Quality mitigation
 22. Contribution of up to £1,500,575; Carbon offset fund
 23. Monitoring contribution (equivalent to 5%)
- B) That the applicant meets the Council's reasonable costs in preparation of the variation to the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

This scheme remains CIL liable. The Community Infrastructure Levy will be uplifted to reflect the small increase in residential floorspace. The CIL Liability Notice will be issued alongside the permission in the event that the application is approved.

7.21 EXPEDIENCY OF ENFORCEMENT ACTION

Not applicable

7.22 OTHER ISSUES

HOUSING MIX

In summary, 3 additional units would be gained overall in Blocks E and G. The proposals would result in the loss of 2 studio and 4 x 2 bed units. However 4 x 1 bed and 5 x 3 bed units would be gained.

Although some larger units have been created, the housing mix remains largely the same in overall terms and the change of mix of the units has resulted from internal configurations and moving internal walls to accommodate larger units.

Following the review of the approved accommodation schedule, which has now been reconciled with the S73 proposed changes, there is an overall increase of 14 habitable rooms and an increase in 3 units. The table below explains the changes:

	Change	Private	S/O	S/R	Total	Hab Rooms
0B	-2	57	45	0	102	102
1B	+4	349	179	61	589	1178
2B	-4	357	166	37	560	1680
3B	+5	75	25	38	138	552
Total	+3	838	415	136	1389	3512

8. OBSERVATIONS OF 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

Having regard to the extant permission, it is considered that the proposal would not be harmful to the amenity of nearby residents and occupants, or to the character and appearance of the conservation area or heritage assets and immediate locality. It is also considered that the level of parking provided would remain unchanged and thus is acceptable and that the proposed 3 additional units together with all the residential units also continue to meet The London Plan (2016) and Local Plan space standards.

Therefore it is considered the proposal is acceptable and is recommended for approval subject to the conditions and legal agreement (incorporating contribution up-lifts) as originally imposed.

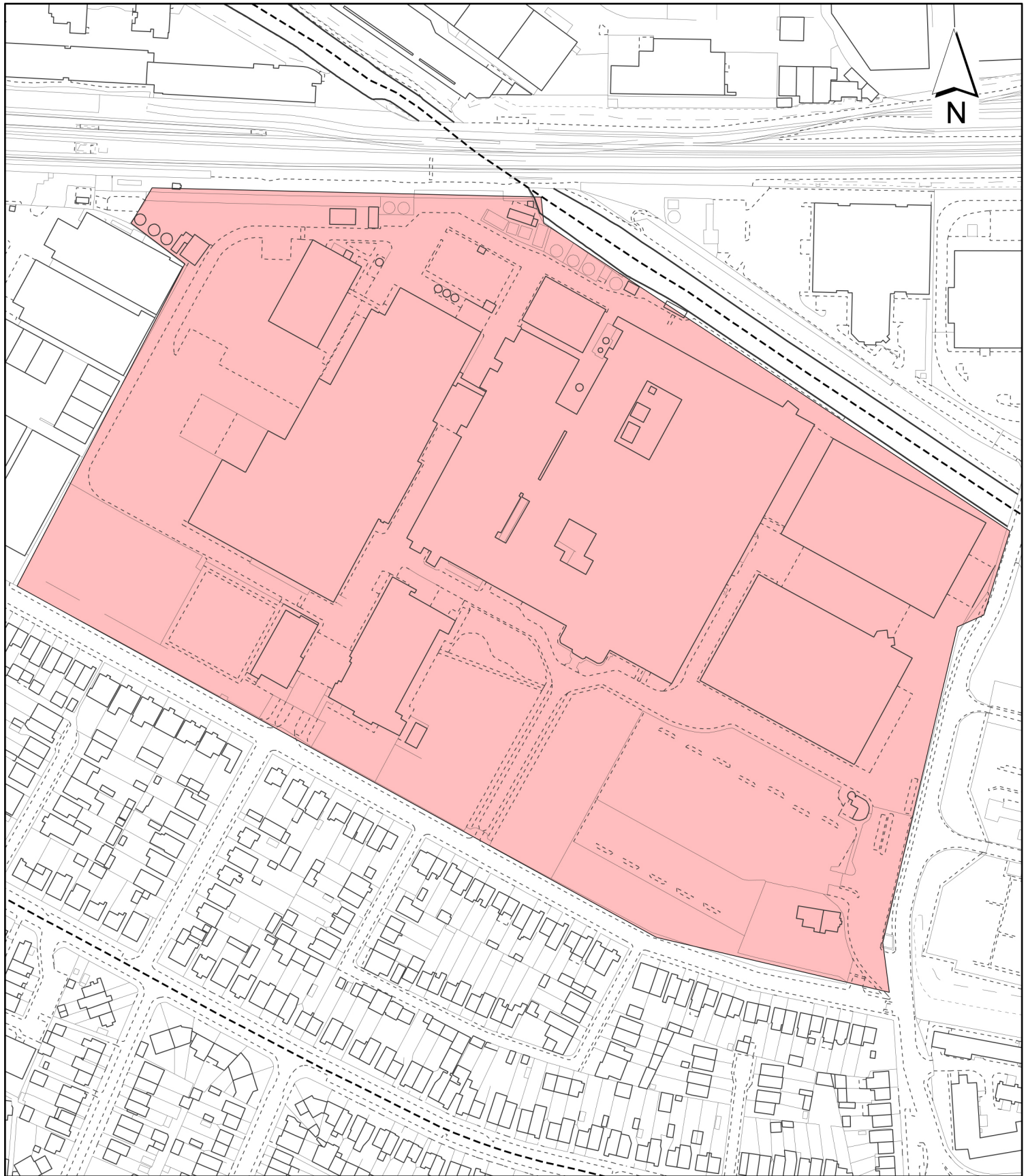
11. REFERENCE DOCUMENTS:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan Part 2- Site Allocations (2020)
- The National Planning Policy Framework (NPPF) (2019)
- London Plan (March 2016)
- Draft London Plan (Intend to Publish Version 2019)
- TfL Travel Plan Guidance (2013)
- Mayors Transport Strategy 2018
- The Mayor's Housing SPG (2016)

The Mayor's Affordable Housing and Viability Supplementary Planning Guidance (SPG) (2017) Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England June 2018
LBH Planning Obligations SPD 2014

Contact Officer:

Matt Kolaszewski



Notes:

 Site boundary

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Site Address:
**Former Nestle Factory
 Nestles Avenue
 Hayes**

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

Planning Application Ref:
1331/APP/2019/1666

Scale:
1:2,600

Planning Committee:
Major Page 217

Date:
May 2020



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Report of the Head of Planning, Transportation and Regeneration

Address FRAYS COURT, 71-73 COWLEY ROAD UXBRIDGE

Development: Change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 19 residential units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

LBH Ref Nos: 13010/APP/2020/1006

Drawing Nos: AGL7191 Location Plan
191232/FRA/RS/KL/01 Flood Risk Assessment
Existing Lower Ground Floor Plan
Proposed Lower Ground Floor Plan
Prior Approval Planning Statement (Dated March 2020)
Draft Unilateral Undertaking
Proposed Ground Floor Plan
Proposed Second Floor Plan
Proposed First Floor Plan

Date Plans Received: 26/03/2020

Date(s) of Amendment(s):

Date Application Valid: 26/03/2020

1. SUMMARY

This application seeks prior approval for the change of use of offices (Use Class B1a) to 19 residential units (Use Class C3) under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The proposal is considered against condition O.2 (1) (a) (transport and highways impacts of the development), (b) (contamination risks on the site), (c) (flooding risks on the site) and (d) (impacts of noise from commercial premises on the intended occupiers of the development) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Subject to planning conditions and a Unilateral Undertaking restricting parking permits and securing a £28,000 financial contribution for drainage improvements to the public highway, it is recommended that prior approval is required and granted.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant this prior approval, subject to the following:

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

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

ii. Financial contribution, amounting to £28,000, for delivery a sustainable drainage

solutions.

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

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

D) That, if the Legal Agreement has not been finalised by 20th May 2020, 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 agree a legal agreement in order to prevent future occupants from being eligible for Parking Permits, which is necessary to prevent harmful displacement of parking onto the local highway network. The applicant has also failed to agree a financial contribution for drainage improvements to the public highway, necessary to mitigate surface water flooding within the surrounding area. As such, the submission is contrary to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Policies DMT 1, DMT 2, DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); Polices 5.12, 5.13, 6.3, 8.2 of the London Plan (March 2016); the adopted Planning Obligations Supplementary Planning Document (July 2014); and the National Planning Policy Framework (February 2019).'

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

1 PAA Prior Approval - Approval

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable impacts with regard to (a) transport and highways impacts of the development, (b) contamination risks on the site, (c) flooding risks on the site, and (d) impacts of noise from commercial premises on the intended occupiers of the development, subject to compliance with the stated planning conditions and obligations.

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, references:

Proposed Lower Ground Floor Plan;
Proposed Ground Floor Plan;
Proposed First Floor Plan;
Proposed Second Floor Plan;

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 - Strategic Policies (November 2012), Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (March 2016).

3 NONSC Parking Plan

Prior to occupation of the building, a Parking Plan shall be submitted to and approved in writing by the Local Planning Authority. These details should demonstrate:-

1. 20 car parking spaces including visitor parking with markings
2. 2 parking spaces to be assigned for use by disabled persons and marked as such
3. 4 parking spaces to be supplied with active Electric Vehicle Charging points
4. 16 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered cycle parking with capacity for a minimum of 20 bicycles

Thereafter, the development shall not be occupied or brought into use until the parking arrangement has been implemented in accordance with the approved plan.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 6.3, 6.9, and 6.13 of the London Plan (March 2016).

4 NONSC Parking Allocation Plan

Prior to occupation of the building, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for the residential use of the flats hereby approved and as agreed within the Parking Allocation Plan for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

5 NONSC Contaminated Land Condition

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

6 NONSC Non Standard Condition

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

REASON

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Hillingdon Local Plan Part 1 - Strategic Policies (November 2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.15 of the London Plan (March 2016).

INFORMATIVES

1 170 **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 Local Plan Part 1, Local Plan Part 2, 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.

2 173 **Community Infrastructure Levy (CIL) (Granting Consent)**

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

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

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

3

Advice to LPA

We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network.

The planning practice guidance to the National Planning Policy Framework states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you consult with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with the guiding principles of

the Planning Practice Guidance (PPG).

We have considered the findings of the flood risk assessment in relation to the likely duration, depths, velocities and flood hazard rating against the design flood for the proposal. We agree that this indicates that there will be "No danger to people". This does not mean we consider that the access is safe, or the proposals acceptable in this regard. We remind you to consult with your emergency planners and the emergency services to confirm the adequacy of the evacuation proposals.

3. CONSIDERATIONS

3.1 Site and Locality

The application site consists of a part three storey, part two storey, part single storey office building with basement parking, situated on the east side Fray's River and west side of Cowley Road at the junction with Cotswold Close. Residential properties are located to the north, east and south-west of the site, Whitehall Nursery & Infant School is located to the south-east, and the nearest commercial properties are located approximately 45 metres to the north consisting of small scale motor repair shop, a tattoo parlour and takeaway shop. The west part of the site forms part of Flood Zone 3, designated as a functional floodplain. The site is located within a Controlled Parking Zone and has a good Public Transport Accessibility Level (PTAL) of 4.

3.2 Proposed Scheme

This application seeks prior approval for the change of use of offices (Use Class B1a) to 19 residential units (Use Class C3) under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The proposal is summarised as follows:

Lower Ground Floor

- 20 car parking spaces including 2 accessible car parking spaces
- 2 x cycle stores with total capacity for 20 bicycles
- Bin store
- 3 x plant rooms

Ground Floor

- 1 x studio flat
- 3 x 1-bed flat
- 3 x 2-bed flat

First Floor

- 6 x 1-bed flat
- 1 x 2-bed flat

Second Floor

- 3 x 1-bed flat
- 2 x 2-bed flat

In conjunction with existing and proposed plans, the following has been submitted to support the proposed change of use:

- Prior Approval Planning Statement (Dated March 2020)

- 191232/FRA/RS/KL/01 Flood Risk Assessment
- Draft Unilateral Undertaking

3.3 Relevant Planning History

13010/K/88/1325 71-73 Cowley Road Uxbridge
 Erection of part three storey, part two storey, part single storey office building with basement parking

Decision: 16-09-1988 Approved

13010/M/88/2250 71-73 Cowley Road Uxbridge
 Details of landscaping in compliance with condition 2 of planning permission ref.13010K/88/1325 dated 16.9.88

Decision: 18-09-1989 Approved

13010/R/89/0753 71-73 Cowley Road Uxbridge
 Details of materials in compliance with condition 7 of planning permission ref.13010K/88/1325 dated 16.9.88; Erection of part three storey, part two storey, part single storey office building with basement parking

Decision: 16-06-1989 Approved

Comment on Relevant Planning History

Planning application reference 13010/K/88/1325 granted permission (dated 16/09/1988) for the erection of part three storey, part two storey, part single storey office building with basement parking.

4. Planning Policies and Standards

Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states:

O. Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order, to a use falling within Class C3 (dwellinghouses) of that Schedule.

O.1 Development is not permitted by Class O if-

- (a) the building is on article 2(5) land and an application under paragraph O.2(1) in respect of the development is received by the local planning authority on or before 30th May 2019;
- (b) the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order-
 - (i) on 29th May 2013, or
 - (ii) in the case of a building which was in use before that date but was not in use on that date, when it was last in use;
- (d) the site is, or forms part of, a safety hazard area;
- (e) the site is, or forms part of, a military explosives storage area;
- (f) the building is a listed building or is within the curtilage of a listed building; or
- (g) the site is, or contains, a scheduled monument.

O.2.-(1) Development under Class O is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to-

- (a) transport and highways impacts of the development,
- (b) contamination risks on the site,
- (c) flooding risks on the site, and
- (d) impacts of noise from commercial premises on the intended occupiers of the development, and the provisions of paragraph W (prior approval) apply in relation to that application.

(2) Development under Class O is permitted subject to the condition that it must be completed within a period of 3 years starting with the prior approval date.

O.3. For the purposes of Class O, "commercial premises" means any premises normally used for the purpose of any commercial or industrial undertaking which existed on the date of application under paragraph O.2(1), and includes any premises licensed under the Licensing Act 2003/49 or any other place of public entertainment.

Case Officer Comment:

In response to O.1 (a), the building is not located on article 2(5) land.

In response to O.1 (b), the history of the site has been reviewed, establishing that planning application reference 13010/K/88/1325 granted permission (dated 16/09/1988) for the erection of part three storey, part two storey, part single storey office building with basement parking. A review of business rates also confirms that the site was occupied as offices on 1 April 2010. The building appears to have been in very recent use by a Fostering Agency as an office. As such, it is considered that there is no reason to doubt that the building was in use as a Use Class B1a office before 29th May 2013.

In response to O.1 (d), (e), (f) and (g), the site does not form part of a safety hazard area, military explosives storage area, the building is not a listed building or within the curtilage of a listed building and the site does not contain a scheduled monument.

Condition O.2. is addressed within the main body of the report.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- DMEI 9 Management of Flood Risk
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 4 Public Transport

DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
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 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 8.2	(2016) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Schedule 2, Part 3, Paragraph W, part 8 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states:

- (8) The local planning authority must give notice of the proposed development-
- (a) by site display in at least one place on or near the land to which the application relates for not less than 21 days of a notice which-
- (i) describes the proposed development;
 - (ii) provides the address of the proposed development;
 - (iii) specifies the date by which representations are to be received by the local planning authority; or
- (b) by serving a notice in that form on any adjoining owner or occupier.

As such, adjoining occupiers were consulted by letter and the period for receipt of consultation comments expired on 18th April 2020. Two comments have been received from neighbouring residents and are summarised as follows:

- The development will have impacts during construction.
- Don't want to live next to a block of 19 flats with up to 50 new neighbours.
- The proposal is unjust, entrapping neighbours and impacting on privacy.
- If permission is granted, the developer should buy the neighbours property.
- The rear fire escape stairs will be used by smokers/party goers to congregate causing noise disturbance.
- The units will overlook the rear of properties and gardens currently not over looked in Austin Waye
- The rear lights on the stairwell currently shine into the rear of our properties already.

Case Officer Comment:

Impacts that arise during construction are not a material planning consideration. 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. All material planning considerations, as dictated by

Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), are considered within the main body of the report.

Environment Agency:

Thank you for consulting us on the above planning application. We have no objections to the application on flood risk grounds.

The submitted flood risk assessment has assessed conservative flood levels, using the 1:1000 year flood levels instead of the 1:100+CC allowance. However, please include the following informative:

Advice to LPA

We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network.

The planning practice guidance to the National Planning Policy Framework states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you consult with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with the guiding principles of the Planning Practice Guidance (PPG).

We have considered the findings of the flood risk assessment in relation to the likely duration, depths, velocities and flood hazard rating against the design flood for the proposal. We agree that this indicates that there will be "No danger to people". This does not mean we consider that the access is safe, or the proposals acceptable in this regard. We remind you to consult with your emergency planners and the emergency services to confirm the adequacy of the evacuation proposals.

Internal Consultees

Contaminated Land Officer:

1 Summary of Comments:

The submitted document titled "Prior Approval Planning Statement" states "The existing building was constructed in the 1980s and is currently used as an office building." The structure also includes an undercroft parking facility.

The Council's records do not contain details of land conditions at the property.

As the application involves a change of land use criteria, from commercial to residential property, it is recommended that a phased approach is adopted to identify and assess the current land conditions and to further characterise the site in terms of the proposed change of use.

It is therefore, recommended that the following standard condition is imposed within any planning permission that may be agreed:

Proposed standard condition for land affected by contamination.

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DME1 11: Protection of Ground Water Resources and DME1 12: Development of Land Affected by Contamination.

2 Reason for Refusal (if objecting):
N/A

3 Observations (including but not limited to):

1. Mapping shows the site to be underlain by sand and gravel which represent superficial deposits of the Taplow Gravel Member. DeFRA's MAGIC mapping further indicates the strata are designated as

a Principal Aquifer. Early mapping shows a pump was present at the centre of the site, which infers groundwater was sufficiently accessible for water to be drawn from a well supply. The site is also situated directly adjacent to the eastern bank of Fray's River. The Principal Aquifer and surface waters of Fray's River each represent controlled waters which are required to be protected accordingly.

2. It is likely the building was constructed upon Made Ground (of unspecified depth/s) and therefore it is advisable that materials which constitute the made ground should be assessed in terms of any contaminants that may likely be present, and their ability to produce ground gases including VOC's.

2. "Asbestos can be found in any industrial or residential building built or refurbished before the year 2000 (houses, factories, offices, schools, hospitals etc)" (Source: <https://www.hse.gov.uk/asbestos/index.htm>)

Historic mapping shows buildings were present on the site since the 1800's; it is therefore advisable that demolition and removal of any material containing asbestos should be conducted in accordance with guidance from the Health and Safety Executive. (For advice and information contact: the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS).

Flood and Water Management Officer:

The risks to the area are well documented along Cowley Road, but following the submission of the FRA and the agreement of the unilateral undertaking for provision of sustainable drainage, there are no objections to the proposed change of use.

Highways Officer:

The site is within a Parking Management Scheme area and the new occupiers should be restricted from joining. There is only a finite amount of kerb space available and we can not keep adding more cars. 1 to 1 parking is suitable.

Environmental Protection Unit Officer:

No comment.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site and building does not meet any of the criteria listed under O.1 of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). As such the site benefits from permitted development rights.

7.06 Environmental Impact

CONTAMINATED LAND

Policy 5.21 of the London Plan (March 2016) states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the

site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is considered to accord with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and 5.21 of the London Plan (March 2016).

As such, the proposal can be granted prior approval under condition O.2 (1) (b) (contamination risks on the site) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development is located within a Controlled Parking Zone and has a good Public Transport Accessibility Level (PTAL) of 4. The existing site provides 22 off-street car parking spaces and the proposal would provide 20 car parking spaces including 2 accessible parking bays. It is noted that two existing car parking spaces are proposed to be lost in order to facilitate a bin store. This provision is also accompanied by 2 cycle stores with a capacity for 20 bicycles.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air

quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing roads.

Policy DMT 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) (February 2019) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy 6.3 of the London Plan (March 2016) requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

CAR PARKING

In conjunction with Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires a maximum of 1 to 1.5 car parking spaces for units up to 2 bedrooms and a maximum of 2 car parking spaces for 3-bed units. Car parking areas must also include 10% of spaces suitable for a wheelchair user. Based on a proposal for 19 residential units, comprising 1 x studio flat, 12 x 1-bed flats and 6 x 2-bed flats, the site should provide between 19 and 29 car parking spaces, including between 2 and 3 accessible car parking spaces. The proposal therefore meets these requirements.

ELECTRICAL VEHICLE CHARGING POINTS

Policy T6.1 of the draft London Plan - Intend to Publish (December 2019) states that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. As such, a total of 4 active and 16 passive electrical vehicle charging points are required.

The proposal does not indicate any provision for such infrastructure. If recommended for approval, a condition would secure policy compliant provision of electrical vehicle charging points.

MOTORCYCLE PARKING

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management

Policies (January 2020) requires that parking spaces for motorised two wheelers (motorcycles, moped and scooters) must be provided at the rate of 5% of car parking spaces. The proposed development therefore requires 1 motorcycle parking space.

The proposed development does not include such provision. If recommended for approval, a condition would secure policy compliant provision of motorcycle parking.

CYCLE PARKING

In conjunction with Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that a maximum of 1 cycle space is provided per studio, 1 or 2 bed unit and that a maximum of 2 cycle spaces are provided per 3 or more bed units. As such, the proposal should be providing storage for 19 cycle spaces. Based on the submitted plans, sufficient cycle parking is provided on the lower ground floor plan.

VEHICULAR TRIP GENERATION

The proposal would reduce the number of car parking spaces from 22 to 20. Given the existing and proposed uses, it is considered that there would be a limited impact in terms of traffic generation on the local highway network.

REFUSE SERVICING

In terms of refuse servicing, the building would continue to be serviced from the front of the site, with storage located at the lower ground floor. This would be accessible to residents and to collection vehicles as per the existing arrangements. This arrangement is not considered to raise any transport or highway safety issues.

SUMMARY

Given the above considerations, the proposal is considered to provide sufficient on-site parking in order to reduce parking displacement onto the local highway network. As confirmed by the Council's Highways Officer, in order to prevent further parking stress within the locality, a legal agreement is considered necessary to secure that future occupants will not be eligible for car parking permits. It is also considered necessary that a condition is attached in order to secure a parking allocation plan for adequate availability and management of on-site car parking. Subject to such planning conditions and obligations, the proposed development would not be considered contrary to Policies DMT 1, DMT 2, DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 6.3 of the London Plan (March 2016) and the NPPF (February 2019).

As such, the proposal can be granted prior approval under condition O.2 (1)(a) (transport and highway impacts of the development) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7.17 Flooding or Drainage Issues

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise

sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The west part of the site forms part of Flood Zone 3, designated as a functional floodplain. The submitted information states that the risk from surface water flooding is very low. The Flood Risk Assessment (FRA) states that a safe, dry access will be available to and from the site at all times during a flood event and a flood management and evacuation plan will be issued to all residents. The FRA also concludes that even when the highest climate change allowance is factored in, the site would still be free from flooding.

Nevertheless, Cowley Road exhibits surface water issues and this proposal could aid in improving the risk of flooding for neighbouring properties. The submitted Draft Unilateral Undertaking therefore agrees to make a financial contribution, amounting to £28,000, to make drainage improvements to the public highway land comprising the grass embankment between the road and river.

Both the Council's Flood and Water Management Officer and the Environment Agency have confirmed no objection to the proposed development. Subject to a legal agreement securing the financial contribution, the proposal is not considered contrary to Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.12 and 5.13 of the London Plan (March 2016).

As such, the proposal can be granted prior approval under condition O.2 (1)(c) (flooding risks on the site) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7.18 Noise or Air Quality Issues

Noise from Commercial Premises

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks to protect residential amenity.

The area surrounding the application site comprises primarily residential properties which are located to the north, east and south-west of the site. Whitehall Nursery & Infant School is also located to the south-east and the nearest commercial properties are located approximately 45 metres to the north consisting of a small scale motor repair shop, a tattoo parlour and a takeaway shop. As such, it is not considered that noise from commercial premises poses a detrimental impact to the intended occupiers of the development. The development would also need to comply with Approved Document E 'Resistance to the

passage of sound' of Building Regulations (2015 Edition) which would safeguard future occupiers from adverse levels of noise. The proposal would not be considered contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020). A compliance condition to accord with internal noise standards will be imposed to ensure a satisfactory internal living environment for future residents.

As such, the proposal can be granted prior approval under condition O.2 (1) (d) (impacts of noise from commercial premises on the intended occupiers of the development) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7.19 Comments on Public Consultations

Please see section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and

iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to secure the following planning obligation:

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

ii. Financial contribution, amounting to £28,000, for drainage improvements to the public highway.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

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

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

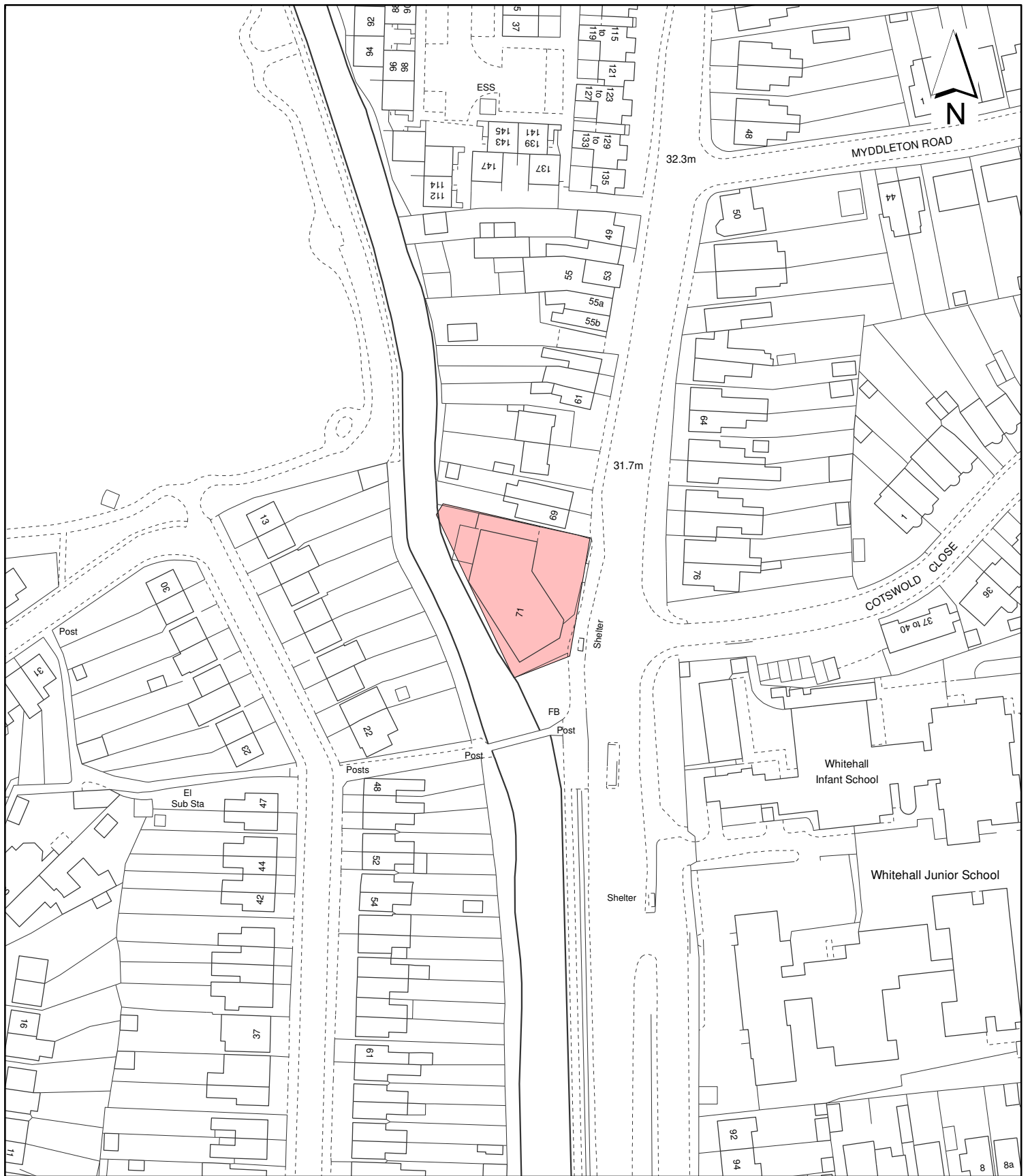
In conclusion, the proposed change of use of offices (Use Class B1a) to 19 residential units (Use Class C3) has been considered against condition O.2 (1) (a) (transport and highways impacts of the development), (b) (contamination risks on the site), (c) (flooding risks on the site) and (d) (impacts of noise from commercial premises on the intended occupiers of the development) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Subject to planning conditions and a Unilateral Undertaking restricting parking permits and securing a £28,000 financial contribution for drainage improvements to the public highway, it is recommended that prior approval is required and granted.

11. Reference Documents

Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)
National Planning Policy Framework (February 2019)
The draft London Plan - Intend to Publish (December 2019)
The London Plan (March 2016)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Michael Briginshaw

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Frays Court
 71-73 Cowley Road
 Uxbridge**

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

Planning Application Ref:

13010/APP/2020/1006

Scale:

1:1,250

Planning Committee:

Major Page 238

Date:

May 2020



Report of the Head of Planning, Transportation and Regeneration

Address RIVERVIEW HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

LBH Ref Nos: 40050/APP/2020/1001

Drawing Nos: Covering Letter dated 23 March 2020
17257-01-TS05 Rev B Transport Statement
568-PTA-RV-ZZ-DR-A-0003 Rev P01
568-PTA-RV-ZZ-DR-A-0004 Rev P01
WIC15644-101-R-1-2-1-PERA Preliminary Environmental Risk Assessment
01/06/2017 Revision 01 Noise Impact Assessment

Date Plans Received: 24/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/03/2020

1. SUMMARY

This application seeks prior approval for the conversion of the existing vacant office building Riverview House to provide 43 individual residential units comprising 4 x studios, 7 x 1-beds and 32 x 2-beds. 41 residential and four visitor car parking spaces would be provided. The spaces would be located within the existing hard surfaced parking areas which serve the existing office use. Two motorcycle parking spaces and 43 sheltered cycle parking spaces would also be provided.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) 2015 (as amended) only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

(a) transport and highways impacts of the development;

(b) contamination risks on site;

(c) flooding risks on site; and

(d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Legal Agreement, prior approval is required and granted.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to confirm Prior Approval is Not Required subject to:

A) Entering into an agreement with the applicant under an appropriate legal agreement to secure:

- 1. Contribution towards improvements to the local highway network of £32,501.08**
- 2. Contribution towards improvements to the local public realm of £13,542.12**
- 3. Parking permits restriction for future occupiers**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Legal 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) If the Legal Agreements have not been finalised by 15th May 2020 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning, Regeneration and Transportation to refuse the application for the following reason:

'The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works and public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), policies DMCI 7, DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020), the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the adopted Planning Obligations Supplementary Planning Document (July 2014), the London Plan (March 2016) and the NPPF.'

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

1 PAA Prior Approval - Approval

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable impacts with regard to (a) transport and highways impacts of the development, (b) contamination risks on the site, (c) flooding risks on the site, and (d) impacts of noise from commercial premises on the intended occupiers of the development, subject to compliance with the stated planning conditions and obligations.

2 COM4 Accordance with Approved Plans

The development hereby permitted is for 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds and shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 568-PTA-RV-ZZ-DR-A-0003 Rev P01, 568-PTA-RV-ZZ-DR-A-0004 Rev P01 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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

3 NONSC Parking Layout

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

1. 41 residential car parking spaces with markings, plus 4 spaces for visitor parking
2. 4 parking spaces to be assigned for use by disabled persons and marked as such
3. 2 parking spaces for brown badge users and marked as such
4. 11 parking spaces to be supplied with active Electric Vehicle Charging points
5. 40 parking spaces to be supplied with passive Electric Vehicle Charging points
6. 2 motorcycle parking spaces
7. Secure and covered parking spaces to be provided for 43 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 DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

4 NONSC Parking Allocation Plan

Prior to occupation of the building, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for the residential use of the flats hereby approved and as agreed within the Parking Allocation Plan for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

5 NONSC Surplus Parking Strategy

Prior to occupation of the building, a Surplus Parking Strategy shall be submitted to and

approved in writing by the Local Planning Authority. The strategy shall demonstrate the method used to ensure that the use of excess/surplus parking spaces on the site shall cease. Thereafter, the excess parking shall not be used as agreed within the Surplus Parking Strategy for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

6 NONSC Construction Logistics Plan

Prior to development commencing, the applicant shall submit a Construction Logistics Plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the construction process.
- (vi) The storage of 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 DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

7 NONSC Acoustic Measures

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

REASON

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Local Plan Part 1.

8 NONSC Contamination

- (i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the LPA. All works which form part of the remediation

scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement, providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020); Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

INFORMATIVES

1 170 **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 Local Plan Part 1, Local Plan Part 2, 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 wider site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The island site is currently occupied by 3 buildings: Bridge House, Waterside House and Riverview House, all of which were previously occupied by Xerox, owned by L&G and have direct access from Oxford Road. The existing Riverview House building is located to the south of Bridge House and Waterside House and is adjacent to the River Colne.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed.

The site is outside, but on the north western boundary of Uxbridge Town centre and is within an Archaeological Priority Area. The site has a PTAL rating of 2 and is within a developed area. Part of the wider site adjacent to the river is within Flood Zone 3.

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

This application seeks the change of use of the Riverview House office building from its existing office use (Use Class B1(a)) to dwellinghouses (Use Class C3) in accordance with development permitted under Schedule 2, Part 3 Class O of the General Permitted Development Order (GPDO) (2015) (as amended).

The proposal would provide 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds. A total of 41 residential and four visitor car parking spaces would be provided. Four spaces (10%) would be Blue Badge accessible and two would be allocated for Brown Badge use. Two motorcycle or scooter parking spaces and 43 sheltered cycle parking spaces would also be provided. The final location of the parking provision is to be agreed with the Council prior to occupation.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge

Demolition of existing office building (Use Class B1(a)) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a)) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxl

Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House

House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3356 Waterside Oxford Road Uxbridge

Prior Approval application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2017/3357 Riverview Oxford Road Uxbridge

Prior Approval application for the change of use of Riverview from office accommodation (Class B1) to 37 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 25-10-2017 Approved

40050/APP/2017/3358 Bridge House Oxford Road Uxbridge

Prior Approval application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2019/1865 Bridge House, Riverview House And Waterside House Oxford Road Uxbridge

Section 73 application to vary the approved plans list condition of application reference 40050/APP/2017/2438 dated 01/09/2017 for (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to residential units (Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (as amended by application reference 40050/APP/2019/3869 dated 21/01/20))

Decision: 17-07-2019 Approved

40050/APP/2019/4042 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4051 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4054 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4055 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2020/1000 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

Decision:

40050/APP/2020/1009 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

Decision:

40050/APP/2020/999 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

Decision:

Comment on Relevant Planning History

The three office buildings on the site (Bridge House, Waterside House and Riverview

House) have previously been granted Prior Approval for the conversion from office use to residential use under previous consents. Two applications for the conversion to residential were refused earlier this year due to a lack of legal agreement and out of date flood data. The flood information submitted with this application is acceptable.

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 Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 8.2	(2016) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st May 2020**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 60 local owner/occupiers and the application was also advertised by way of a press notice. No responses have been received.

Please note that whilst section 5.2 above states that a site notice was erected, NO site notice has been displayed at the site, the statutory requirements have been met and exceeded by sending neighbour letters. Section 5.2 is a report formatting error which has been unable to be fixed prior to the publication of this report.

SOUTH BUCKS COUNCIL

This Council has considered the above application and raises NO OBJECTION to the application subject to your authority ensuring that the proposal complies with all the relevant criteria and conditions of Class O of Part 3 of the General Permitted Development Order 2015 (as amended).

Internal Consultees

CONTAMINATED LAND OFFICER

I have reviewed the following two reports as submitted with the application:

(a) Title: Preliminary Environmental Risk Assessment, Land at Bridge House, Oxford Road, Uxbridge, UB8 1HS; Reference: WIC15644- 101-R-1-2-1-ERA; Date: June 2017; Prepared by: Waterman Infrastructure & Environment Limited.

Included within Appendix C of the above report:

(b) Title: Phase 1 Environmental Assessment, Bridge House, Riverview House, Oxford Road, Uxbridge, UK; Ref: 38109 Rev1; Dated: April 2013; Prepared by WSP Environment & Energy.

The Phase 1 reports indicate the site has an extensive history of contaminative uses, and there is evidence that the land may be affected by contamination. A phase 2 investigation should therefore be undertaken to determine the actual conditions of land at the site.

Therefore, it is recommended that the following condition is applied:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement, providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020); Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

The WSP Environmental report states:

"No further contaminated land assessment work is considered necessary for the current on-going commercial use of the site. It should be noted that further contaminated land assessment would be required in the event of redevelopment."

A change of land use criteria from commercial to residential occupancy is being proposed. Records and other information concerning the site identify potential contaminants which could represent an unacceptable risk to the proposed future introductions of more sensitive groups of receptors.

Section 2.3 of CLR11 refers to generic quantitative risk assessment and states:

"The purpose of generic quantitative risk assessments is to establish whether generic assessment criteria and assumptions are appropriate for assessing the risks and, if so, to apply them to establish whether there are actual or potential unacceptable risks. It also determines whether further detailed assessment is required"

The conceptual site models indicate the site's history of contaminative land uses, and based on details contained within the reports it is possible the following contaminants may be present at the site:

- Metals and Non-metals
- Asbestos
- Polycyclic Aromatic Hydrocarbons (PAH's)
- Polychlorinated Biphenyls (PCB's)
- Fuel Oils - Speciated TPH including full aliphatic/aromatic split.
- Benzene, Toluene, Ethyl Benzene, Xylenes (BTEX Compounds), including MTBE.

Furthermore, the conceptual site modelling, in conjunction with evidence of installed gas protection systems within two existing building structures at the site, indicates a risk that naturally occurring superficial deposits of alluvium, and/or potentially the Made Ground materials, were/are producing quantities of methane and carbon dioxide.

Therefore, suitably scheduled ground-gas monitoring rounds will be necessary to investigate / confirm if a current gas regime is present at the site, and using findings from the monitoring calculation and assessment of gas screening values can be conducted in accordance within current technical guidance.

HIGHWAYS

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Allocated parking spaces including disabled and additional visitor spaces and motor cycle spaces are to be provided. With regard to car parking, the provision broadly equates to a ratio of 1:1 for all units and all other bays, disabled, visitor and motorcycle are considered to be in accordance with policy requirements, Final numbers should be secured via planning condition.

When considering the site holistically, a parking allocation plan is required to i) ensure the appropriate usage of the said spaces for Riverview House, Waterside House and Bridge House ii) Strategy for ceasing usage of all additional car parking on site over and above the consented car

parking spaces. This was previously secured by legal agreement but can also be covered by way of condition for robustness.

It is also recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area which will assist in deterring excess car ownership/usage from within the site. This would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990.

Financial Contribution - Highways/Transport

The original Prior Approval (PA) permission (40050/APP/2017/2438) for the whole site combined total of 237 units (Bridge House (123 units), Riverview House (58 units) & Waterside House (58 units) was issued subject to a s106 legal agreement that required a financial contribution of up to £500,000 towards highway works and £325,000 towards public realm improvements.

Taking into account the transport study which was submitted to the Council in February 2018. The study concluded that a contribution of £132,000 and £55,000 linked to a CERS/PERS audit (highway works/public realm improvements) respectively would be considered justifiable and appropriate contributions.

If we were to use the findings of this report as a basis, then the pro-rata hab room contributions for the current PAO apps are deemed to be as follows:

A contribution of 287.10 per hab room is necessary for Highways Works and;

A contribution of £118.79 per hab room is necessary for Public Realm Works.

This should be secured by way of a legal agreement for the site.

Operational Servicing /Refuse Requirements

Servicing and refuse collection would be undertaken in the same manner as for the previously consented PA's for the whole site operation. There are no further observations.

Construction Logistics Plan (CLP)

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

Summary- No objection subject to condition and legal agreement.

ENVIRONMENTAL PROTECTION UNIT (NOISE)

I would suggest the following condition in relation to noise:

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

Reason

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Local Plan Part 1.

FLOOD AND WATER MANAGEMENT OFFICER

Although surrounded by water the majority of the site lies above the indicated flood levels and lies in Flood Zone 1.

Therefore there are no objections to the proposed conversion from offices to residential.

However in order to support such residential dwellings there should be clear and careful management of the river and canal corridor in accordance with the Blue Ribbon Network Policy, in order that flood risk to the site is not increased to the proposed residents or those nearby.

There should also be restrictions on any replacement hard surfacing within the site in the future to increase the permeability of ground to reduce the risk created by this site.

Therefore the following is requested:

Removal of permitted development rights replacing of any hard surfacing must be with a more permeable surface which controls surface water on site.

A River corridor landscaping plan should be submitted to and approved by the Local Authority prior to commencement.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) flood risk is one of the factors that the Local Planning Authority can take into consideration when determining an application of this nature. However the requested condition requiring the removal of Permitted Development rights is not required as the proposal would create residential flats, which by their nature do not benefit from such Permitted Development rights.

In addition the requested condition for a River Corridor Landscape Plan would not be appropriate as the application proposes no changes to the landscaping on site and any increased flood risk resulting from landscaping issues (such as falling trees) would not be the result of the proposed development. This issue is not therefore a consideration of the current application and such a condition would not accord with Paragraphs 55 and 56 of the National Planning Policy Framework (2019).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), 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; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits

from permitted development rights.

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

Policies DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 4 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. 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 Council's Highways Engineer has carefully reviewed the proposals and confirmed that the proposed level of car and cycle parking is acceptable. In addition they have requested the attachment of conditions requiring the submission of a Construction Management Plan and a Parking Strategy to be approved by the Council.

The site is situated just outside the edge of Uxbridge town centre within convenient cycling and walking distance of all the transport connections, services and facilities it has to offer.

Access to the town centre is provided by the High Street connecting Oxford Road with Harefield Road. South of Harefield Road is Uxbridge town centre. The High Street has numerous high profile frontages including Fountains Mill listed building and Uxbridge Magistrates Court. The High Street is a lightly trafficked road carrying a high volume of pedestrians visiting New Bucks University and numerous other workplaces in the vicinity of Bridge House.

Since the 2017 Prior Approvals, the applicant has undertaken further highways assessment work in 2018, including an audit of the quality of the existing pedestrian and cycling environment in the vicinity of the site. Whilst the majority of the highway links in proximity to the site achieved mostly 'good' scores, it has been found that some improvements could still be made. Such improvements include the installation and repair of tactile paving, additional cycle parking provision at key locations, resurfacing cycle lanes to improve legibility, infilling of potholes and traffic segregation for cyclists.

Subsequently, a number of town centre enhancement works have been implemented, which would have been considered in the original assessment / level of contributions sought at the time.

The identified highways measures have been costed and a pro-rata habitable room calculation has been agreed with the applicant to cover the cost of implementing some of the various highways works highlighted in the report, accounting for the agreement that is already in place with regards to the highways and public realm improvement contributions associated with the approved conversion of Bridge House, which is subject to a separate consent. An additional public realm contribution has also been agreed which could be put towards provision of new street trees and landscaping, to contribute to air quality mitigation, as well as other public realm improvements. Again this has been calculated on a habitable room basis.

The outcome of this investment will enhance connectivity between the site and the town centre in turn making it safer and more convenient for the residents of the development to walk and cycle to the town centre continuing any onward journey by public transport.

The pro-rata habitable room contributions for the current PAO application for 43 units proposals (4 studios, 7x1 bed and 32x2 bed equals 114 hab rooms) would be a contribution of £32,501.08 towards improvements to the local highway network and a contribution of £13,542.12 towards improvements to the local public realm to mitigate against the impact of the proposals. These contributions are required to be secured by an appropriate legal agreement.

Subject to the conditions and contribution noted the scheme accords with Policies DMT 1, DMT 2, DMT 4, DMT 5 and DMT 6 of the Local Plan: Part 2 - Development Management Policies (January 2020) the adopted Supplementary Planning Document 'Planning Obligations and Policy 8.2 the London Plan (2016).

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

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The Council's Flood and Water Management Officer has reviewed the application and subject to conditions has raised no objections to the proposal. For the reasons set out in Section 6 of this report the suggested conditions are not relevant to this application and are not therefore recommended to be attached to any determination of the application.

7.18 Noise or Air Quality Issues

Noise from Commercial Premises

Policy DMHB 11 of the Local Plan Part 2 Development Management Policies (January 2020) seeks to protect residential amenity.

The Council's Environmental Protection Unit have reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site by commercial uses. Subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to secure the following planning obligation:

1. Contribution towards improvements to the local highway network of £32,501.08
2. Contribution towards improvements to the local public realm of £13,542.12
3. Parking permits restriction for future occupiers

COMMUNITY INFRASTRUCTURE LEVY (CIL):

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

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development.

7.21 Expediency of enforcement action

None

7.22 Other Issues

Contaminated Land

The Council's Contaminated Land Officer has reviewed the submitted documents in terms of the risk of contamination and has raised no objections to the proposal subject to the attachment of an appropriate condition. The proposal is therefore acceptable in terms of contamination.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

This application seeks prior approval for the conversion of the existing office building Riverview House to provide 43 individual residential units.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

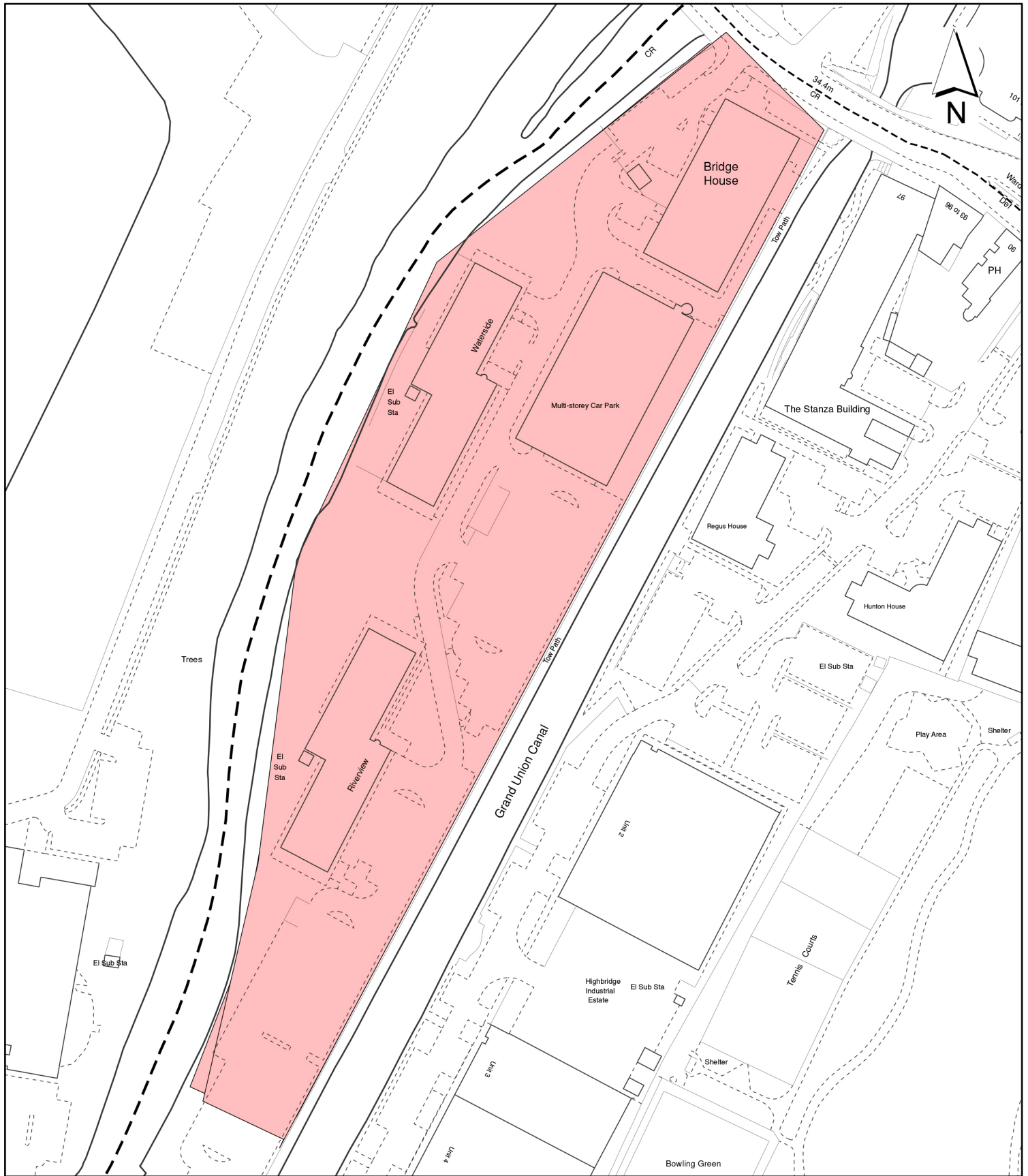
The application has been assessed against the relevant criteria and subject to conditions and the securing of highway and public realm obligations through an appropriate Legal Agreement, prior approval is required and granted.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Riverview House
 Oxford Road
 Uxbridge**

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

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

Planning Application Ref:

40050/APP/2020/1001

Scale:

1:1,600

Planning Committee:

Major Page 258

Date:

May 2020



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address RIVERVIEW HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

LBH Ref Nos: 40050/APP/2020/1009

Drawing Nos: 17257-01-TS05 Rev B Transport Statement
01/06/2017 Revision 01 Noise Impact Assessment.
WIC15644-101-R-1-2-1-PERA Preliminary Environmental Risk Assessment
568-PTA-RV-ZZ-DR-A-0001 Rev P01
568-PTA-RV-ZZ-DR-A-0002 Rev P01
Covering Letter dated 23 March 2020

Date Plans Received: 24/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/03/2020

1. SUMMARY

This application seeks prior approval for the conversion of the existing vacant office building Riverview House to provide 58 individual residential units comprising 1 x studios, 56 x 1-beds and 1 x 2-beds. 58 residential and 6 visitor car parking spaces would be provided. The spaces would be located within the existing hard surfaced parking areas which serve the existing office use. 3 motorcycle parking spaces and 58 sheltered cycle parking spaces would also be provided.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

(a) transport and highways impacts of the development;

(b) contamination risks on site;

(c) flooding risks on site; and

(d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Legal Agreement, prior approval is required and granted.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to confirm Prior Approval is Not Required subject to:

A) Entering into an agreement with the applicant under an appropriate legal agreement to secure:

- 1. Contribution towards improvements to the local highway network of £33,071.27**
- 2. Contribution towards improvements to the local public realm of £13,779.70**
- 3. Parking permits restriction for future occupiers**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Legal 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) If the Legal Agreements have not been finalised by 15th May 2020 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning, Regeneration and Transportation to refuse the application for the following reason:

'The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works and public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), policies DMCI 7, DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020), the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the adopted Planning Obligations Supplementary Planning Document (July 2014), the London Plan (March 2016) and the NPPF.'

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

1 PAA Prior Approval - Approval

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable impacts with regard to (a) transport and highways impacts of the development, (b) contamination risks on the site, (c) flooding risks on the site, and (d) impacts of noise from commercial premises on the intended occupiers of the development, subject to compliance with the stated planning conditions and obligations.

2 COM4 Accordance with Approved Plans

The development hereby permitted is for 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed and shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 568-PTA-RV-ZZ-DR-A-0001 Rev P01 and 568-PTA-RV-ZZ-DR-A-0002 Rev P01 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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

3 NONSC Parking Layout

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

1. 58 residential car parking spaces with markings, plus 6 spaces for visitor parking
2. 6 parking spaces to be assigned for use by disabled persons and marked as such
3. 3 parking spaces for brown badge users and marked as such
4. 12 parking spaces to be supplied with active Electric Vehicle Charging points
5. 46 parking spaces to be supplied with passive Electric Vehicle Charging points
6. 3 motorcycle parking spaces
7. Secure and covered parking spaces to be provided for 58 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 DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

4 NONSC Parking Allocation Plan

Prior to occupation of the building, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for the residential use of the flats hereby approved and as agreed within the Parking Allocation Plan for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

5 NONSC Surplus Parking Strategy

Prior to occupation of the building, a Surplus Parking Strategy shall be submitted to and

approved in writing by the Local Planning Authority. The strategy shall demonstrate the method used to ensure that the use of excess/surplus parking spaces on the site shall cease. Thereafter, the excess parking shall not be used as agreed within the Surplus Parking Strategy for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

6 NONSC Construction Logistics Plan

Prior to development commencing, the applicant shall submit a Construction Logistics Plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the construction process.
- (vi) The storage of 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 DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

7 NONSC Acoustic Measures

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

REASON

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Local Plan Part 1.

8 NONSC Contamination

- (i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the LPA. All works which form part of the remediation

scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement, providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020); Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

INFORMATIVES

1 170 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 Local Plan Part 1, Local Plan Part 2, 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 wider site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The island site is currently occupied by 3 buildings: Bridge House, Waterside House and Riverview House, all of which were previously occupied by Xerox, owned by L&G and have direct access from Oxford Road. The existing Riverview House building is located to the south of Bridge House and Waterside House and is adjacent to the River Colne.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed.

The site is outside, but on the north western boundary of Uxbridge Town centre and is within an Archaeological Priority Area. The site has a PTAL rating of 2 and is within a developed area. Part of the wider site adjacent to the river is within Flood Zone 3.

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

This application seeks the change of use of the Riverview House office building from its existing office use (Use Class B1(a)) to dwellinghouses (Use Class C3) in accordance with development permitted under Schedule 2, Part 3 Class O of the General Permitted Development Order (GPDO) (2015) (as amended).

The proposal would provide 58 residential units, comprising 1 x studios, 56 x 1-beds, and 1 x 2-beds. A total of 58 residential and 6 visitor car parking spaces would be provided. 6 spaces (10%) would be Blue Badge accessible and 3 would be allocated for Brown Badge use. 3 motorcycle or scooter parking spaces and 58 sheltered cycle parking spaces would also be provided. The final location of the parking provision is to be agreed with the Council prior to occupation.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge

Demolition of existing office building (Use Class B1(a)) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a)) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxl

Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House

House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3356 Waterside Oxford Road Uxbridge

Prior Approval application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2017/3357 Riverview Oxford Road Uxbridge

Prior Approval application for the change of use of Riverview from office accommodation (Class B1) to 37 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 25-10-2017 Approved

40050/APP/2017/3358 Bridge House Oxford Road Uxbridge

Prior Approval application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2019/4042 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4051 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4054 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4055 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2020/1000 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

Decision:

40050/APP/2020/1001 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

Decision:

40050/APP/2020/999 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

Decision:

Comment on Relevant Planning History

The three office buildings on the site (Bridge House, Waterside House and Riverview House) have previously been granted Prior Approval for the conversion from office use to residential use under previous consents. Two applications for the conversion to residential were refused earlier this year due to a lack of legal agreement and out of date flood data. The flood information submitted with this application is acceptable.

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 Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 8.2	(2016) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st May 2020**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 60 local owner/occupiers and the application was also advertised by way of a press notice. No responses have been received.

Please note that whilst section 5.2 above states that a site notice was erected, NO site notice has been displayed at the site, the statutory requirements have been met and exceeded by sending neighbour letters. Section 5.2 is a report formatting error which has been unable to be fixed prior to the publication of this report.

SOUTH BUCKS COUNCIL

This Council has considered the above application and raises NO OBJECTION to the application subject to your authority ensuring that the proposal complies with all the relevant criteria and conditions of Class O of Part 3 of the General Permitted Development Order 2015 (as amended).

Internal Consultees

CONTAMINATED LAND OFFICER

I have reviewed the following two reports as submitted with the application:

(a) Title: Preliminary Environmental Risk Assessment, Land at Bridge House, Oxford Road, Uxbridge, UB8 1HS; Reference: WIC15644- 101-R-1-2-1-ERA; Date: June 2017; Prepared by:

Waterman Infrastructure & Environment Limited.

Included within Appendix C of the above report:

(b) Title: Phase 1 Environmental Assessment, Bridge House, Riverview House, Oxford Road, Uxbridge, UK; Ref: 38109 Rev1; Dated: April 2013; Prepared by WSP Environment & Energy.

The Phase 1 reports indicate the site has an extensive history of contaminative uses, and there is evidence that the land may be affected by contamination. A phase 2 investigation should therefore be undertaken to determine the actual conditions of land at the site.

Therefore, it is recommended that the following condition is applied:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement, providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020); Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

The WSP Environmental report states:

"No further contaminated land assessment work is considered necessary for the current on-going

commercial use of the site. It should be noted that further contaminated land assessment would be required in the event of redevelopment."

A change of land use criteria from commercial to residential occupancy is being proposed. Records and other information concerning the site identify potential contaminants which could represent an unacceptable risk to the proposed future introductions of more sensitive groups of receptors.

Section 2.3 of CLR11 refers to generic quantitative risk assessment and states:

"The purpose of generic quantitative risk assessments is to establish whether generic assessment criteria and assumptions are appropriate for assessing the risks and, if so, to apply them to establish whether there are actual or potential unacceptable risks. It also determines whether further detailed assessment is required"

The conceptual site models indicate the site's history of contaminative land uses, and based on details contained within the reports it is possible the following contaminants may be present at the site:

- Metals and Non-metals
- Asbestos
- Polycyclic Aromatic Hydrocarbons (PAH's)
- Polychlorinated Biphenyls (PCB's)
- Fuel Oils - Speciated TPH including full aliphatic/aromatic split.
- Benzene, Toluene, Ethyl Benzene, Xylenes (BTEX Compounds), including MTBE.

Furthermore, the conceptual site modelling, in conjunction with evidence of installed gas protection systems within two existing building structures at the site, indicates a risk that naturally occurring superficial deposits of alluvium, and/or potentially the Made Ground materials, were/are producing quantities of methane and carbon dioxide.

Therefore, suitably scheduled ground-gas monitoring rounds will be necessary to investigate / confirm if a current gas regime is present at the site, and using findings from the monitoring calculation and assessment of gas screening values can be conducted in accordance within current technical guidance.

HIGHWAYS

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Allocated parking spaces including disabled and additional visitor spaces and motor cycle spaces are to be provided. With regard to car parking, the provision broadly equates to a ratio of 1:1 for all units and all other bays, disabled, visitor and motorcycle are considered to be in accordance with policy requirements, Final numbers should be secured via planning condition.

When considering the site holistically, a parking allocation plan is required to i) ensure the appropriate usage of the said spaces for Riverview House, Waterside House and Bridge House ii) Strategy for ceasing usage of all additional car parking on site over and above the consented car parking spaces. This was previously secured by legal agreement but can also be covered by way of condition for robustness.

It is also recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area which will assist in deterring excess car ownership/usage from within the site. This would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990.

Financial Contribution - Highways/Transport

The original Prior Approval (PA) permission (40050/APP/2017/2438) for the whole site combined total of 237 units (Bridge House (123 units), Riverview House (58 units) & Waterside House (58 units) was issued subject to a s106 legal agreement that required a financial contribution of up to

£500,000 towards highway works and £325,000 towards public realm improvements.

Taking into account the transport study which was submitted to the Council in February 2018. The study concluded that a contribution of £132,000 and £55,000 linked to a CERS/PERS audit (highway works/public realm improvements) respectively would be considered justifiable and appropriate contributions.

If we were to use the findings of this report as a basis, then the pro-rata hab room contributions for the current PAO apps are deemed to be as follows:

A contribution of 287.10 per hab room is necessary for Highways Works and;

A contribution of £118.79 per hab room is necessary for Public Realm Works.

This should be secured by way of a legal agreement for the site.

Operational Servicing /Refuse Requirements

Servicing and refuse collection would be undertaken in the same manner as for the previously consented PA's for the whole site operation. There are no further observations.

Construction Logistics Plan (CLP)

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

Summary- No objection subject to condition and legal agreement.

ENVIRONMENTAL PROTECTION UNIT (NOISE)

I would suggest the following condition in relation to noise:

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

Reason

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Local Plan Part 1.

FLOOD AND WATER MANAGEMENT OFFICER

Although surrounded by water the majority of the site lies above the indicated flood levels and lies in Flood Zone 1.

Therefore there are no objections to the proposed conversion from offices to residential.

However in order to support such residential dwellings there should be clear and careful management of the river and canal corridor in accordance with the Blue Ribbon Network Policy, in order that flood risk to the site is not increased to the proposed residents or those nearby.

There should also be restrictions on any replacement hard surfacing within the site in the future to

increase the permeability of ground to reduce the risk created by this site.

Therefore the following is requested:

Removal of permitted development rights replacing of any hard surfacing must be with a more permeable surface which controls surface water on site.

A River corridor landscaping plan should be submitted to and approved by the Local Authority prior to commencement.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) flood risk is one of the factors that the Local Planning Authority can take into consideration when determining an application of this nature. However the requested condition requiring the removal of Permitted Development rights is not required as the proposal would create residential flats, which by their nature do not benefit from such Permitted Development rights.

In addition the requested condition for a River Corridor Landscape Plan would not be appropriate as the application proposes no changes to the landscaping on site and any increased flood risk resulting from landscaping issues (such as falling trees) would not be the result of the proposed development. This issue is not therefore a consideration of the current application and such a condition would not accord with Paragraphs 55 and 56 of the National Planning Policy Framework (2019).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), 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; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

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

Policies DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 4 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on

highway safety, or the residual cumulative impacts on the road network would be severe. 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 Council's Highways Engineer has carefully reviewed the proposals and confirmed that the proposed level of car and cycle parking is acceptable. In addition they have requested the attachment of conditions requiring the submission of a Construction Management Plan and a Parking Strategy to be approved by the Council.

The site is situated just outside the edge of Uxbridge town centre within convenient cycling and walking distance of all the transport connections, services and facilities it has to offer.

Access to the town centre is provided by the High Street connecting Oxford Road with Harefield Road. South of Harefield Road is Uxbridge town centre. The High Street has numerous high profile frontages including Fountains Mill listed building and Uxbridge Magistrates Court. The High Street is a lightly trafficked road carrying a high volume of pedestrians visiting New Bucks University and numerous other workplaces in the vicinity of Bridge House.

Since the 2017 Prior Approvals, the applicant has undertaken further highways assessment work in 2018, including an audit of the quality of the existing pedestrian and cycling environment in the vicinity of the site. Whilst the majority of the highway links in proximity to the site achieved mostly 'good' scores, it has been found that some improvements could still be made. Such improvements include the installation and repair of tactile paving, additional cycle parking provision at key locations, resurfacing cycle lanes to improve legibility, infilling of potholes and traffic segregation for cyclists.

Subsequently, a number of town centre enhancement works have been implemented, which would have been considered in the original assessment / level of contributions sought at the time.

The identified highways measures have been costed and a pro-rata habitable room calculation has been agreed with the applicant to cover the cost of implementing some of the various highways works highlighted in the report, accounting for the agreement that is already in place with regards to the highways and public realm improvement contributions associated with the approved conversion of Bridge House, which is subject to a separate consent. An additional public realm contribution has also been agreed which could be put towards provision of new street trees and landscaping, to contribute to air quality mitigation, as well as other public realm improvements. Again this has been calculated on a habitable room basis.

The outcome of this investment will enhance connectivity between the site and the town centre in turn making it safer and more convenient for the residents of the development to walk and cycle to the town centre continuing any onward journey by public transport.

The pro-rata habitable room contributions for the current PAO application for 58 units proposals (1 studio, 56x1 bed & 1x2 bed equals 116 hab rooms) would be a contribution of £33,071.27 towards improvements to the local highway network and a contribution of £13,779.70 towards improvements to the local public realm to mitigate against the impact of the proposals. These contributions are required to be secured by an appropriate legal agreement.

Subject to the conditions and contribution noted the scheme accords with Policies DMT 1, DMT 2, DMT 4, DMT 5 and DMT 6 of the Local Plan: Part 2 - Development Management Policies (January 2020) the adopted Supplementary Planning Document 'Planning Obligations and Policy 8.2 the London Plan (2016).

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

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The Council's Flood and Water Management Officer has reviewed the application and subject to conditions has raised no objections to the proposal. For the reasons set out in Section 6 of this report the suggested conditions are not relevant to this application and are not therefore recommended to be attached to any determination of the application.

7.18 Noise or Air Quality Issues

Noise from Commercial Premises

Policy DMHB 11 of the Local Plan Part 2 Development Management Policies (January 2020) seeks to protect residential amenity.

The Council's Environmental Protection Unit have reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site by commercial uses. Subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and

iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to secure the following planning obligation:

1. Contribution towards improvements to the local highway network of £33,071.27
2. Contribution towards improvements to the local public realm of £13,779.70
3. Parking permits restriction for future occupiers

COMMUNITY INFRASTRUCTURE LEVY (CIL):

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

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon

Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development.

7.21 Expediency of enforcement action

None

7.22 Other Issues

Contaminated Land

The Council's Contaminated Land Officer has reviewed the submitted documents in terms of the risk of contamination and has raised no objections to the proposal subject to the attachment of an appropriate condition. The proposal is therefore acceptable in terms of contamination.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

This application seeks prior approval for the conversion of the existing office building Waterside house to provide 58 individual residential units.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

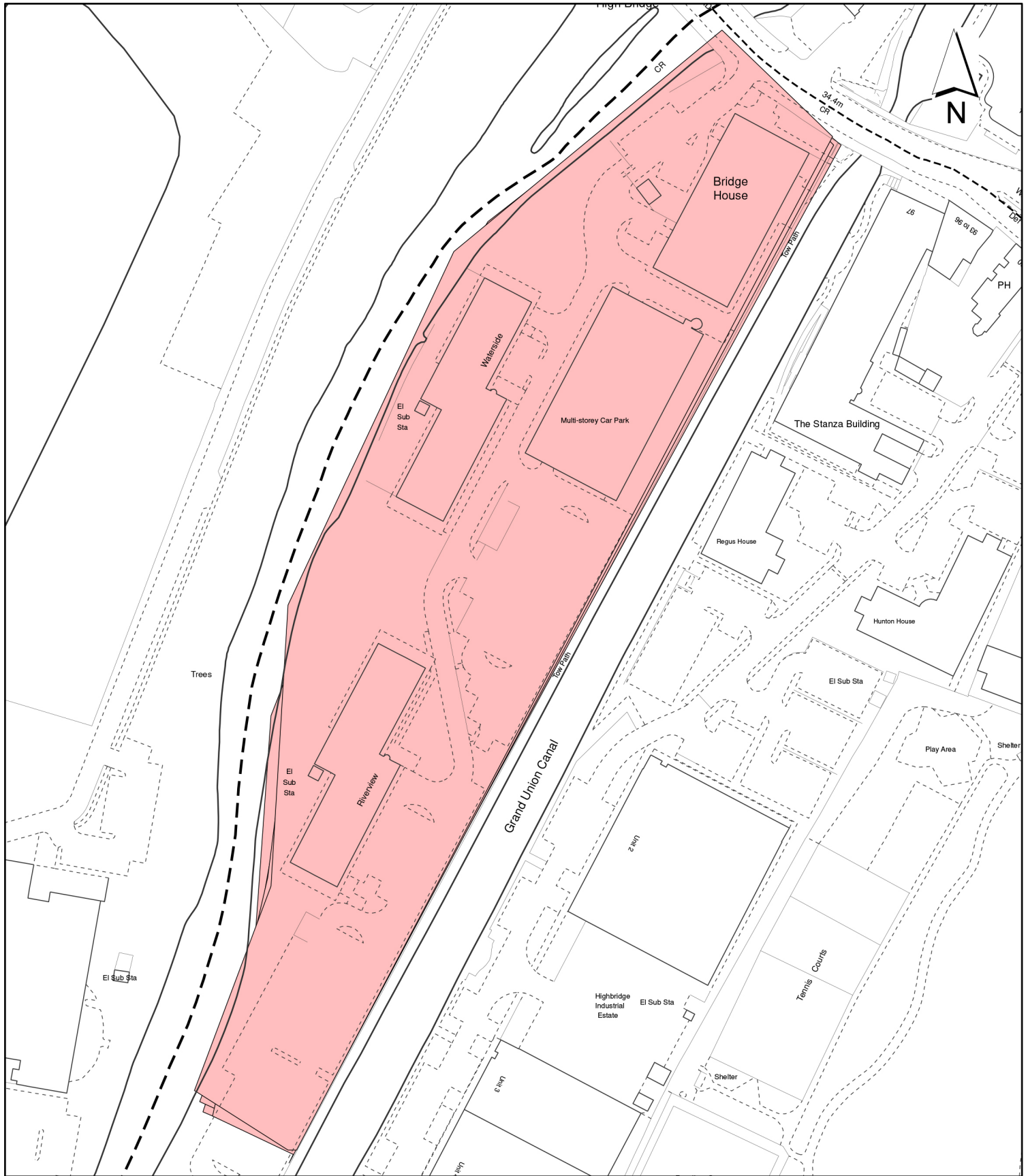
The application has been assessed against the relevant criteria and subject to conditions and the securing of highway and public realm obligations through a Legal Agreement, prior approval is required and granted.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Riverview House
 Oxford Road
 Uxbridge**

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

Planning Application Ref:

40050/APP/2020/1009

Scale:

1:1,600

Planning Committee:

Major Page 278

Date:

May 2020



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address WATERSIDE HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

LBH Ref Nos: 40050/APP/2020/999

Drawing Nos: WIC15644-101-R-1-2-1-PERA Preliminary Environmental Risk Assessment
568-PTA-WS-ZZ-DR-A-0001 Rev P01
568-PTA-WS-ZZ-DR-A-0002 Rev P01
Cover Letter dated 23 March 2020
17257-01-TS05 Rev B Transport Statement
01/06/2017 Revision 01 Noise Impact Assessment.

Date Plans Received: 24/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/03/2020

1. SUMMARY

This application seeks prior approval for the conversion of the existing vacant office building Waterside House to provide 58 individual residential units comprising 1 x studios, 56 x 1-beds and 1 x 2-beds. 58 residential and 6 visitor car parking spaces would be provided. The spaces would be located within the existing hard surfaced parking areas which serve the existing office use. 3 motorcycle parking spaces and 58 sheltered cycle parking spaces would also be provided.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Legal Agreement, prior approval is required and granted.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to confirm Prior Approval is Not Required subject to:

A) Entering into an agreement with the applicant under an appropriate legal agreement to secure:

- 1. Contribution towards improvements to the local highway network of £33,071.27**
- 2. Contribution towards improvements to the local public realm of £13,779.70**
- 3. Parking permits restriction for future occupiers**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Legal 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) If the Legal Agreements have not been finalised by 15th May 2020 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning, Regeneration and Transportation to refuse the application for the following reason:

'The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works and public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), policies DMCI 7, DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020), the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the adopted Planning Obligations Supplementary Planning Document (July 2014), the London Plan (March 2016) and the NPPF.'

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

1 PAA Prior Approval - Approval

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable impacts with regard to (a) transport and highways impacts of the development, (b) contamination risks on the site, (c) flooding risks on the site, and (d) impacts of noise from commercial premises on the intended occupiers of the development, subject to compliance with the stated planning conditions and obligations.

2 COM4 Accordance with Approved Plans

The development hereby permitted comprises 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed and shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 568-PTA-WS-ZZ-DR-A-0001 Rev P01 and 568-PTA-WS-ZZ-DR-A-0002 Rev P01 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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

3 NONSC Parking Layout

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

1. 58 residential car parking spaces with markings, plus 6 spaces for visitor parking
2. 6 parking spaces to be assigned for use by disabled persons and marked as such
3. 3 parking spaces for brown badge users and marked as such
4. 12 parking spaces to be supplied with active Electric Vehicle Charging points
5. 46 parking spaces to be supplied with passive Electric Vehicle Charging points
6. 3 motorcycle parking spaces
7. Secure and covered parking spaces to be provided for 58 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 DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

4 NONSC Parking Allocation Plan

Prior to occupation of the building, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for the residential use of the flats hereby approved and as agreed within the Parking Allocation Plan for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

5 NONSC Surplus Parking Strategy

Prior to occupation of the building, a Surplus Parking Strategy shall be submitted to and

approved in writing by the Local Planning Authority. The strategy shall demonstrate the method used to ensure that the use of excess/surplus parking spaces on the site shall cease. Thereafter, the excess parking shall not be used as agreed within the Surplus Parking Strategy for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

6 NONSC Construction Logistics Plan

Prior to development commencing, the applicant shall submit a Construction Logistics Plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the construction process.
- (vi) The storage of 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 DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

7 NONSC Acoustic Measures

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

REASON

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Local Plan Part 1.

8 NONSC Contamination

- (i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the LPA. All works which form part of the remediation

scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement, providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020); Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

INFORMATIVES

1 170 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 Local Plan Part 1, Local Plan Part 2, 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 wider site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The island site is currently occupied by 3 buildings: Bridge House, Waterside House and Riverview House, all of which were previously occupied by Xerox, owned by L&G and have direct access from Oxford Road. The existing Waterside House building is located to the south of Bridge House and north of Riverview House and is adjacent to the River Colne.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed.

The site is outside, but on the north western boundary of Uxbridge Town centre and is within an Archaeological Priority Area. The site has a PTAL rating of 2 and is within a developed area. Part of the wider site adjacent to the river is within Flood Zone 3.

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

This application seeks the change of use of the Waterside House office building from its existing office use (Use Class B1(a)) to dwellinghouses (Use Class C3) in accordance with development permitted under Schedule 2, Part 3 Class O of the General Permitted Development Order (GPDO) (2015) (as amended).

The proposal would provide 58 residential units, comprising 1 x studios, 56 x 1-beds, and 1 x 2-beds. A total of 58 residential and 6 visitor car parking spaces would be provided. 6 spaces (10%) would be Blue Badge accessible and 3 would be allocated for Brown Badge use. 3 motorcycle or scooter parking spaces and 58 sheltered cycle parking spaces would also be provided. The final location of the parking provision is to be agreed with the Council prior to occupation.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge

Demolition of existing office building (Use Class B1(a)) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a)) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxl

Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House

House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3356 Waterside Oxford Road Uxbridge

Prior Approval application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2017/3357 Riverview Oxford Road Uxbridge

Prior Approval application for the change of use of Riverview from office accommodation (Class B1) to 37 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 25-10-2017 Approved

40050/APP/2017/3358 Bridge House Oxford Road Uxbridge

Prior Approval application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2019/4042 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4051 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4054 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4055 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2020/1000 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

Decision:

40050/APP/2020/1001 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

Decision:

40050/APP/2020/1009 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

Decision:

Comment on Relevant Planning History

The three office buildings on the site (Bridge House, Waterside House and Riverview House) have previously been granted Prior Approval for the conversion from office use to residential use under previous consents. Two applications for the conversion to residential were refused earlier this year due to a lack of legal agreement and out of date flood data. The flood information submitted with this application is acceptable.

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 Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 8.2	(2016) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st May 2020**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 60 local owner/occupiers and the application was also advertised by way of a press notice. No responses have been received.

Please note that whilst section 5.2 above states that a site notice was erected, NO site notice has been displayed at the site, the statutory requirements have been met and exceeded by sending neighbour letters. Section 5.2 is a report formatting error which has been unable to be fixed prior to the publication of this report.

SOUTH BUCKS COUNCIL

This Council has considered the above application and raises NO OBJECTION to the application subject to your authority ensuring that the proposal complies with all the relevant criteria and conditions of Class O of Part 3 of the General Permitted Development Order 2015 (as amended).

Internal Consultees

CONTAMINATED LAND OFFICER

I have reviewed the following two reports as submitted with the application:

(a) Title: Preliminary Environmental Risk Assessment, Land at Bridge House, Oxford Road, Uxbridge, UB8 1HS; Reference: WIC15644- 101-R-1-2-1-ERA; Date: June 2017; Prepared by:

Waterman Infrastructure & Environment Limited.

Included within Appendix C of the above report:

(b) Title: Phase 1 Environmental Assessment, Bridge House, Riverview House, Oxford Road, Uxbridge, UK; Ref: 38109 Rev1; Dated: April 2013; Prepared by WSP Environment & Energy.

The Phase 1 reports indicate the site has an extensive history of contaminative uses, and there is evidence that the land may be affected by contamination. A phase 2 investigation should therefore be undertaken to determine the actual conditions of land at the site.

Therefore, it is recommended that the following condition is applied:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement, providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020); Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

The WSP Environmental report states:

"No further contaminated land assessment work is considered necessary for the current on-going

commercial use of the site. It should be noted that further contaminated land assessment would be required in the event of redevelopment."

A change of land use criteria from commercial to residential occupancy is being proposed. Records and other information concerning the site identify potential contaminants which could represent an unacceptable risk to the proposed future introductions of more sensitive groups of receptors.

Section 2.3 of CLR11 refers to generic quantitative risk assessment and states:

"The purpose of generic quantitative risk assessments is to establish whether generic assessment criteria and assumptions are appropriate for assessing the risks and, if so, to apply them to establish whether there are actual or potential unacceptable risks. It also determines whether further detailed assessment is required"

The conceptual site models indicate the site's history of contaminative land uses, and based on details contained within the reports it is possible the following contaminants may be present at the site:

- Metals and Non-metals
- Asbestos
- Polycyclic Aromatic Hydrocarbons (PAH's)
- Polychlorinated Biphenyls (PCB's)
- Fuel Oils - Speciated TPH including full aliphatic/aromatic split.
- Benzene, Toluene, Ethyl Benzene, Xylenes (BTEX Compounds), including MTBE.

Furthermore, the conceptual site modelling, in conjunction with evidence of installed gas protection systems within two existing building structures at the site, indicates a risk that naturally occurring superficial deposits of alluvium, and/or potentially the Made Ground materials, were/are producing quantities of methane and carbon dioxide.

Therefore, suitably scheduled ground-gas monitoring rounds will be necessary to investigate / confirm if a current gas regime is present at the site, and using findings from the monitoring calculation and assessment of gas screening values can be conducted in accordance within current technical guidance.

HIGHWAYS

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Allocated parking spaces including disabled and additional visitor spaces and motor cycle spaces are to be provided. With regard to car parking, the provision broadly equates to a ratio of 1:1 for all units and all other bays, disabled, visitor and motorcycle are considered to be in accordance with policy requirements, Final numbers should be secured via planning condition.

When considering the site holistically, a parking allocation plan is required to i) ensure the appropriate usage of the said spaces for Riverview House, Waterside House and Bridge House ii) Strategy for ceasing usage of all additional car parking on site over and above the consented car parking spaces. This was previously secured by legal agreement but can also be covered by way of condition for robustness.

It is also recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area which will assist in deterring excess car ownership/usage from within the site. This would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990.

Financial Contribution - Highways/Transport

The original Prior Approval (PA) permission (40050/APP/2017/2438) for the whole site combined total of 237 units (Bridge House (123 units), Riverview House (58 units) & Waterside House (58 units) was issued subject to a s106 legal agreement that required a financial contribution of up to £500,000 towards highway works and £325,000 towards public realm improvements.

Taking into account the transport study which was submitted to the Council in February 2018. The study concluded that a contribution of £132,000 and £55,000 linked to a CERS/PERS audit (highway works/public realm improvements) respectively would be considered justifiable and appropriate contributions.

If we were to use the findings of this report as a basis, then the pro-rata hab room contributions for the current PAO apps are deemed to be as follows:

A contribution of 287.10 per hab room is necessary for Highways Works and;

A contribution of £118.79 per hab room is necessary for Public Realm Works.

This should be secured by way of a legal agreement for the site.

Operational Servicing /Refuse Requirements

Servicing and refuse collection would be undertaken in the same manner as for the previously consented PA's for the whole site operation. There are no further observations.

Construction Logistics Plan (CLP)

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

Summary- No objection subject to condition and legal agreement.

ENVIRONMENTAL PROTECTION UNIT (NOISE)

I would suggest the following condition in relation to noise:

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

Reason

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Local Plan Part 1.

FLOOD AND WATER MANAGEMENT OFFICER

Although surrounded by water the majority of the site lies above the indicated flood levels and lies in Flood Zone 1.

Therefore there are no objections to the proposed conversion from offices to residential.

However in order to support such residential dwellings there should be clear and careful management of the river and canal corridor in accordance with the Blue Ribbon Network Policy, in

order that flood risk to the site is not increased to the proposed residents or those nearby.

There should also be restrictions on any replacement hard surfacing within the site in the future to increase the permeability of ground to reduce the risk created by this site.

Therefore the following is requested:

Removal of permitted development rights replacing of any hard surfacing must be with a more permeable surface which controls surface water on site.

A River corridor landscaping plan should be submitted to and approved by the Local Authority prior to commencement.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) flood risk is one of the factors that the Local Planning Authority can take into consideration when determining an application of this nature. However the requested condition requiring the removal of Permitted Development rights is not required as the proposal would create residential flats, which by their nature do not benefit from such Permitted Development rights.

In addition the requested condition for a River Corridor Landscape Plan would not be appropriate as the application proposes no changes to the landscaping on site and any increased flood risk resulting from landscaping issues (such as falling trees) would not be the result of the proposed development. This issue is not therefore a consideration of the current application and such a condition would not accord with Paragraphs 55 and 56 of the National Planning Policy Framework (2019).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), 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; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

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

Policies DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 4 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate

sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. 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 Council's Highways Engineer has carefully reviewed the proposals and confirmed that the proposed level of car and cycle parking is acceptable. In addition they have requested the attachment of conditions requiring the submission of a Construction Management Plan and a Parking Strategy to be approved by the Council.

The site is situated just outside the edge of Uxbridge town centre within convenient cycling and walking distance of all the transport connections, services and facilities it has to offer.

Access to the town centre is provided by the High Street connecting Oxford Road with Harefield Road. South of Harfield Road is Uxbridge town centre. The High Street has numerous high profile frontages including Fountains Mill listed building and Uxbridge Magistrates Court. The High Street is a lightly trafficked road carrying a high volume of pedestrians visiting New Bucks University and numerous other workplaces in the vicinity of Bridge House.

Since the 2017 Prior Approvals, the applicant has undertaken further highways assessment work in 2018, including an audit of the quality of the existing pedestrian and cycling environment in the vicinity of the site. Whilst the majority of the highway links in proximity to the site achieved mostly 'good' scores, it has been found that some improvements could still be made. Such improvements include the installation and repair of tactile paving, additional cycle parking provision at key locations, resurfacing cycle lanes to improve legibility, infilling of potholes and traffic segregation for cyclists.

Subsequently, a number of town centre enhancement works have been implemented, which would have been considered in the original assessment / level of contributions sought at the time.

The identified highways measures have been costed and a pro-rata habitable room calculation has been agreed with the applicant to cover the cost of implementing some of the various highways works highlighted in the report, accounting for the agreement that is already in place with regards to the highways and public realm improvement contributions associated with the approved conversion of Bridge House, which is subject to a separate consent. An additional public realm contribution has also been agreed which could be put towards provision of new street trees and landscaping, to contribute to air quality mitigation, as well as other public realm improvements. Again this has been calculated on a habitable room basis.

The outcome of this investment will enhance connectivity between the site and the town centre in turn making it safer and more convenient for the residents of the development to walk and cycle to the town centre continuing any onward journey by public transport.

The pro-rata habitable room contributions for the current PAO application for 58 units proposals (1 studio, 56x1 bed & 1x2 bed equals 116 hab rooms) would be a contribution of £33,071.27 towards improvements to the local highway network and a contribution of

£13,779.70 towards improvements to the local public realm to mitigate against the impact of the proposals. These contributions are required to be secured by an appropriate legal agreement.

Subject to the conditions and contribution noted the scheme accords with Policies DMT 1, DMT 2, DMT 4, DMT 5 and DMT 6 of the Local Plan: Part 2 - Development Management Policies (January 2020) the adopted Supplementary Planning Document 'Planning Obligations and Policy 8.2 the London Plan (2016).

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

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The Council's Flood and Water Management Officer has reviewed the application and subject to conditions has raised no objections to the proposal. For the reasons set out in Section 6 of this report the suggested conditions are not relevant to this application and are not therefore recommended to be attached to any determination of the application.

7.18 Noise or Air Quality Issues

Noise from Commercial Premises

Policy DMHB 11 of the Local Plan Part 2 Development Management Policies (January 2020) seeks to protect residential amenity.

The Council's Environmental Protection Unit have reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site by commercial

uses. Subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to secure the following planning obligation:

1. Contribution towards improvements to the local highway network of £33,071.27
2. Contribution towards improvements to the local public realm of £13,779.70
3. Parking permits restriction for future occupiers

COMMUNITY INFRASTRUCTURE LEVY (CIL):

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

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London

Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development.

7.21 Expediency of enforcement action

None

7.22 Other Issues

Contaminated Land

The Council's Contaminated Land Officer has reviewed the submitted documents in terms of the risk of contamination and has raised no objections to the proposal subject to the attachment of an appropriate condition. The proposal is therefore acceptable in terms of contamination.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

This application seeks prior approval for the conversion of the existing office building Waterside house to provide 58 individual residential units.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

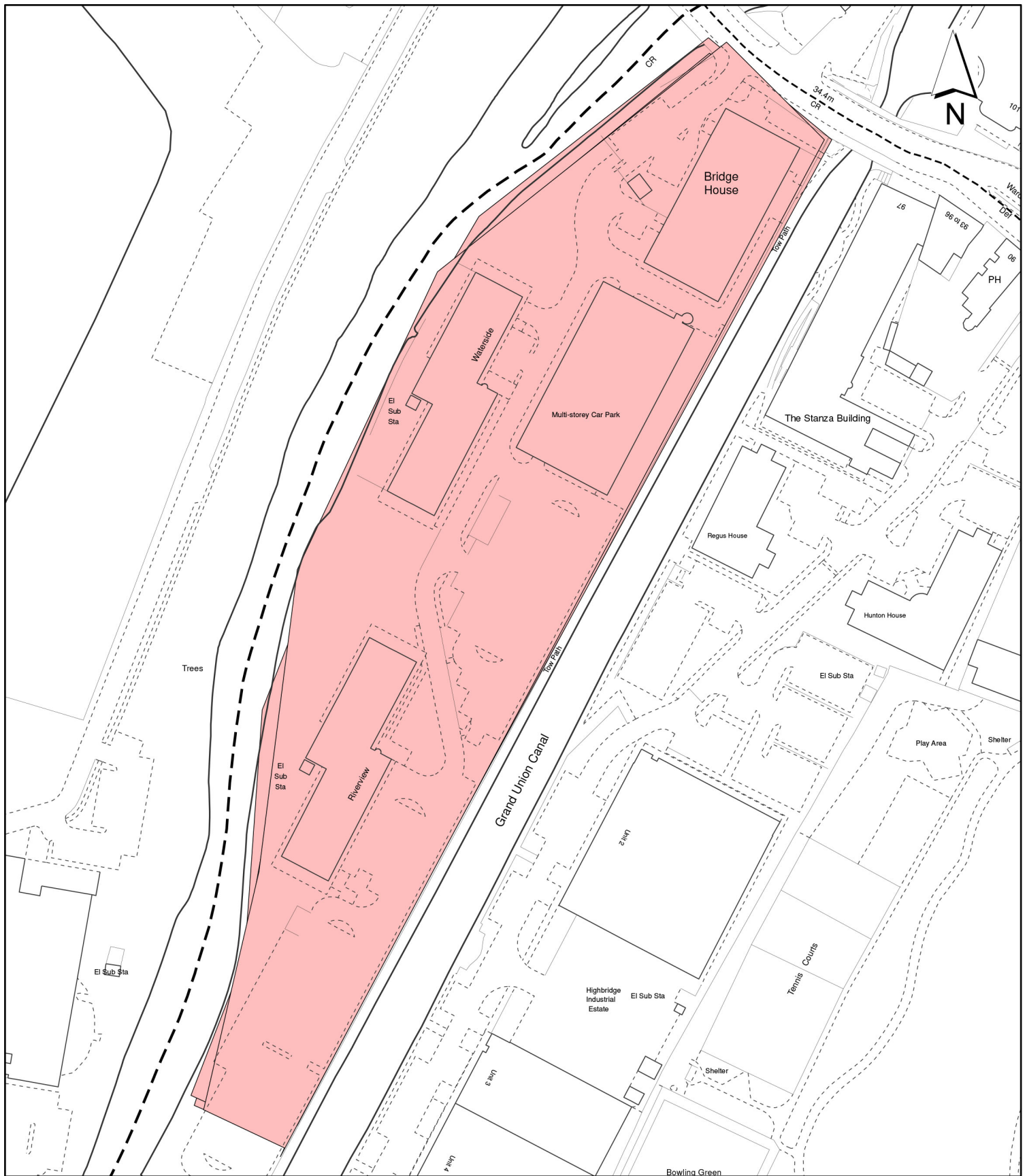
The application has been assessed against the relevant criteria and subject to conditions and the securing of highway and public realm obligations through a Legal Agreement, prior approval is required and granted.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Waterside House
 Oxford Road
 Uxbridge**

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

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

Planning Application Ref:

40050/APP/2020/999

Scale:

1:1,600

Planning Committee:

Major Page 298

Date:

May 2020



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address WATERSIDE HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

LBH Ref Nos: 40050/APP/2020/1000

Drawing Nos: Cover Letter dated 23 March 2020
568-PTA-RV-ZZ-DR-A-0003 Rev P01
568-PTA-RV-ZZ-DR-A-0004 Rev P01
01/06/2017 Revision 01 Noise Impact Assessment
17257-01-TS05 Rev B Transport Statement
WIC15644-101-R-1-2-1-PERA Preliminary Environmental Risk Assessment

Date Plans Received: 24/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/03/2020

1. SUMMARY

This application seeks prior approval for the conversion of the existing vacant office building Waterside House to provide 43 individual residential units comprising 4 x studios, 7 x 1-beds and 32 x 2-beds. 41 residential and four visitor car parking spaces would be provided. The spaces would be located within the existing hard surfaced parking areas which serve the existing office use. Two motorcycle parking spaces and 43 sheltered cycle parking spaces would also be provided.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Legal Agreement, prior approval is required and granted.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to confirm Prior Approval is Not Required subject to:

A) Entering into an agreement with the applicant under an appropriate legal agreement to secure:

- 1. Contribution towards improvements to the local highway network of £32,501.08**
- 2. Contribution towards improvements to the local public realm of £13,542.12**
- 3. Parking permits restriction for future occupiers**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Legal 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) If the Legal Agreements have not been finalised by 15th May 2020 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning, Regeneration and Transportation to refuse the application for the following reason:

'The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works and public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), policies DMCI 7, DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020), the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the adopted Planning Obligations Supplementary Planning Document (July 2014), the London Plan (March 2016) and the NPPF.'

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

1 PAA Prior Approval - Approval

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable impacts with regard to (a) transport and highways impacts of the development, (b) contamination risks on the site, (c) flooding risks on the site, and (d) impacts of noise from commercial premises on the intended occupiers of the development, subject to compliance with the stated planning conditions and obligations.

2 COM4 Accordance with Approved Plans

The development hereby permitted comprises 4 x studios, 7 x 1-beds, and 32 x 2-beds and shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 568-PTA-RV-ZZ-DR-A-0003 Rev P01 and 568-PTA-RV-ZZ-DR-A-0004 Rev P01 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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

3 NONSC Parking Layout

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

1. 41 residential car parking spaces with markings, plus 4 spaces for visitor parking
2. 4 parking spaces to be assigned for use by disabled persons and marked as such
3. 2 parking spaces for brown badge users and marked as such
4. 11 parking spaces to be supplied with active Electric Vehicle Charging points
5. 40 parking spaces to be supplied with passive Electric Vehicle Charging points
6. 2 motorcycle parking spaces
7. Secure and covered parking spaces to be provided for 43 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 DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

4 NONSC Parking Allocation Plan

Prior to occupation of the building, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for the residential use of the flats hereby approved and as agreed within the Parking Allocation Plan for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

5 NONSC Surplus Parking Strategy

Prior to occupation of the building, a Surplus Parking Strategy shall be submitted to and

approved in writing by the Local Planning Authority. The strategy shall demonstrate the method used to ensure that the use of excess/surplus parking spaces on the site shall cease. Thereafter, the excess parking shall not be used as agreed within the Surplus Parking Strategy for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

6 NONSC Construction Logistics Plan

Prior to development commencing, the applicant shall submit a Construction Logistics Plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the construction process.
- (vi) The storage of 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 DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

7 NONSC Acoustic Measures

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

REASON

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Local Plan Part 1.

8 NONSC Contamination

- (i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the LPA. All works which form part of the remediation

scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement, providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020); Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

3. CONSIDERATIONS

3.1 Site and Locality

The wider site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The island site is currently occupied by 3 buildings: Bridge House, Waterside House and Riverview House, all of which were previously occupied by Xerox, owned by L&G and have

direct access from Oxford Road. The existing Waterside House building is located to the south of Bridge House and north of Riverview House and is adjacent to the River Colne.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed.

The site is outside, but on the north western boundary of Uxbridge Town centre and is within an Archaeological Priority Area. The site has a PTAL rating of 2 and is within a developed area. Part of the wider site adjacent to the river is within Flood Zone 3.

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

This application seeks the change of use of the Waterside House office building from its existing office use (Use Class B1(a)) to dwellinghouses (Use Class C3) in accordance with development permitted under Schedule 2, Part 3 Class O of the General Permitted Development Order (GPDO) (2015) (as amended).

The proposal would provide 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds. A total of 41 residential and four visitor car parking spaces would be provided. Four spaces (10%) would be Blue Badge accessible and two would be allocated for Brown Badge use. Two motorcycle or scooter parking spaces and 43 sheltered cycle parking spaces would also be provided. The final location of the parking provision is to be agreed with the Council prior to occupation.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge

Demolition of existing office building (Use Class B1(a)) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a)) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxbridge

Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3356 Waterside Oxford Road Uxbridge

Prior Approval application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2017/3357 Riverview Oxford Road Uxbridge

Prior Approval application for the change of use of Riverview from office accommodation (Class B1) to 37 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 25-10-2017 Approved

40050/APP/2017/3358 Bridge House Oxford Road Uxbridge

Prior Approval application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2019/1865 Bridge House, Riverview House And Waterside House Oxford Road Uxbridge

Section 73 application to vary the approved plans list condition of application reference 40050/APP/2017/2438 dated 01/09/2017 for (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to residential units (Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (as amended by application reference 40050/APP/2019/3869 dated 21/01/20))

Decision: 17-07-2019 Approved

40050/APP/2019/4042 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4051 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4054 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2019/4055 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

parking, cycle storage and refuse storage.

Decision: 18-03-2020 Refused

40050/APP/2020/1001 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

Decision:

40050/APP/2020/1009 Riverview House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

Decision:

40050/APP/2020/999 Waterside House Oxford Road Uxbridge

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

Decision:

Comment on Relevant Planning History

The three office buildings on the site (Bridge House, Waterside House and Riverview House) have previously been granted Prior Approval for the conversion from office use to residential use under previous consents. Two applications for the conversion to residential were refused earlier this year due to a lack of legal agreement and out of date flood data. The flood information submitted with this application is acceptable.

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 Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 8.2	(2016) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st May 2020**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 60 local owner/occupiers and the application was also advertised by way of site notices. No responses have been received.

Please note that whilst section 5.2 above states that a site notice was erected, NO site notice has been displayed at the site, the statutory requirements have been met and exceeded by sending neighbour letters. Section 5.2 is a report formatting error which has been unable to be fixed prior to the publication of this report.

SOUTH BUCKS COUNCIL

This Council has considered the above application and raises NO OBJECTION to the application subject to your authority ensuring that the proposal complies with all the relevant criteria and conditions of Class O of Part 3 of the General Permitted Development Order 2015 (as amended).

Internal Consultees

CONTAMINATED LAND OFFICER

I have reviewed the following two reports as submitted with the application:

(a) Title: Preliminary Environmental Risk Assessment, Land at Bridge House, Oxford Road, Uxbridge, UB8 1HS; Reference: WIC15644- 101-R-1-2-1-ERA; Date: June 2017; Prepared by:

Waterman Infrastructure & Environment Limited.

Included within Appendix C of the above report:

(b) Title: Phase 1 Environmental Assessment, Bridge House, Riverview House, Oxford Road, Uxbridge, UK; Ref: 38109 Rev1; Dated: April 2013; Prepared by WSP Environment & Energy.

The Phase 1 reports indicate the site has an extensive history of contaminative uses, and there is evidence that the land may be affected by contamination. A phase 2 investigation should therefore be undertaken to determine the actual conditions of land at the site.

Therefore, it is recommended that the following condition is applied:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement, providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020); Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

The WSP Environmental report states:

"No further contaminated land assessment work is considered necessary for the current on-going

commercial use of the site. It should be noted that further contaminated land assessment would be required in the event of redevelopment."

A change of land use criteria from commercial to residential occupancy is being proposed. Records and other information concerning the site identify potential contaminants which could represent an unacceptable risk to the proposed future introductions of more sensitive groups of receptors.

Section 2.3 of CLR11 refers to generic quantitative risk assessment and states:

"The purpose of generic quantitative risk assessments is to establish whether generic assessment criteria and assumptions are appropriate for assessing the risks and, if so, to apply them to establish whether there are actual or potential unacceptable risks. It also determines whether further detailed assessment is required"

The conceptual site models indicate the site's history of contaminative land uses, and based on details contained within the reports it is possible the following contaminants may be present at the site:

- Metals and Non-metals
- Asbestos
- Polycyclic Aromatic Hydrocarbons (PAH's)
- Polychlorinated Biphenyls (PCB's)
- Fuel Oils - Speciated TPH including full aliphatic/aromatic split.
- Benzene, Toluene, Ethyl Benzene, Xylenes (BTEX Compounds), including MTBE.

Furthermore, the conceptual site modelling, in conjunction with evidence of installed gas protection systems within two existing building structures at the site, indicates a risk that naturally occurring superficial deposits of alluvium, and/or potentially the Made Ground materials, were/are producing quantities of methane and carbon dioxide.

Therefore, suitably scheduled ground-gas monitoring rounds will be necessary to investigate / confirm if a current gas regime is present at the site, and using findings from the monitoring calculation and assessment of gas screening values can be conducted in accordance within current technical guidance.

HIGHWAYS

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Allocated parking spaces including disabled and additional visitor spaces and motor cycle spaces are to be provided. With regard to car parking, the provision broadly equates to a ratio of 1:1 for all units and all other bays, disabled, visitor and motorcycle are considered to be in accordance with policy requirements, Final numbers should be secured via planning condition.

When considering the site holistically, a parking allocation plan is required to i) ensure the appropriate usage of the said spaces for Riverview House, Waterside House and Bridge House ii) Strategy for ceasing usage of all additional car parking on site over and above the consented car parking spaces. This was previously secured by legal agreement but can also be covered by way of condition for robustness.

It is also recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area which will assist in deterring excess car ownership/usage from within the site. This would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990.

Financial Contribution - Highways/Transport

The original Prior Approval (PA) permission (40050/APP/2017/2438) for the whole site combined total of 237 units (Bridge House (123 units), Riverview House (58 units) & Waterside House (58 units) was issued subject to a s106 legal agreement that required a financial contribution of up to

£500,000 towards highway works and £325,000 towards public realm improvements.

Taking into account the transport study which was submitted to the Council in February 2018. The study concluded that a contribution of £132,000 and £55,000 linked to a CERS/PERS audit (highway works/public realm improvements) respectively would be considered justifiable and appropriate contributions.

If we were to use the findings of this report as a basis, then the pro-rata hab room contributions for the current PAO apps are deemed to be as follows:

A contribution of 287.10 per hab room is necessary for Highways Works and;

A contribution of £118.79 per hab room is necessary for Public Realm Works.

This should be secured by way of a legal agreement for the site.

Operational Servicing /Refuse Requirements

Servicing and refuse collection would be undertaken in the same manner as for the previously consented PA's for the whole site operation. There are no further observations.

Construction Logistics Plan (CLP)

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

Summary- No objection subject to condition and legal agreement.

ENVIRONMENTAL PROTECTION UNIT (NOISE)

I would suggest the following condition in relation to noise:

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

Reason

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Local Plan Part 1.

FLOOD AND WATER MANAGEMENT OFFICER

Although surrounded by water the majority of the site lies above the indicated flood levels and lies in Flood Zone 1.

Therefore there are no objections to the proposed conversion from offices to residential.

However in order to support such residential dwellings there should be clear and careful management of the river and canal corridor in accordance with the Blue Ribbon Network Policy, in order that flood risk to the site is not increased to the proposed residents or those nearby.

There should also be restrictions on any replacement hard surfacing within the site in the future to increase the permeability of ground to reduce the risk created by this site.

Therefore the following is requested:

Removal of permitted development rights replacing of any hard surfacing must be with a more permeable surface which controls surface water on site.

A River corridor landscaping plan should be submitted to and approved by the Local Authority prior to commencement.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) flood risk is one of the factors that the Local Planning Authority can take into consideration when determining an application of this nature. However the requested condition requiring the removal of Permitted Development rights is not required as the proposal would create residential flats, which by their nature do not benefit from such Permitted Development rights.

In addition the requested condition for a River Corridor Landscape Plan would not be appropriate as the application proposes no changes to the landscaping on site and any increased flood risk resulting from landscaping issues (such as falling trees) would not be the result of the proposed development. This issue is not therefore a consideration of the current application and such a condition would not accord with Paragraphs 55 and 56 of the National Planning Policy Framework (2019).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), 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; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

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

Policies DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 4 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. 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 Council's Highways Engineer has carefully reviewed the proposals and confirmed that the proposed level of car and cycle parking is acceptable. In addition they have requested the attachment of conditions requiring the submission of a Construction Management Plan and a Parking Strategy to be approved by the Council.

The site is situated just outside the edge of Uxbridge town centre within convenient cycling and walking distance of all the transport connections, services and facilities it has to offer.

Access to the town centre is provided by the High Street connecting Oxford Road with Harefield Road. South of Harefield Road is Uxbridge town centre. The High Street has numerous high profile frontages including Fountains Mill listed building and Uxbridge Magistrates Court. The High Street is a lightly trafficked road carrying a high volume of pedestrians visiting New Bucks University and numerous other workplaces in the vicinity of Bridge House.

Since the 2017 Prior Approvals, the applicant has undertaken further highways assessment work in 2018, including an audit of the quality of the existing pedestrian and cycling environment in the vicinity of the site. Whilst the majority of the highway links in proximity to the site achieved mostly 'good' scores, it has been found that some improvements could still be made. Such improvements include the installation and repair of tactile paving, additional cycle parking provision at key locations, resurfacing cycle lanes to improve legibility, infilling of potholes and traffic segregation for cyclists.

Subsequently, a number of town centre enhancement works have been implemented, which would have been considered in the original assessment / level of contributions sought at the time.

The identified highways measures have been costed and a pro-rata habitable room calculation has been agreed with the applicant to cover the cost of implementing some of the various highways works highlighted in the report, accounting for the agreement that is already in place with regards to the highways and public realm improvement contributions associated with the approved conversion of Bridge House, which is subject to a separate consent. An additional public realm contribution has also been agreed which could be put towards provision of new street trees and landscaping, to contribute to air quality mitigation, as well as other public realm improvements. Again this has been calculated on a habitable room basis.

The outcome of this investment will enhance connectivity between the site and the town centre in turn making it safer and more convenient for the residents of the development to walk and cycle to the town centre continuing any onward journey by public transport.

The pro-rata habitable room contributions for the current PAO application for 43 units proposals (4 studios, 7x1 bed and 32x2 bed equals 114 hab rooms) would be a contribution of £32,501.08 towards improvements to the local highway network and a contribution of £13,542.12 towards improvements to the local public realm to mitigate against the impact of the proposals. These contributions are required to be secured by an

appropriate legal agreement.

Subject to the conditions and contribution noted the scheme accords with Policies DMT 1, DMT 2, DMT 4, DMT 5 and DMT 6 of the Local Plan: Part 2 - Development Management Policies (January 2020) the adopted Supplementary Planning Document 'Planning Obligations and Policy 8.2 the London Plan (2016).

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

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The Council's Flood and Water Management Officer has reviewed the application and subject to conditions has raised no objections to the proposal. For the reasons set out in Section 6 of this report the suggested conditions are not relevant to this application and are not therefore recommended to be attached to any determination of the application.

7.18 Noise or Air Quality Issues

Noise from Commercial Premises

Policy DMHB 11 of the Local Plan Part 2 Development Management Policies (January 2020) seeks to protect residential amenity.

The Council's Environmental Protection Unit have reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site by commercial uses. Subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to secure the following planning obligation:

1. Contribution towards improvements to the local highway network of £32,501.08
2. Contribution towards improvements to the local public realm of £13,542.12
3. Parking permits restriction for future occupiers

COMMUNITY INFRASTRUCTURE LEVY (CIL):

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

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development.

7.21 Expediency of enforcement action

None

7.22 Other Issues

Contaminated Land

The Council's Contaminated Land Officer has reviewed the submitted documents in terms of the risk of contamination and has raised no objections to the proposal subject to the attachment of an appropriate condition. The proposal is therefore acceptable in terms of contamination.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

This application seeks prior approval for the conversion of the existing office building Waterside House to provide 43 individual residential units.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

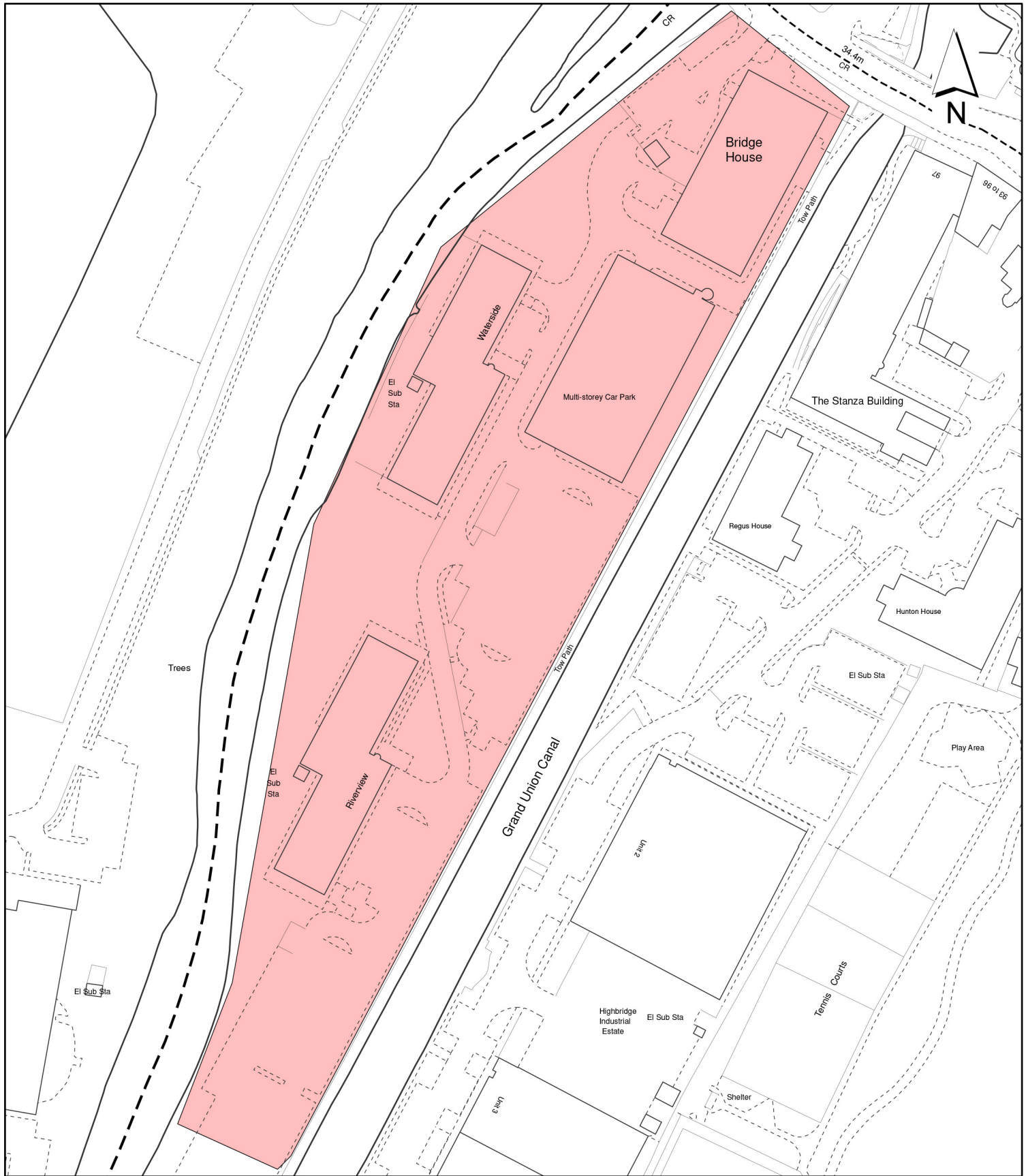
The application has been assessed against the relevant criteria and subject to conditions and the securing of highway and public realm obligations through an appropriate Legal Agreement, prior approval is required and granted.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Waterside House
 Oxford Road
 Uxbridge**

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

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

Planning Application Ref:

40050/APP/2020/1000

Scale:

1:1,500

Planning Committee:

Major Page 318

Date:

May 2020



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Thursday 7th May 2020



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address HILLINGDON HOSPITAL PIELD HEATH ROAD HILLINGDON

Development: Construction of a new 90-bed three-storey ward building (Ward Building South); an additional two storeys to be constructed on the site of the ground-floor 28-bed Decant Ward Building (Ward Building North) and the provision of 117 replacement car parking spaces, involving the demolition of the existing Paediatric building and relocation of the existing waste compound and its associated parking.

LBH Ref Nos: 4058/APP/2020/1003

Date Plans Received: 23/03/2020

Date(s) of Amendment(s):

Date Application Valid: 26/03/2020

1:100 @ A1 0
1:200 @ A3

Notes

Hatched area highlights work covered under planning application XXXXX.

P2	Planning	26/02/2020
Revision	Description	Date
Partner	Drawn	Date Created
MB	MB / GF	13/11/2019
Project	Construction of additional ward buildings at Hillingdon Hospital	
Client	New Waste Compound Area Existing Site Plan	
Drawing No	19131-OA-A-B1-DR-0001-00	
Scale	1:100 @ A1 & 1:200 @ A3	
Status	P2 ISO	

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- Application boundary
- Land owned by the Intelligence Building Trust
- Proposed buildings including the West Ward building, adjacent to the three-story Modular Building
- Proposed Modular Ward Building (South)
- Reproposed Replacement Training

1	14.01.01	Proposed buildings including the West Ward building, adjacent to the three-story Modular Building	100	100
2	14.01.02	Proposed Modular Ward Building (South)	100	100
3	14.01.03	Reproposed Replacement Training	100	100
4	14.01.04	Application boundary	100	100
5	14.01.05	Land owned by the Intelligence Building Trust	100	100
6	14.01.06	Other buildings for planning	100	100
7	14.01.07	Other buildings for planning	100	100
8	14.01.08	Other buildings for planning	100	100
9	14.01.09	Other buildings for planning	100	100
10	14.01.10	Other buildings for planning	100	100

NHS
Intelligence Building Trust
Infrastructure

Hillingdon Hospital - Additional Ward Buildings

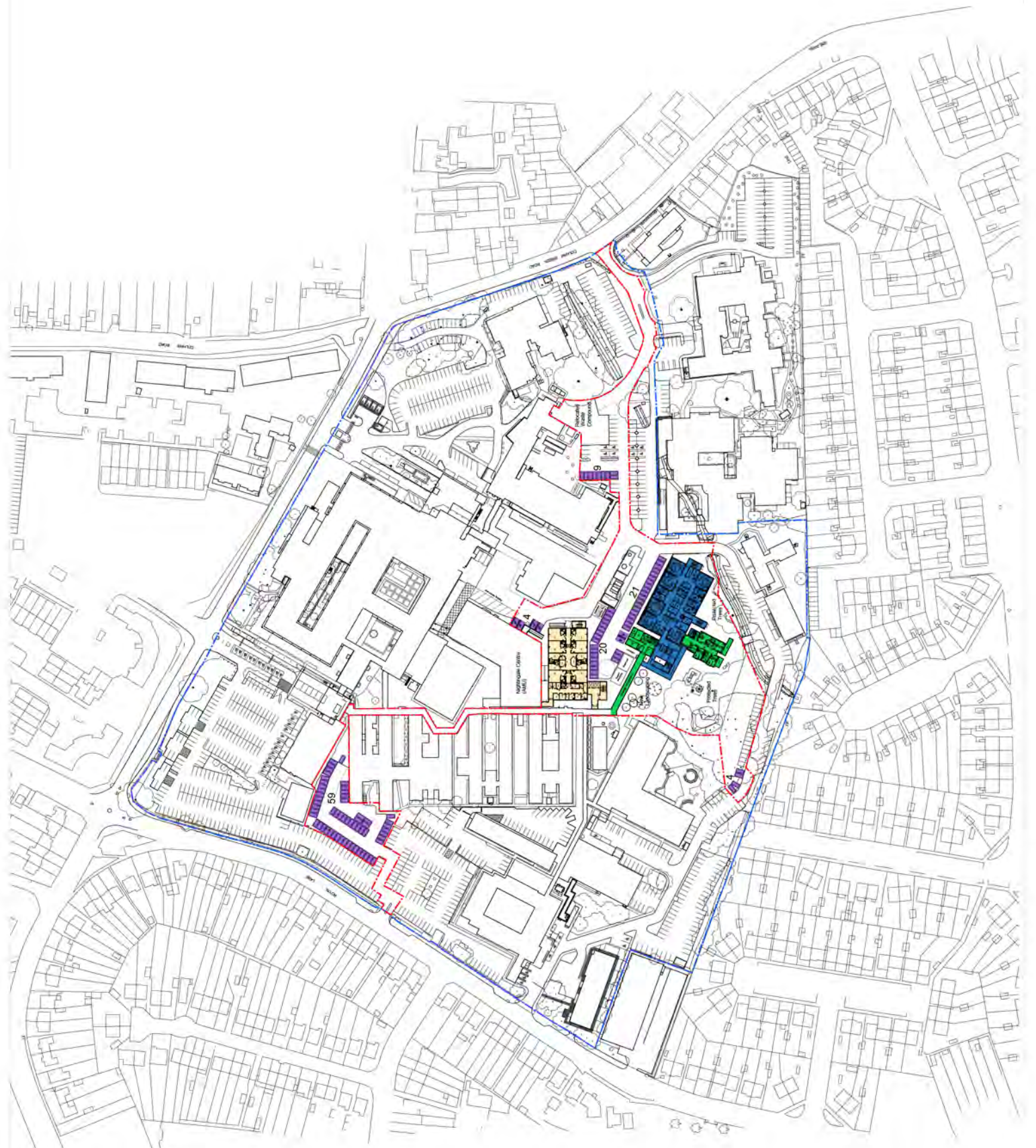
Drawing Title: PROPOSED SITE PLAN

Job No: 50588
Drawing No: 1.1000
Drawing Title: FOR PLANNING

Drawn Original Date: 04/11/2019
Drawn: [Name]
Checked: [Name]
For Planning

50588-IBI-WS-XX-DR-A-100-1000

6





WARD BUILDING NORTH
GROUND FLOOR PLAN

P3	Issue for planning	3/3/20
P2	Planning Approval	27/02/2020
P1	Issue for meeting	13/02/2020
Revision	Description	Date
MB	GJHF	13/02/2020

Project
 Construction of additional
 ward buildings at Hillingdon
 Hospital

The
PROPOSED
GROUND FLOOR PLAN

Drawing Reference	
19103-OA-A-B1-DR-3001-00	
Drawing No	3001
Scale	1:200 @ A1 & 1:400 @ A3
Sheet	P3 ISO

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 www.oxfordarchitects.com

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 - All dimensions are to face unless otherwise stated.

The following external model has been included within this drawing:

Rev.	Date	Revision Notes	By	Chk
1	08/11/2019	Final Approval		
2	08/11/2019	Final Approval		
3	08/11/2019	Final Approval		
4	08/11/2019	Final Approval		
5	08/11/2019	Final Approval		
6	08/11/2019	Final Approval		
7	08/11/2019	Final Approval		
8	08/11/2019	Final Approval		
9	08/11/2019	Final Approval		
10	08/11/2019	Final Approval		
11	08/11/2019	Final Approval		
12	08/11/2019	Final Approval		

Intelligence Buildings Infrastructure

IBI

Project: **Hillingdon Hospital: Additional Ward Building**

Drawn: The **Proposed Ground Floor Plan**

JLB Number: 50598
 Drawing Date: 08/11/2019
 Scale: 1:200
 Drawing Title: **PLANNING**

Revision Number: 12



Notes

1:100 @ A1 0
1:200 @ A3 4m

KEY

- Extent of new Waste Compound
- New Assembly point and signage
- Tree to be removed

Revision	Description	Date
P4	Revised for Planning following site meeting	04/03/2019
P3	Planning	26/02/2019
P2	Planning Issue	04.12.19
P1	Final Issue	13.11.19

Project
MB MB / GF
13/11/2019

Construction of additional ward buildings at Hillingdon Hospital

New Waste Compound Area Proposed Site Plan

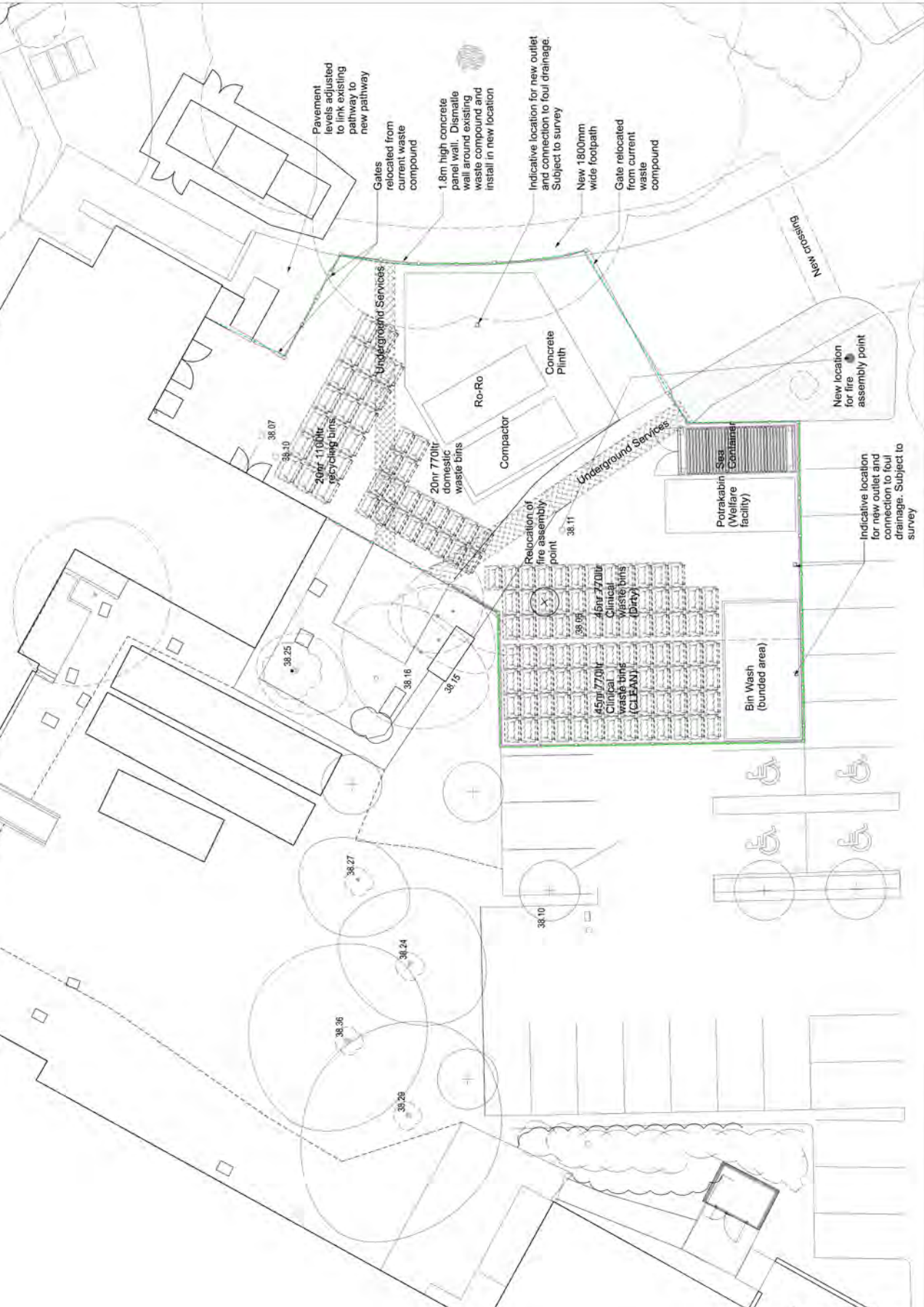
Drawing Reference
19131-OA-A-B1-DR-0002-00

Drawing No
0002

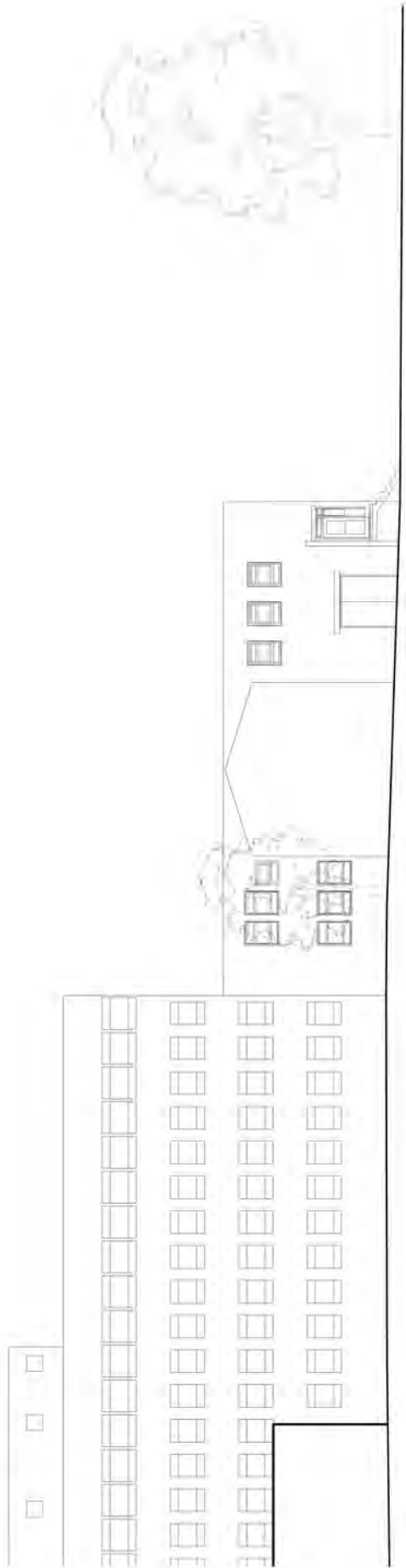
Scale
1:100 @ A1 & 1:200 @ A3

OXFORD ARCHITECTS

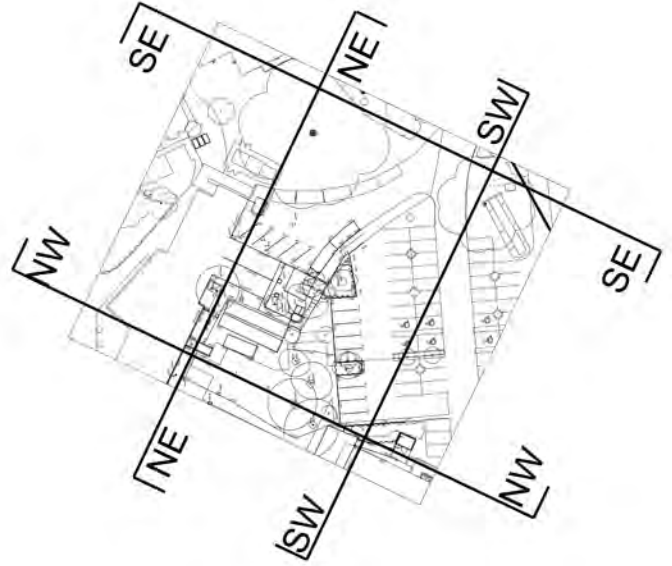
The Architects, 24, Rutherford Road, Bicester, Oxfordshire, OX26 1JH
Tel: 01295 233100



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SOUTH WEST (SW) ELEVATION



NORTH EAST (NE) ELEVATION

P2	Planning Issue	Title amended	06/03/20
P1	Planning Issue		27/02/20
	Revision	Description	Date
Partner	Drawn	Date Created	
MB	GJHF	12/11/2019	
Project	Construction of additional ward buildings at Hillingdon Hospital		
Title	EXISTING CONTEXT ELEVATIONS FOR PROPOSED WASTE COMPOUND SITE		
Drawing Reference	19131-OA-A-B2-DR-5006-00		
Author	Origin	Author	Project
5006	P2	ISO	
Scale	1:100 @ A1 & 1:200 @ A3		
OXFORD ARCHITECTS			
The Victoria, 24 Colindale Avenue, London, NW9 1UH			
Tel: 020 8834 0000			

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Rev: 02/11/2019 Rev: 02/11/2019

The following external model files are included within this drawing:

File Name	Revision	Date	Description
2 - 20190201	Revised to be 3 stories with additional roof top deck	LC	AB
1 - 12/11/18	Revised entrance to site. First revision. Height reduction to two stories	X	X
Rev	Date	Revision Number	Drawn By

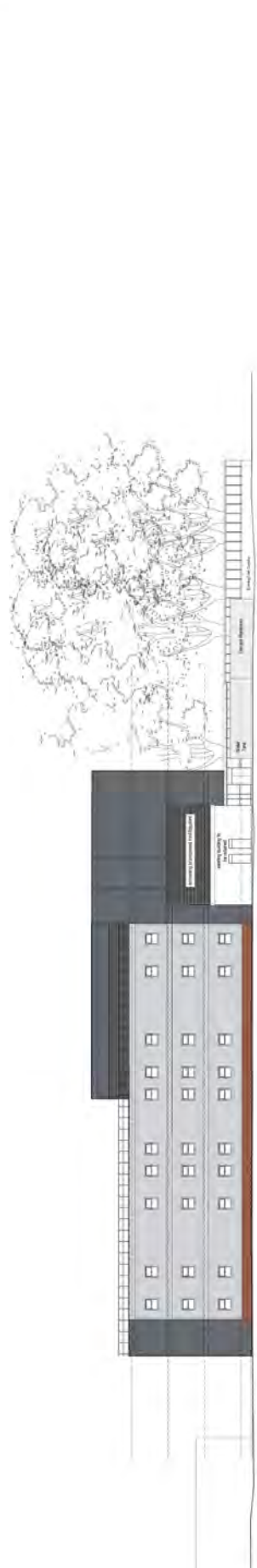
Client / Contractor



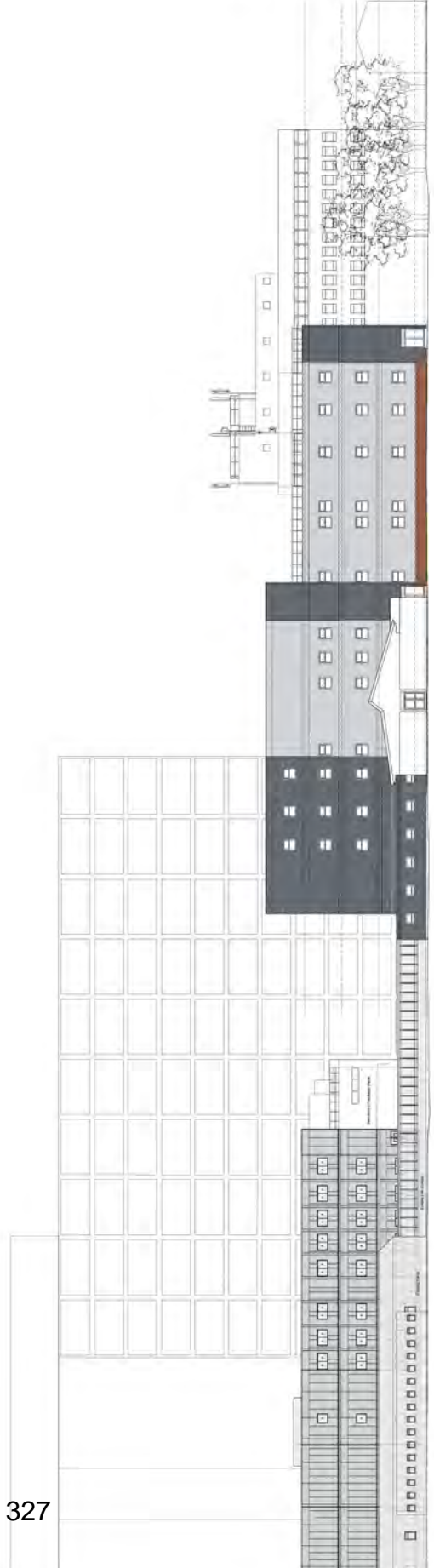
Hillsgood Hospital: Additional Ward Buildings

Drawing Title
**Additional Ward Buildings in Context:
 North East and South West Elevations**

Job Number	Drawing Date	Project Name
50598	02/12/2019	PLANNING
Scale	1:500	Revision Number
		1



Proposed North East Elevation



Proposed South West Elevation



Proposed North West Elevation



Proposed South East Elevation

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North: 5001 Hill Park

The following external model files are included within this drawing:

Rev	Date	Description/Notes	By	App
2	20/02/20	Revised to Job 3 Survey with additional roof area	LC	AB
1	17/11/19	Revised entrance to car. First request. Height reduction to two stories	X	

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www.intelligencebuildings.com

Hillington Hospital: Additional Ward Buildings

Drawing Title
**Additional Ward Buildings in Context:
North West and South East Elevations**

Job Number	Drawing Date	PA5 1102 Status Code
50598	02/12/2019	
Scale(s)	Project	
1:500	PLANNING	

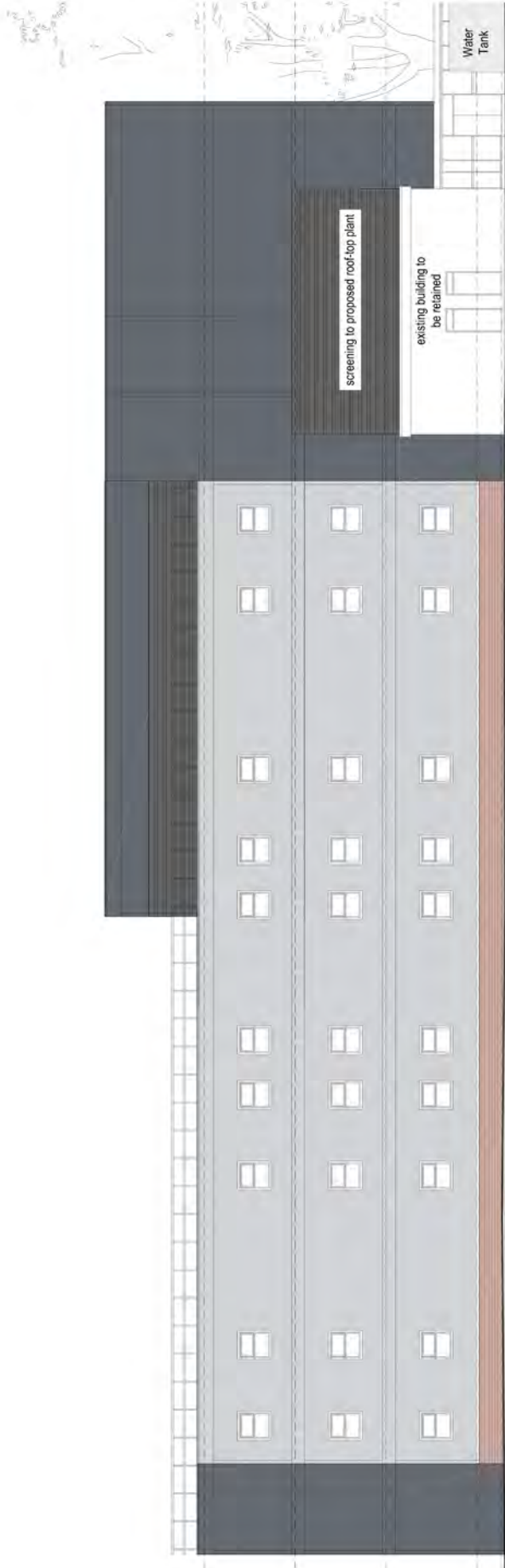
Drawing Number	Revision
50598-IB-WB-ZZ-EL-A-200-002	1

Notes:

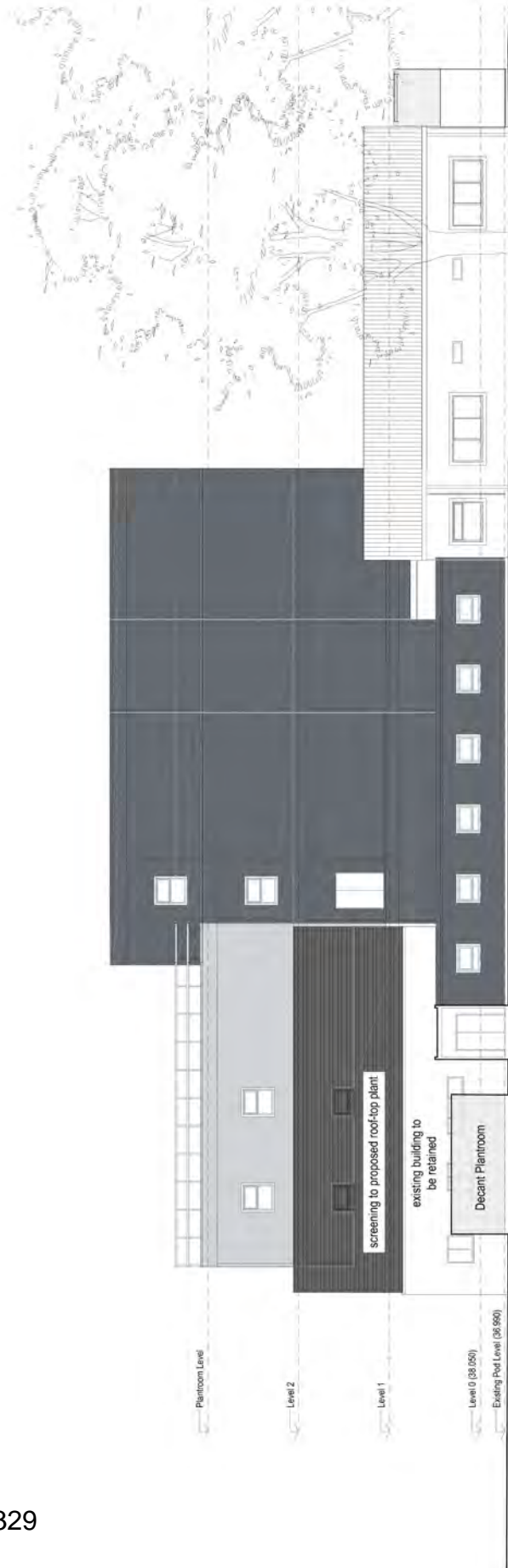
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North Sign / Key Plan

The following external model files are included within this drawing:



Proposed North East Elevation



Proposed North West Elevation

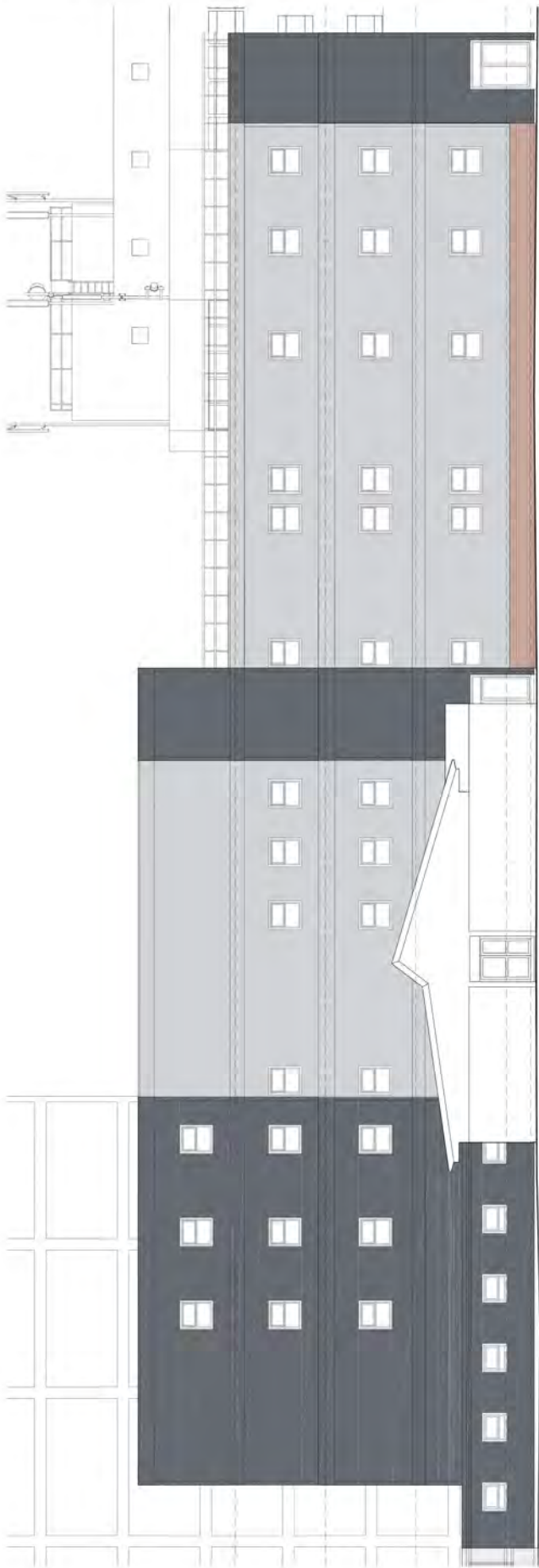
Rev	Date	Revision Notes	By	For
1	20/02/2019	Revised to the 3 Storey with addition of top panel	LC	AB
2	21/02/2019	Final area available at Patient report	X	X

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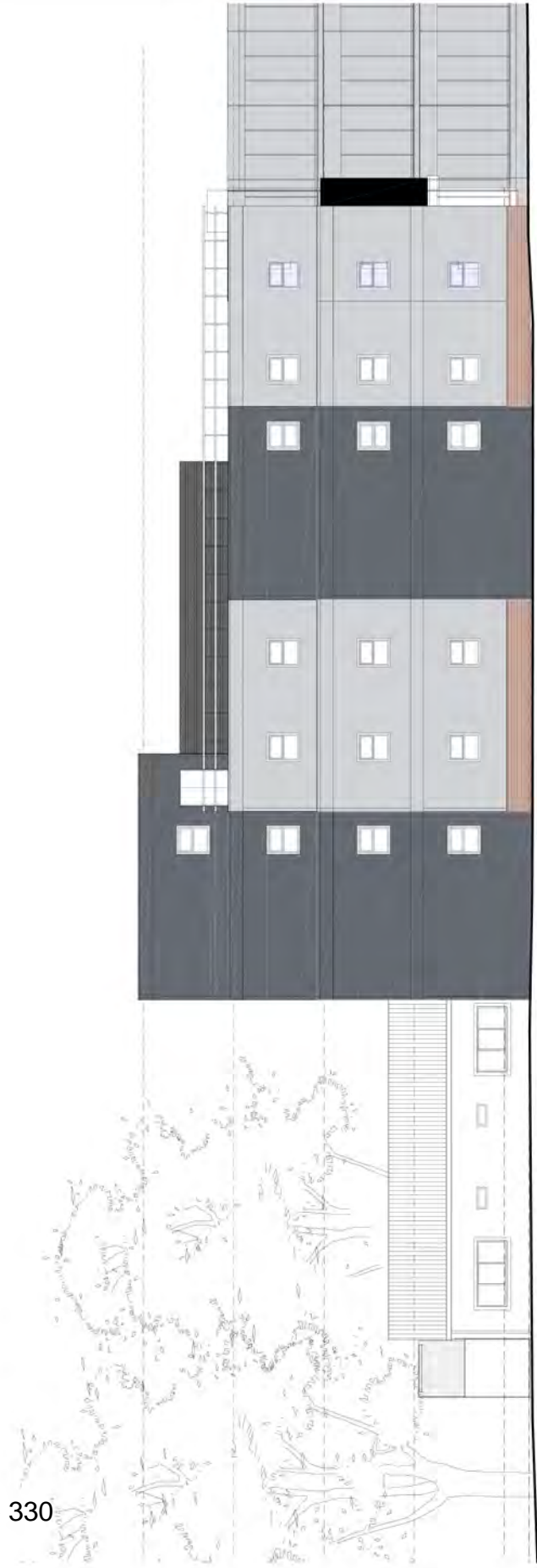
Project: Hillingdon Hospital: Proposed Modular Ward Block

Drawing Title: Ward Building South North East and North West Elevations

Job Number	50598	Drawing Creation Date	02/12/2019	PAS 1192 Status Code
Scale	1:200	Project Name	PLANNING	
Drawing Number	50598-IBI-WB-ZZ-EL-A-200-003	Revision		2



Proposed South West Elevation



Proposed South East Elevation

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North Sign / Key Plan

The following external model files are included within this drawing:

Rev	Date	Description	LC	AB
1	12/12/2019	Revised elevations as per final report. Height reduced to be same as [redacted]	X	X
2	24/02/2020	Revised to be 3 Storeys with additional end segment		

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Project
Hillingdon Hospital: Proposed Modular Ward Block

Client: NHS
Ward Building South
South East and South West Elevations

Job Number	50598	Drawing Comment Code	PLS 1102 Status Code
Project No	1200	Issue No	02/12/2019
Drawing Title	PLANNING	Author	
Drawing Number	50598-IBI-WB-ZZ-EL-A-200-004	Revision	2



Internal courtyard elevation A-A



Internal courtyard elevation B-B



elevation C



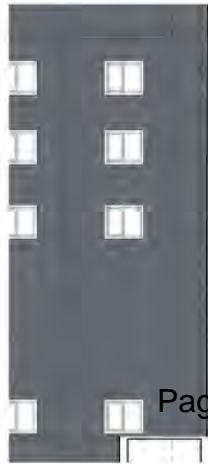
elevation D



elevation E



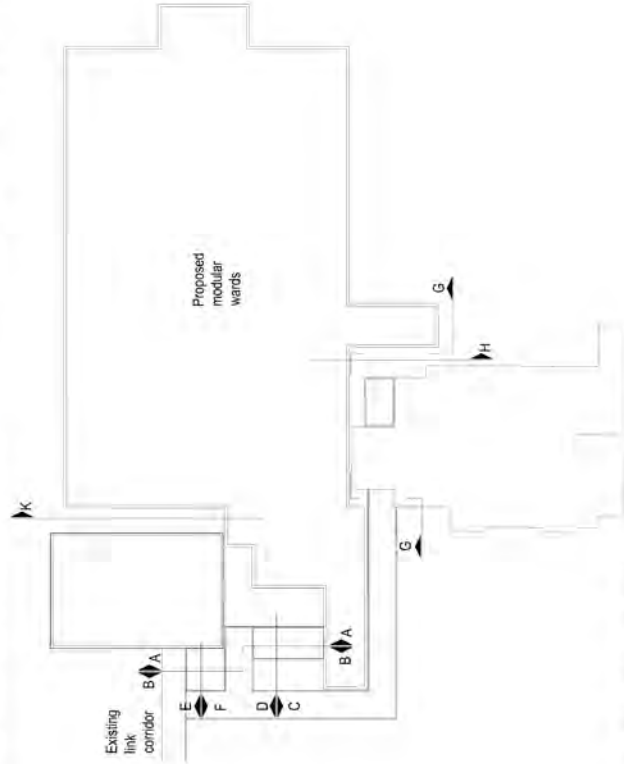
elevation F



Internal courtyard elevation G-G



Internal courtyard elevation H



Key to internal elevations

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North / Scale / Key Plan

The following general model files are included within this drawing:

Rev.	Date	Revision Notes	By	Chk	Rev
1	19/01/20	Revised drawings for client review			
2	19/01/20	Revised drawings for client review			
3	19/01/20	Revised drawings for client review			
4	19/01/20	Revised drawings for client review			
5	19/01/20	Revised drawings for client review			
6	19/01/20	Revised drawings for client review			
7	19/01/20	Revised drawings for client review			
8	19/01/20	Revised drawings for client review			
9	19/01/20	Revised drawings for client review			
10	19/01/20	Revised drawings for client review			

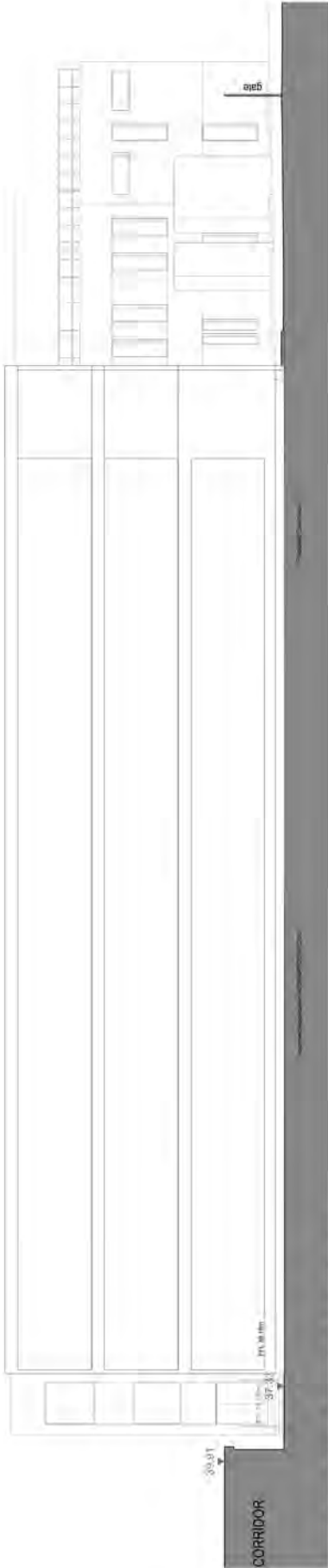
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Project: Hillingdon Hospital - Additional Ward Buildings

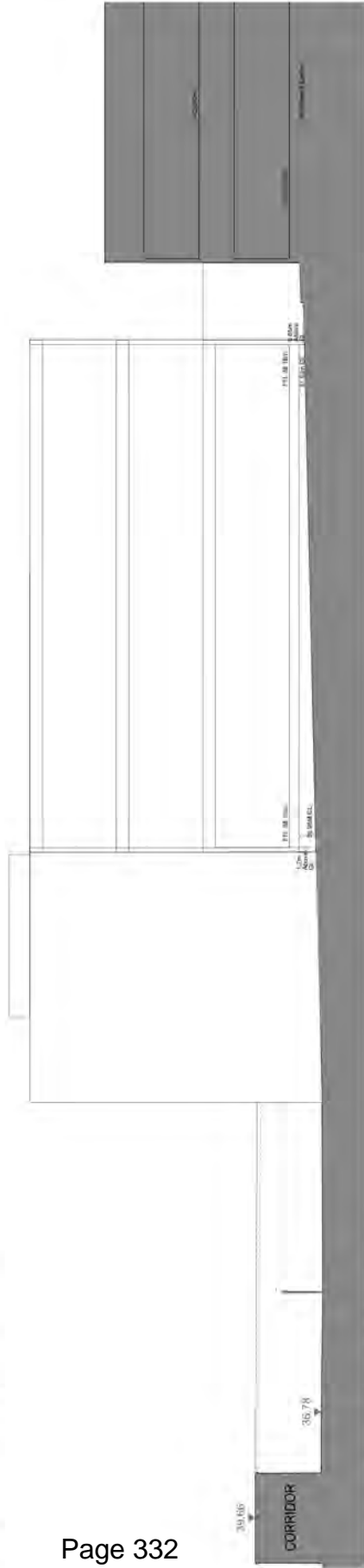
Quantity Title: Internal Courtyard Elevations

Rev. Number	Checked / Drawn / Date	Rev. Code
50598	19/01/20	PLANNING
1200	PLANNING	

Drawing Number: 50598-IBI-WB-ZZ-EL-A-200-006
Revision: 2

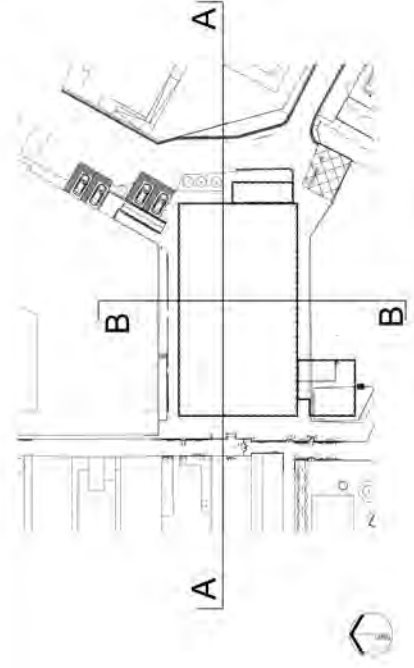


**WARD BUILDING NORTH
SECTION AA**



**WARD BUILDING NORTH
SECTION BB**

P3	Approved for construction for	5/3/20	
P2	Planning Application	27/10/20	
P1	Issue for meeting	20/02/20	
	Revision	Description	Date
	MB	GJHF	20/02/2020
Project			19103-OA-A-B1-DR-4003-00
Title			Construction of additional ward buildings at Hillingdon Hospital
The PROPOSED SITE SECTIONS AA & BB			
Drawing Reference			19103-OA-A-B1-DR-4003-00
Drawing No			4003
Drawing Status			P3 ISO
Scale			1:100 @ A1 & 1:200 @ A3
Company			OXFORD ARCHITECTS
Address			100, The Quadrant, Hillingdon, Bucks HP11 2JQ
Phone			01494 450000
Fax			01494 450001
Email			info@oxfordarchitects.co.uk



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This drawing is prepared for the purposes of the planning application.

Application boundary
 Land owned by the Hillingdon NHS Trust
 Proposed Replacement Parking



1	18/02/20	Final Assessment by Planning Department	20	20	20
2	17/11/17	Final Assessment by Planning Department	20	20	20
3	14/11/17	Final Assessment by Planning Department	20	20	20
4	14/11/17	Final Assessment by Planning Department	20	20	20
5	14/11/17	Final Assessment by Planning Department	20	20	20
6	14/11/17	Final Assessment by Planning Department	20	20	20
7	14/11/17	Final Assessment by Planning Department	20	20	20
8	14/11/17	Final Assessment by Planning Department	20	20	20
9	14/11/17	Final Assessment by Planning Department	20	20	20
10	14/11/17	Final Assessment by Planning Department	20	20	20



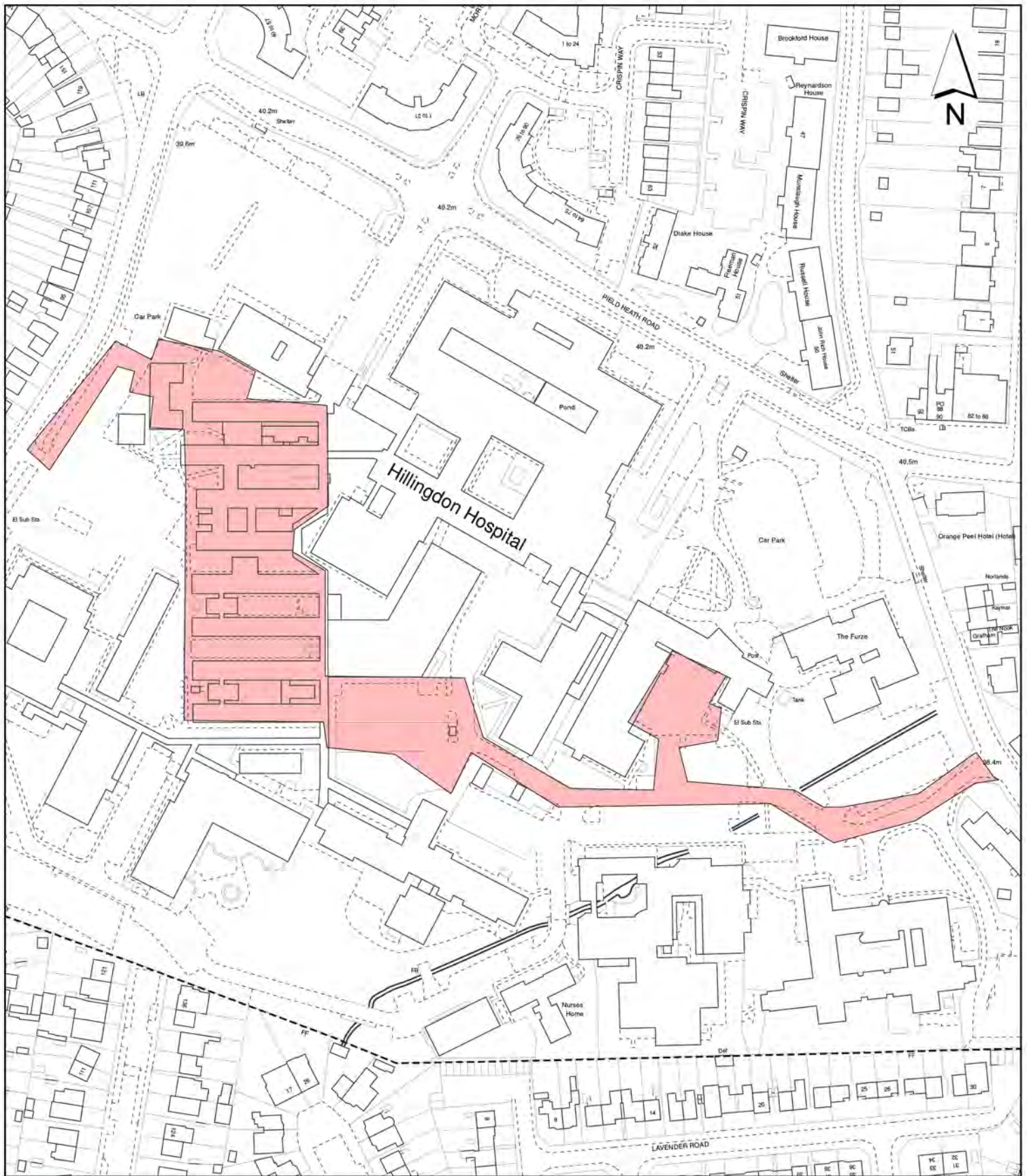
Intelligence
 Hillingdon
 Infrastructure

Hillingdon Hospital - Additional Ward Buildings

Drawing No:
 REPLACEMENT PARKING PLAN

Drawing Title:
 REPLACEMENT PARKING PLAN
 Drawing No:
 56598
 Date:
 19/12/2019
 Project:
 T.1000
 FOR PLANNING
 Drawing No:
 56598-IBI-WS-XX-DR-A-100-4000
 Drawing No:
 3





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Site Address:
**Hillingdon Hospital
 Field Heath Road
 Hillingdon**

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

Planning Application Ref:
4058/APP/2020/1003

Scale:
1:2,000

Planning Committee:
Major Page 334

Date:
May 2020



Report of the Head of Planning, Transportation and Regeneration

Address 1 VINYL SQUARE, THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Redevelopment of the site to provide a mixed-use development comprising 134 residential units (C3 Use Class) and ground floor commercial floorspace (flexible A1/A2/A3/A5/B1 Use Class), with associated car parking, cycle parking and landscaping.

LBH Ref Nos: 59872/APP/2019/3852

Date Plans Received:	28/11/2019	Date(s) of Amendment(s):	14/02/2020
Date Application Valid:	09/12/2019		28/11/2019
			07/02/2020

Notes

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5. All dimensions are shown in millimetres unless otherwise stated.

6. All dimensions are shown in millimetres unless otherwise stated.

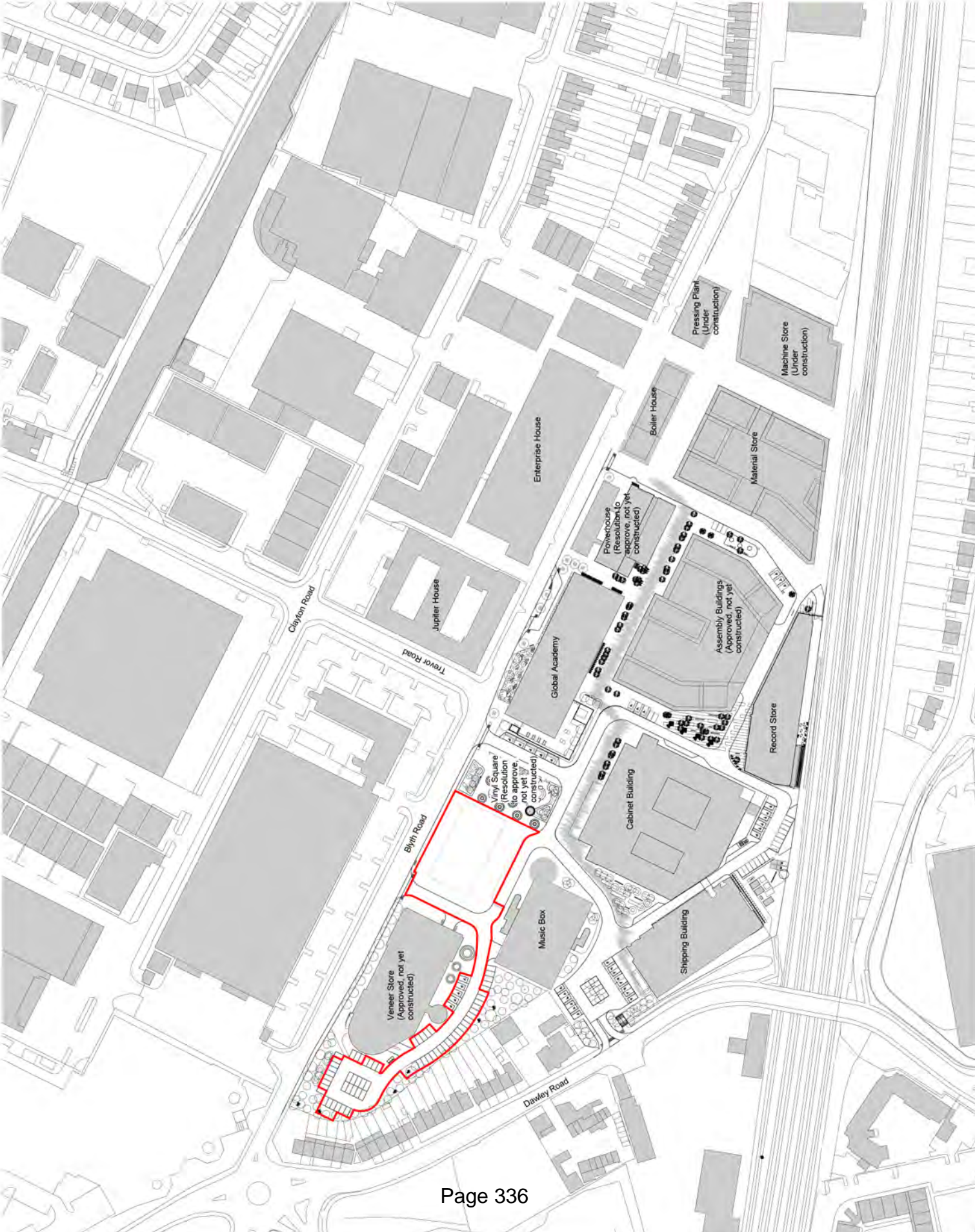
7. All dimensions are shown in millimetres unless otherwise stated.

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9. All dimensions are shown in millimetres unless otherwise stated.

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Application Boundary



41 11/11/18 11:58 AM
 Title: [Blank] Description: [Blank] Sheet: [Blank]
 Drawn: [Blank]
 For Planning
 Client:

**Joseph
Homes.**



JTP Studio, Ltd. 5
 The Old Mill
 1000, 2017 7000
 www.jtp.co.uk

Project:
**1 Vinyl Square, Old Vinyl
 Factory**
 Drawing Title:

Site Location Plan

Scale: A2: 1:1250 Job Ref: 01059
 Drawing No: 11/059-1175-011 Revision: P1
 Scale Bar: 0 10 20 30 M

Notes

1. All dimensions are given in feet and inches unless otherwise stated.

2. All dimensions are given in feet and inches unless otherwise stated.

3. All dimensions are given in feet and inches unless otherwise stated.

4. All dimensions are given in feet and inches unless otherwise stated.

5. All dimensions are given in feet and inches unless otherwise stated.

6. All dimensions are given in feet and inches unless otherwise stated.

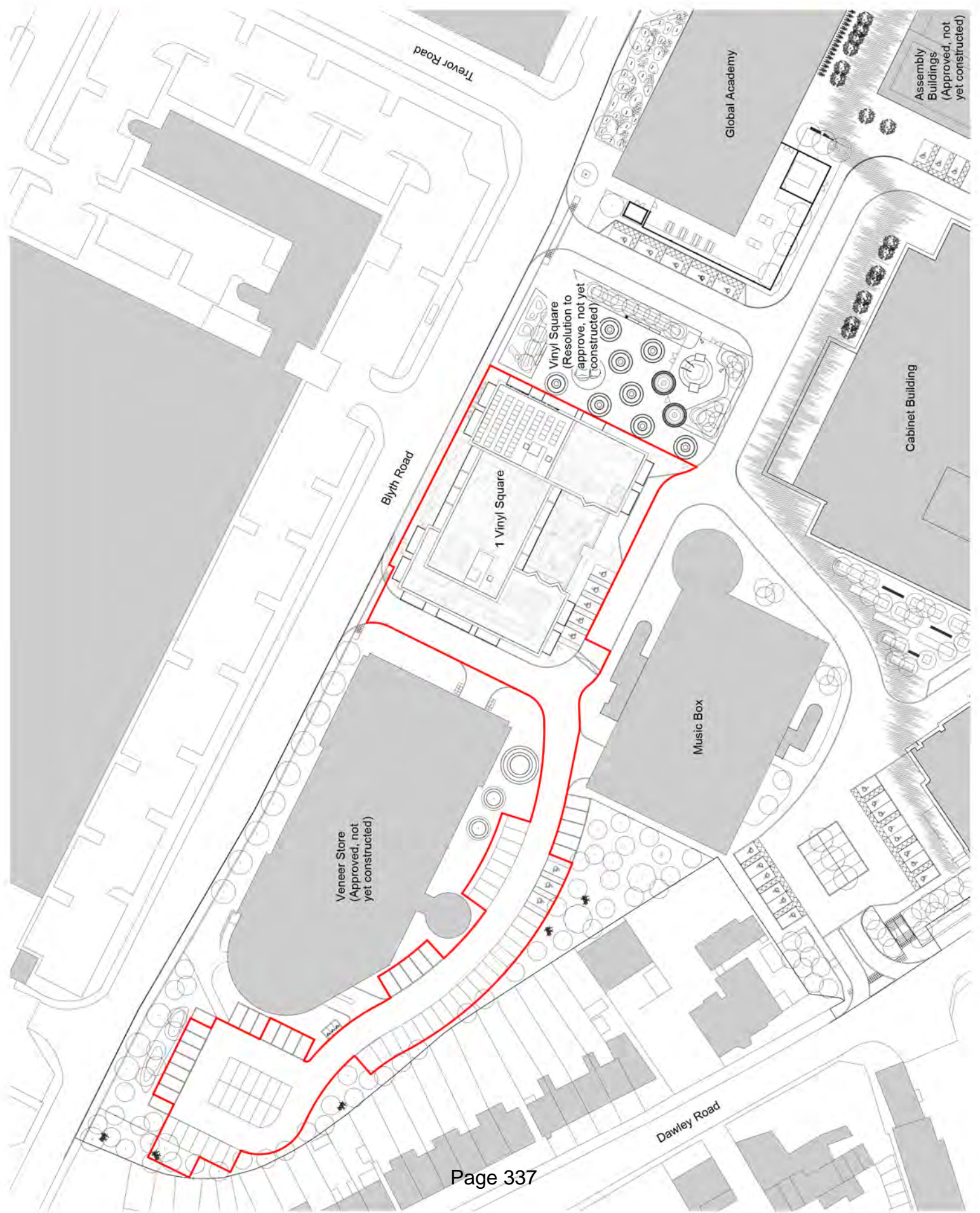
7. All dimensions are given in feet and inches unless otherwise stated.

8. All dimensions are given in feet and inches unless otherwise stated.

9. All dimensions are given in feet and inches unless otherwise stated.

10. All dimensions are given in feet and inches unless otherwise stated.

Application Boundary



No.	Date	Description	Drawn	Check
01	21/03/20	Preparation of drawings		
02	21/03/20	Issue for comment		
03	21/03/20	Issue for comment		
04	21/03/20	Issue for comment		
05	21/03/20	Issue for comment		
06	21/03/20	Issue for comment		
07	21/03/20	Issue for comment		
08	21/03/20	Issue for comment		
09	21/03/20	Issue for comment		
10	21/03/20	Issue for comment		

Client
Joseph Homes.



Project
1 Vinyl Square, Old Vinyl Factory

Drawing Title
Proposed Site Plan

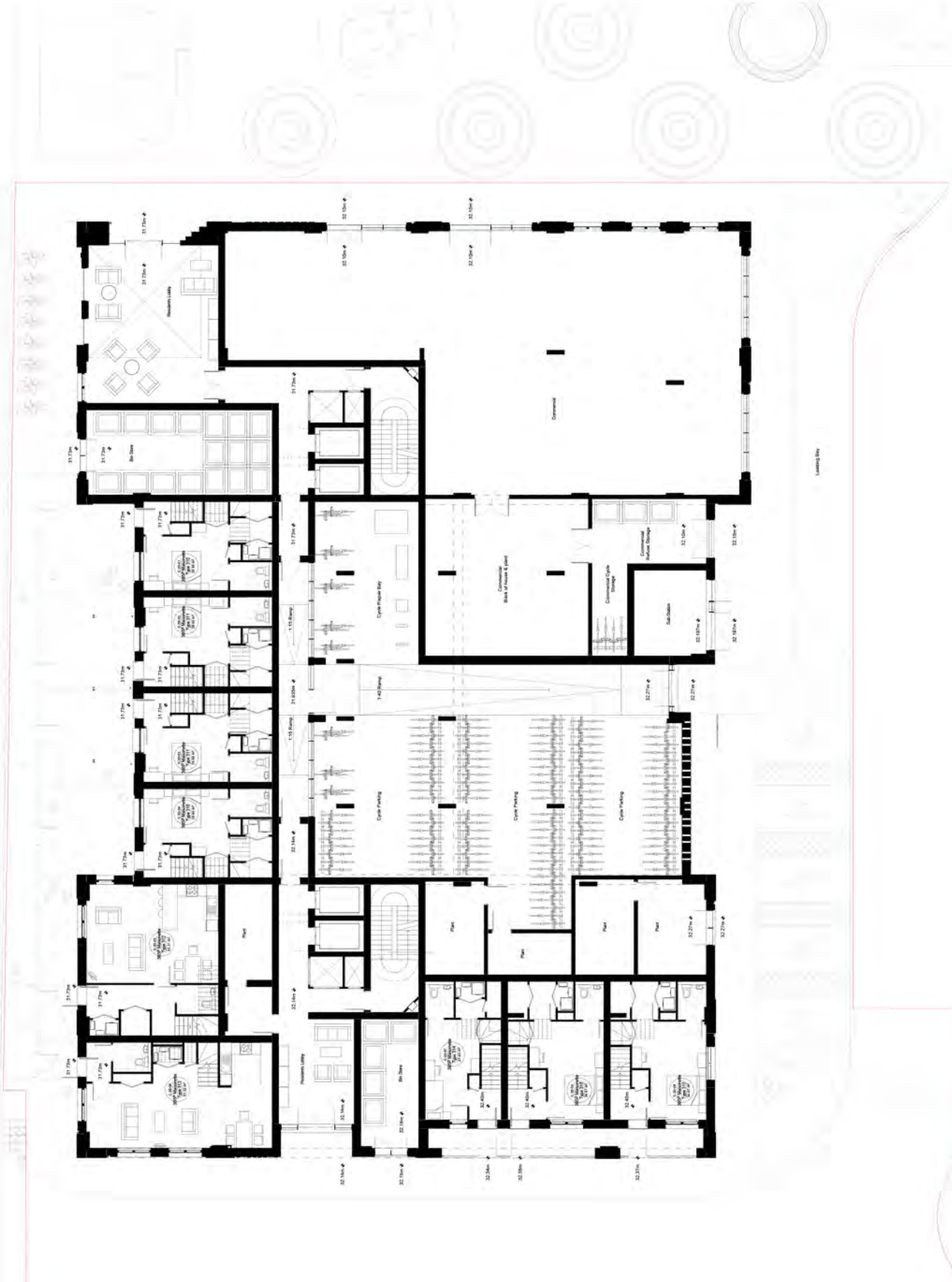
Scale 1:500
Date 01/03/20



Notes

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Ref	Date	Description	RM	DCS
P1	17.11.19	Issued For Planning		
Drawing Status			Drawn	Check
For Planning				



JTP Studios, Unit 5
 The Old Brewery
 100 High Street
 London E1 1AA
 +44 (0)20 7317 1760
 www.jtp.co.uk

Project:
**1 Vinyl Square, Old Vinyl
 Factory**

Drawing Title:
**General Arrangement
 Ground Floor Plan**

Scale @A1: 1:100
 Job Ref: 01655
 Drawing No: 01655-JTP-PL-000 Revision: P1

Scale Bar: 0 1 2 3 4 5 M



Dimensions (mm)

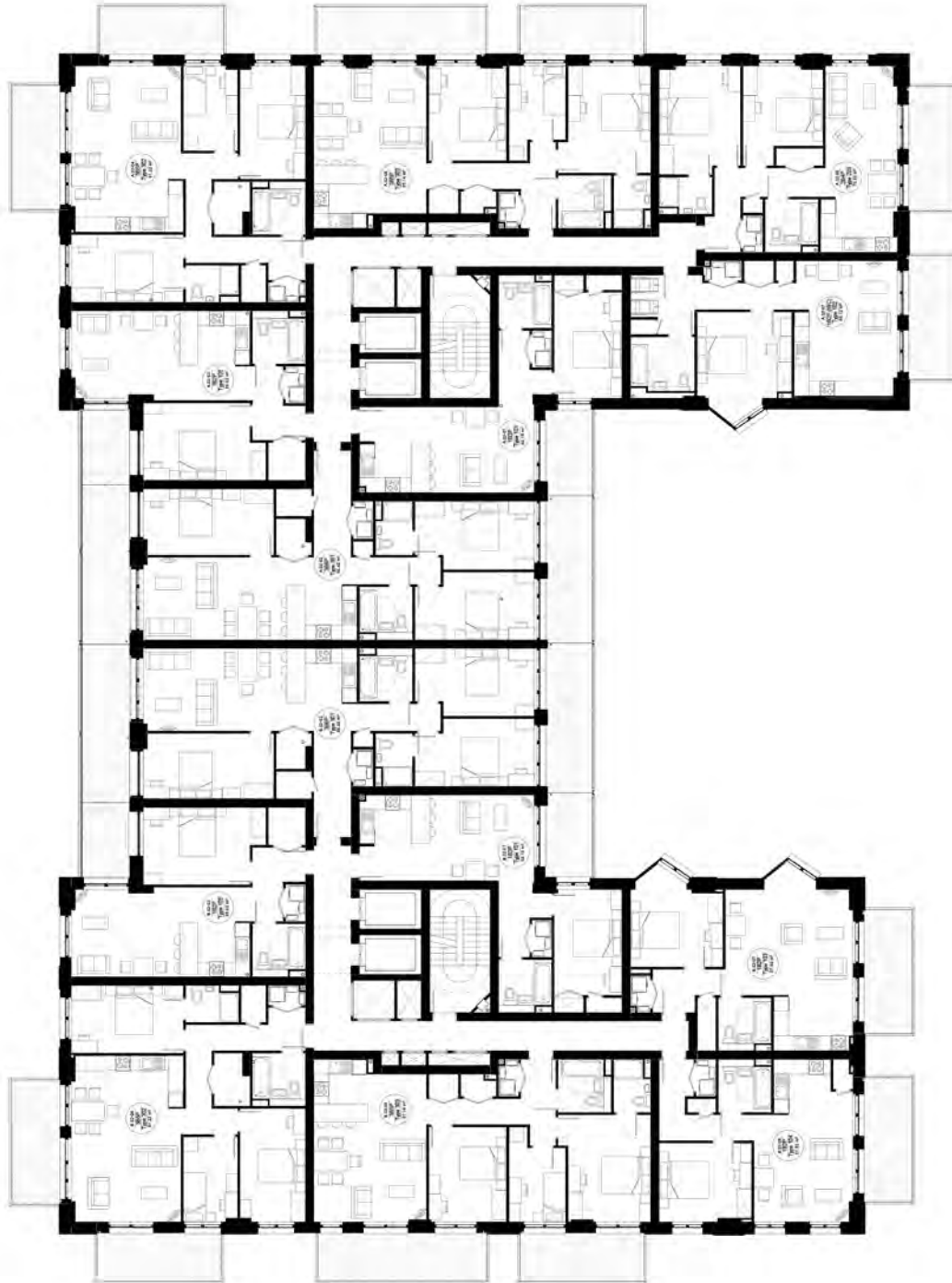
Notes

- 1. All dimensions are to the face of the work unless otherwise stated.
- 2. All dimensions are to be confirmed on site.
- 3. All dimensions are to be confirmed on site.
- 4. All dimensions are to be confirmed on site.
- 5. All dimensions are to be confirmed on site.
- 6. All dimensions are to be confirmed on site.
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- 15. All dimensions are to be confirmed on site.
- 16. All dimensions are to be confirmed on site.
- 17. All dimensions are to be confirmed on site.
- 18. All dimensions are to be confirmed on site.
- 19. All dimensions are to be confirmed on site.
- 20. All dimensions are to be confirmed on site.

NO.	REV.	DATE	BY	CHKD.	DESCRIPTION
1	1	18/11/19	TC	TC	ISSUED FOR PERMIT
2	1	18/11/19	TC	TC	ISSUED FOR PERMIT
3	1	18/11/19	TC	TC	ISSUED FOR PERMIT
4	1	18/11/19	TC	TC	ISSUED FOR PERMIT
5	1	18/11/19	TC	TC	ISSUED FOR PERMIT
6	1	18/11/19	TC	TC	ISSUED FOR PERMIT
7	1	18/11/19	TC	TC	ISSUED FOR PERMIT
8	1	18/11/19	TC	TC	ISSUED FOR PERMIT
9	1	18/11/19	TC	TC	ISSUED FOR PERMIT
10	1	18/11/19	TC	TC	ISSUED FOR PERMIT
11	1	18/11/19	TC	TC	ISSUED FOR PERMIT
12	1	18/11/19	TC	TC	ISSUED FOR PERMIT
13	1	18/11/19	TC	TC	ISSUED FOR PERMIT
14	1	18/11/19	TC	TC	ISSUED FOR PERMIT
15	1	18/11/19	TC	TC	ISSUED FOR PERMIT
16	1	18/11/19	TC	TC	ISSUED FOR PERMIT
17	1	18/11/19	TC	TC	ISSUED FOR PERMIT
18	1	18/11/19	TC	TC	ISSUED FOR PERMIT
19	1	18/11/19	TC	TC	ISSUED FOR PERMIT
20	1	18/11/19	TC	TC	ISSUED FOR PERMIT

Project: 1 Vinyl Square
Client: The Old Vinyl Factory
Architect: Joseph Hooker
Scale: 1:100
Date: 18/11/19
Drawn by: TC
Checked by: TC
Project No.: SEW
Sheet No.: 102

sew
 Studio
 Design
 Architecture
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



Notes

Drawings to be used for planning purposes only.
 All construction must be in accordance with the relevant building codes and standards.
 All construction information should be taken from the approved drawings only.
 Any discrepancies between drawings, specifications and site conditions should be reported to the architect immediately.
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PT	13/11/19	Issued For Planning	RM	DC25
Rev	Date	Description	Drawn	Check
Drawing Status				
For Planning				
Client				



JTP Studios, Unit 6
 The Arcade, 100
 High Street, London, E1 6AA
 +44 (0)20 7317 1700
 www.jtp.co.uk

Project
**1 Vinyl Square, Old Vinyl
 Factory**

Drawing Title
**General Arrangement
 Level 02 Plan**

Scale (A1) 1 : 100
 Drawing No. 01655-JTP-PL-002
 Revision P1



General Notes:

- 1. All work shall be in accordance with the current edition of the International Building Code (IBC) and the International Residential Code (IRC).
- 2. All materials and workmanship shall conform to the requirements of the IBC and IRC.
- 3. The contractor shall be responsible for obtaining all necessary permits and approvals.
- 4. The contractor shall maintain access to all existing utilities and structures.
- 5. The contractor shall be responsible for protecting all existing structures and utilities.
- 6. The contractor shall be responsible for maintaining the site in a safe and clean condition.
- 7. The contractor shall be responsible for obtaining all necessary insurance and bonding.
- 8. The contractor shall be responsible for providing all necessary safety equipment and training.
- 9. The contractor shall be responsible for providing all necessary site access and parking.
- 10. The contractor shall be responsible for providing all necessary site security.
- 11. The contractor shall be responsible for providing all necessary site cleanup.
- 12. The contractor shall be responsible for providing all necessary site restoration.
- 13. The contractor shall be responsible for providing all necessary site documentation.
- 14. The contractor shall be responsible for providing all necessary site records.
- 15. The contractor shall be responsible for providing all necessary site reports.
- 16. The contractor shall be responsible for providing all necessary site drawings.
- 17. The contractor shall be responsible for providing all necessary site photographs.
- 18. The contractor shall be responsible for providing all necessary site videos.
- 19. The contractor shall be responsible for providing all necessary site audio recordings.
- 20. The contractor shall be responsible for providing all necessary site data.

Notes:

- 1. All work shall be in accordance with the current edition of the International Building Code (IBC) and the International Residential Code (IRC).
- 2. All materials and workmanship shall conform to the requirements of the IBC and IRC.
- 3. The contractor shall be responsible for obtaining all necessary permits and approvals.
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- 10. The contractor shall be responsible for providing all necessary site security.
- 11. The contractor shall be responsible for providing all necessary site cleanup.
- 12. The contractor shall be responsible for providing all necessary site restoration.
- 13. The contractor shall be responsible for providing all necessary site documentation.
- 14. The contractor shall be responsible for providing all necessary site records.
- 15. The contractor shall be responsible for providing all necessary site reports.
- 16. The contractor shall be responsible for providing all necessary site drawings.
- 17. The contractor shall be responsible for providing all necessary site photographs.
- 18. The contractor shall be responsible for providing all necessary site videos.
- 19. The contractor shall be responsible for providing all necessary site audio recordings.
- 20. The contractor shall be responsible for providing all necessary site data.

Project Information:

Project Name: 1 Vinyl Square
 The Old Vinyl Factory
 North Floor
 General Arrangement Plan
 Drawing Title: 1 Vinyl Square
 Drawing Number: 0348
 Date: 08.11.19
 Designer: TC
 Checker: SEW
 Project Number: 0348
 Drawing Number: 0348
 Date: 08.11.19
 Designer: TC
 Checker: SEW

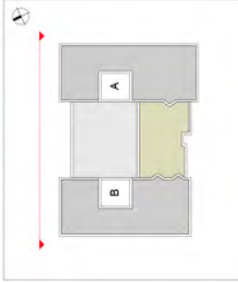
SEW
 Structural Engineering & Architecture
 1000 15th Street, Suite 100
 Berkeley, CA 94710
 Phone: (415) 841-1111
 Fax: (415) 841-1112
 Email: info@sew.com
 Website: www.sew.com



Notes

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Materials Key

1. Red Brick - Soldier Course
2. Light Buff Brick
3. Light Buff Brick - Soldier Course
4. Dark Grey Metal Cladding
5. Dark Grey Metal Cladding
6. Concrete/Reconstituted Stone Cladding
7. Brass Colour Rainings
8. Hi & Miss Brickwork
9. Signage Brass Colour
10. Hi & Miss Brickwork
11. Hi & Miss Brickwork
12. Signage Brass Colour
13. Hi & Miss Brickwork
14. Hi & Miss Brickwork
15. Hi & Miss Brickwork
16. Hi & Miss Brickwork
17. Hi & Miss Brickwork
18. Hi & Miss Brickwork
19. Hi & Miss Brickwork
20. Hi & Miss Brickwork
21. Hi & Miss Brickwork
22. Hi & Miss Brickwork
23. Hi & Miss Brickwork
24. Hi & Miss Brickwork
25. Hi & Miss Brickwork



Rev | Date | Description | Drawn | Check
 Drawing Status
 For Planning

Client
Joseph Homes.



JTP Studios, Unit 5
 The Old Mill, Mill Lane
 Pinner, Middlesex, UK
 +44 (0)20 7317 1760
 www.jtp.co.uk

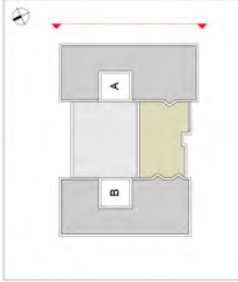
Project
**1 Vinyl Square, Old Vinyl
 Factory**

Drawing Title
**Proposed Elevations
 North Elevation**

Scale @A1 1 : 100 Job Ref: 01655
 Drawing No: 01655-JTP-EL-001 Revision: P2
 Scale Bar 0 1 2 3 4 5 m

Notes

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Materials Key

1. Red Brick Soldier Course
2. Light Buff Brick
3. Light Buff Bricks, Soldier Course
4. Light Buff Bricks, Soldier Course
5. Dark Grey Metal Cladding
6. Dark Grey Metal Cladding
7. Dark Grey Metal Cladding
8. Concrete/Reconstituted Stone Cladding
9. Concrete/Reconstituted Stone Cladding
10. Brass Colour Railings
11. Red & White Brickwork
12. Signage Brass Colour
13. Signage Brass Colour
14. Signage Brass Colour
15. RWP Dark Grey Colour



Rev	Date	Description	Drawn	Check
P1	17.11.19	Issued For Planning	BM	DCS

For Planning
 Drawing Status
 Client



JTP Studios, Unit 5
 The Old Mill, Mill Lane
 Pinner, Middlesex, UK
 +44 (0)20 231 7 1760
 www.jtp.co.uk

Project
1 Vinyl Square, Old Vinyl Factory

Drawing Title
Proposed Elevations East Elevation

Scale @A1 1 : 100 Job Ref: 01655
 Drawing No: 01655-JTP-EL-002 Revision: P1
 Scale Bar 0 1 2 3 4 5 m

Notes

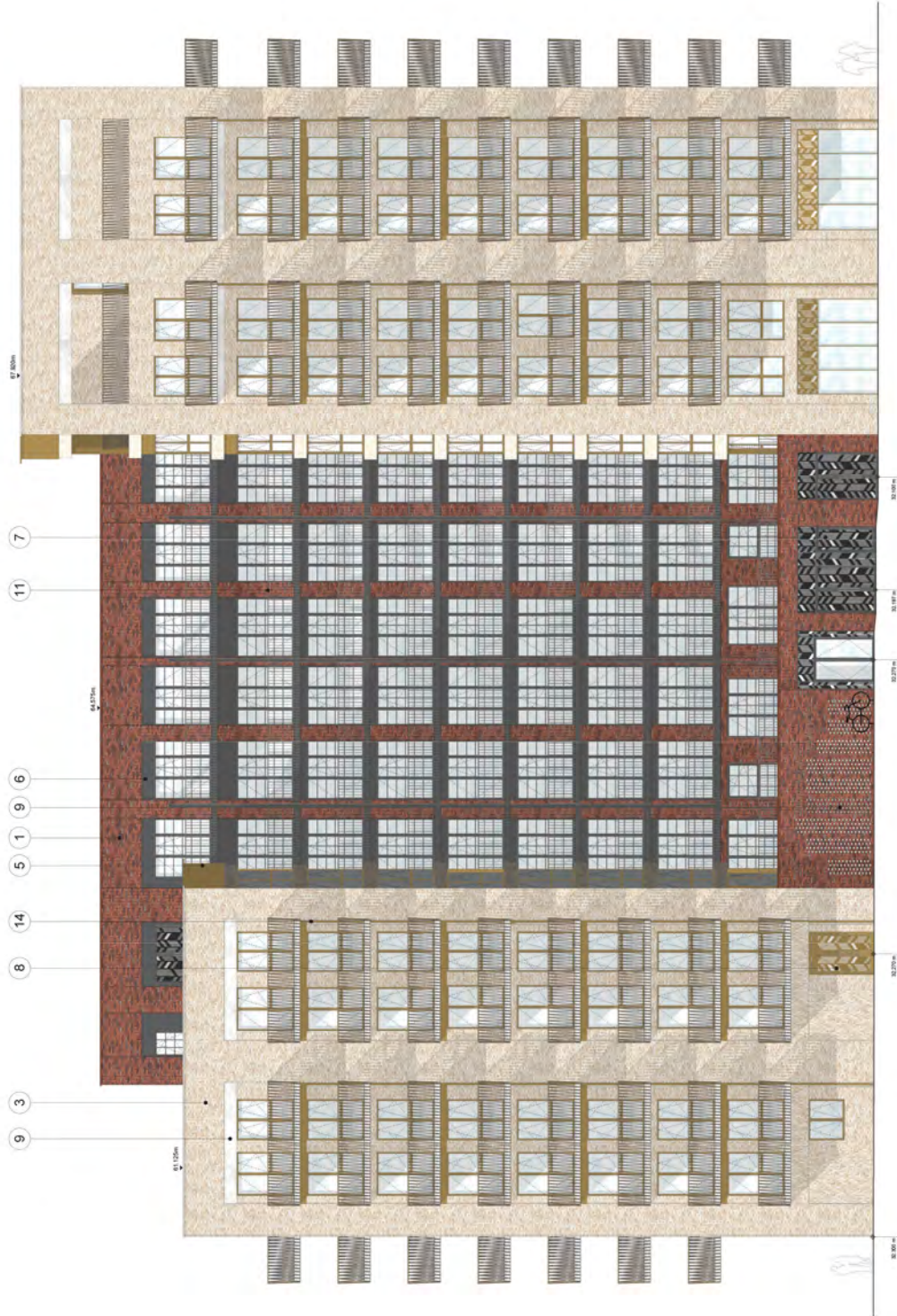
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Materials Key

1. Red Brick
2. Red Brick
3. Light Buff Brick
4. Light Buff Brick
5. Light Buff Brick
6. Dark Grey Metal Cladding
7. Dark Grey Metal Mesh
8. Concrete/Reconstituted Stone Cladding
9. Concrete/Reconstituted Stone Cladding
10. Brass Colour Railings
11. Red Brick
12. Red & White Brickwork
13. Signage Brass Colour
14. Signage Dark Grey Colour
15. RWP Dark Grey Colour



Rev	Date	Description	Drawn	Chkd
P1	17/11/19	Issued For Planning	BM	DCS
Drawing Status: For Planning				



JTP Studios, Units 5
 The Old Mill, Mill Lane
 Potters Bar, Herts SG8 6JF
 +44 (0)20 7371 1760
 www.jtp.co.uk

Project: **1 Vinyl Square, Old Vinyl Factory**
 Drawing Title: **Proposed Elevations South Elevation**
 Scale @A1: 1:100 Job Ref: 01659
 Drawing No: 01659-JTP-EL-003 Revision: P1
 Scale Bar: 0 1 2 3 4 5 m

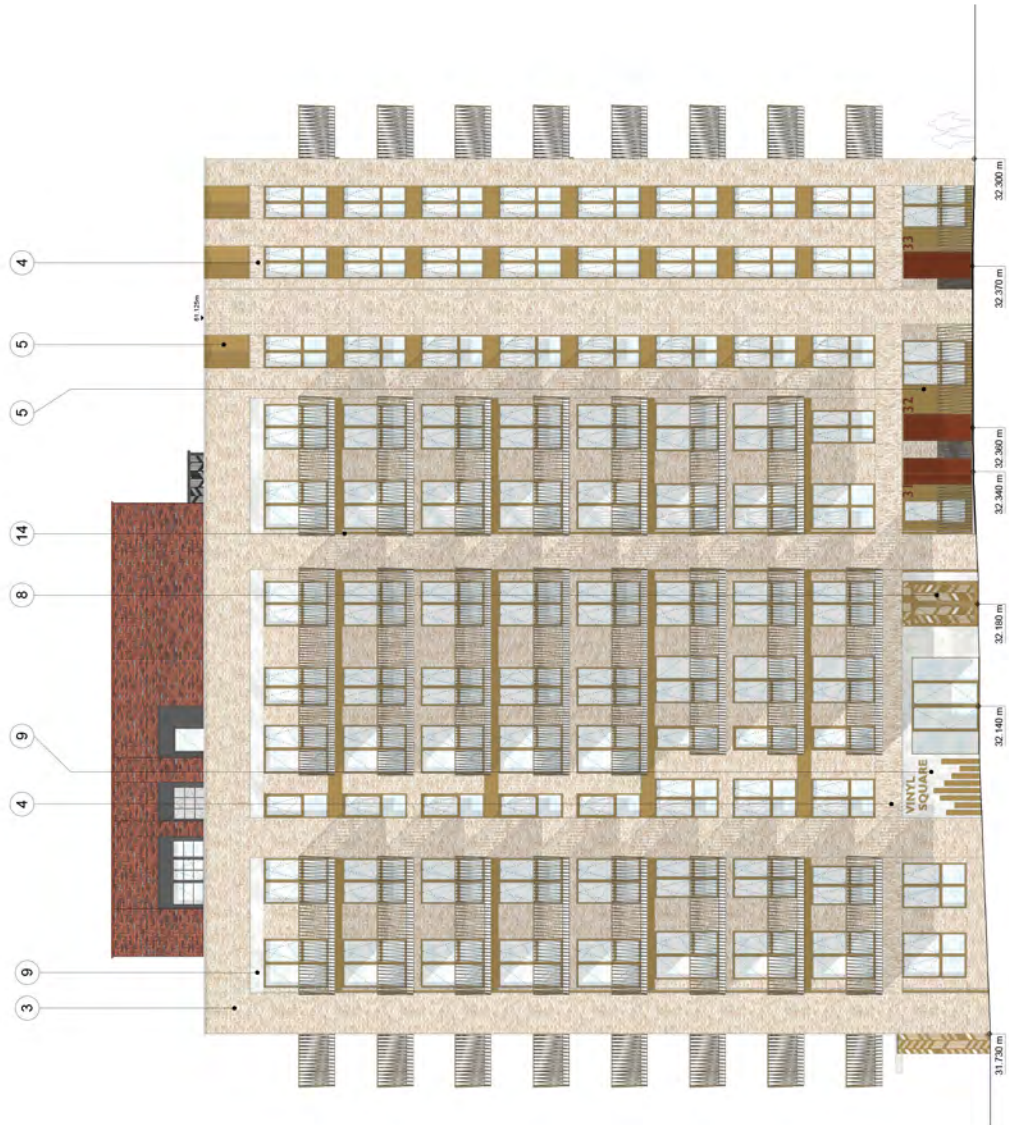
Notes

Drawings to be used for planning purposes only. All construction must be in accordance with the Building Regulations and all other applicable legislation. All contractors must visit the site and be responsible for taking and checking all dimensions. All construction information should be taken from figured dimensions only. Any discrepancies between drawings, specifications and site conditions shall prevail in the order stated above. This drawing & the works depicted are the copyright of JTP.

This drawing is prepared for the specific project stages in the Drawing Status all reasonable efforts are used to ensure drawings are accurate. JTP accept no liability for any errors or omissions. The drawings are prepared for anyone for purposes other than those stated in the Drawing Status below.



- Materials Key**
- 1 Red Brick Soldier Course
 - 2 Light Buff Brick
 - 3 Light Buff Bricks, Soldier Course
 - 4 Dark Grey Metal Cladding
 - 5 Dark Grey Metal Mesh
 - 6 Concrete/Reconstituted Stone Cladding
 - 7 Brass Colour Railings
 - 8 Light & Dark Brickwork
 - 9 Signage Brass Colour
 - 10 RWP Dark Grey Colour



Rev | Date | Description | Drawn | Check

For Planning



Project: **1 Vinyl Square, Old Vinyl Factory**

Drawing Title: **Proposed Elevations West Elevation**

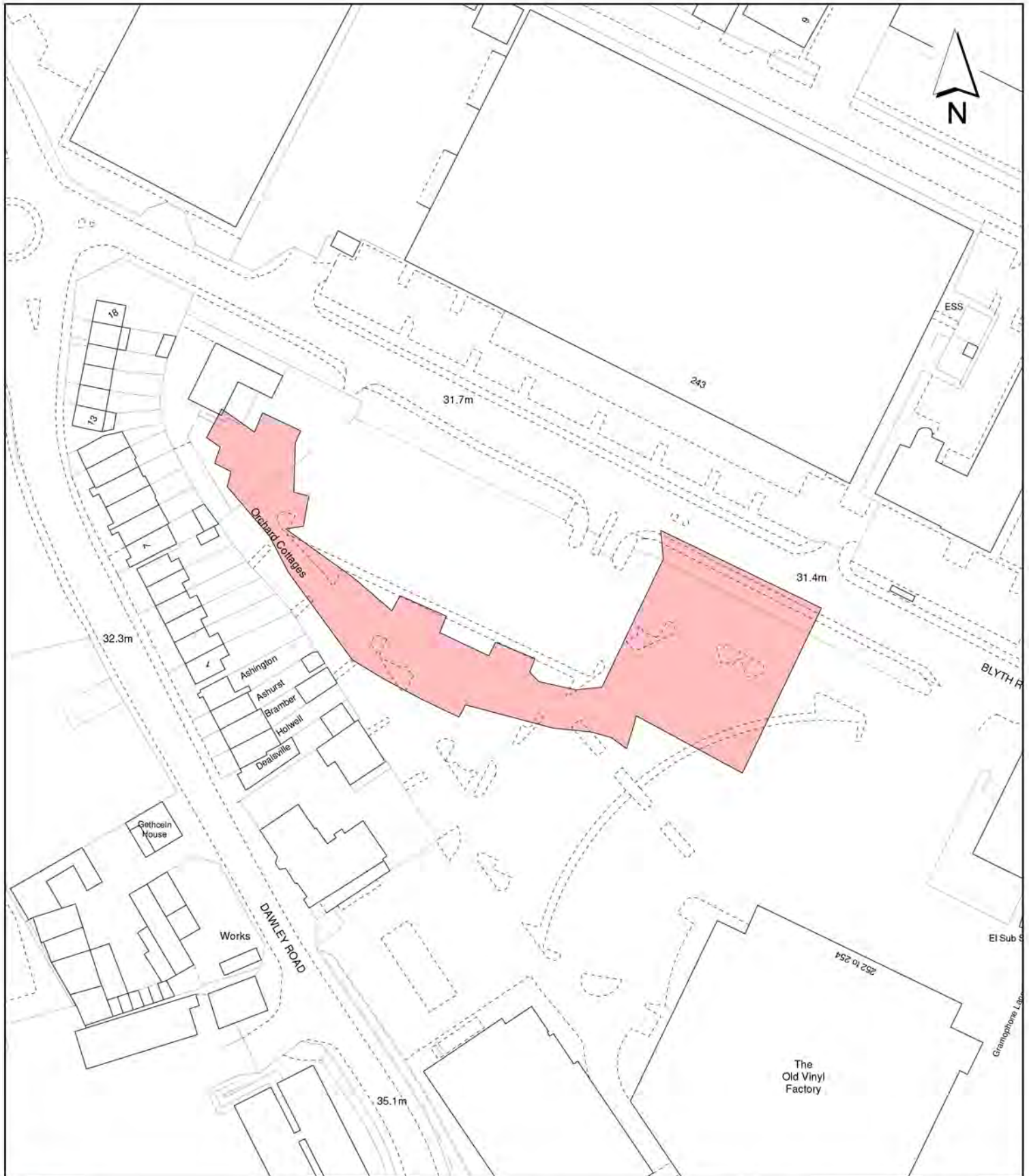
Scale @A1: 1 : 100

Scale Bar: 0 2 4 6 8 10 m

Job Ref: 01655
Revision: P2

Drawn No: 01655-JTP-EL-004
Revision: P2

JTP Studios, Unit 5
Preston Road
Warrington, Cheshire
WA4 0JQ (01793 717160)
www.jtp.co.uk



Notes:

 Site boundary

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Site Address:

**1 Vinyl Square
 The Old Vinyl Factory
 Blyth Road**

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

Planning Application Ref:

59872/APP/2019/3852

Scale:

1:1,250

Planning Committee:

Major Page 347

Date:

May 2020



Report of the Head of Planning, Transportation and Regeneration

Address FORMER NESTLE FACTORY NESTLES AVENUE HAYES

Development: Section 73 application to vary Condition 9 (Residential Condition - Approved Plans) of planning permission ref: 1331/APP/2017/1883 dated 28/06/2018 (Part demolition of existing factory buildings and associated structures, and redevelopment to provide residential dwellings (Use Class C3), office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), commercial floorspace (Use Classes B1c/B2/B8) and Data Centre (Sui Generis), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works) (as amended by application ref: 1331/APP/2020/50 dated 06/02/20).

The amendments to the approved plans propose: Minor changes to Blocks D, E, F1 and G involving the addition of two residential units in Block E, one additional residential unit in Block G, the reorganisation of 8 residential units in Block G, including internal and external alterations involving minor facade changes, the addition of a number of balconies; and the increase in the refuse and cycle storage area in Block D, unit mix change in Block D, unit Mix change in Block F and unit mix correction to Block C.

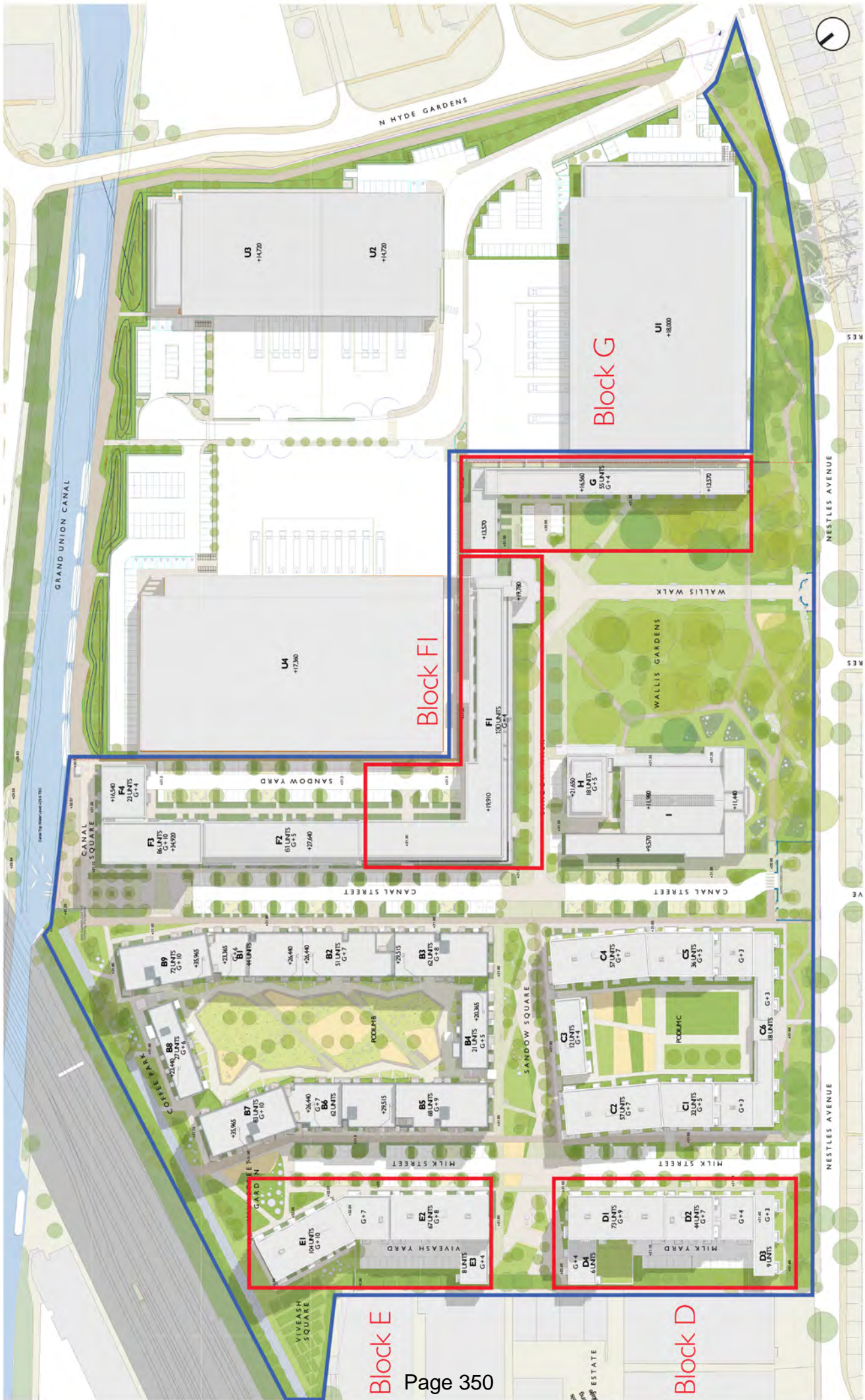
LBH Ref Nos: 1331/APP/2019/1666

Date Plans Received: 17/05/2019

Date(s) of Amendment(s):

Date Application Valid: 17/05/2019





Block E

Block D

BARRATT MAKOWER ARCHITECTS — LONDON — FORMER NESTLE FACTORY, HAYES
 PLANNING AMENDMENTS FOR BLOCKS D,E,F,I & G
 LOCATION PLAN
 Not to scale@A3



CANAL STREET ELEVATION - BLOCK B
1:100



NORTH ELEVATION - B9
1:100

RAYSON SQUARE - SOUTH ELEVATION - B
1:100



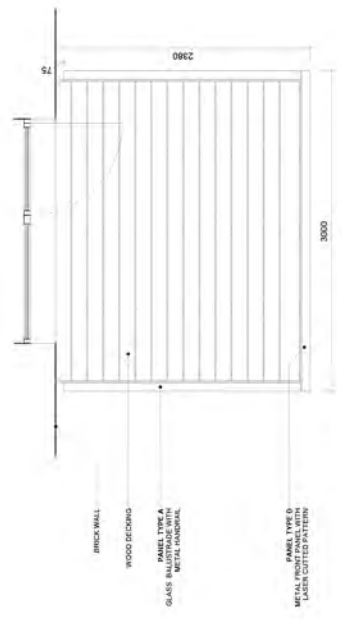
WILK STREET - WEST ELEVATION - BLOCK B
1:100

BALCONY TYPE A1
SANDWY SQUARE

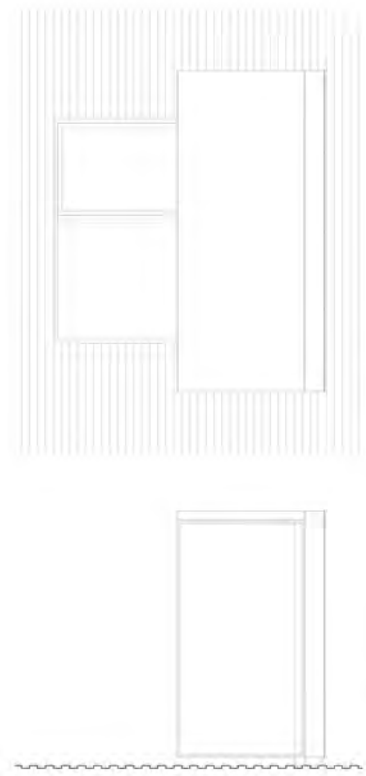
PATTERN STUDY
PERFORMATIONS



Chart	Type	Color
A1	2500x3000mm	MA Material 1
B1		
C1		



PLAN



RIGHT ELEVATION

FRONT ELEVATION

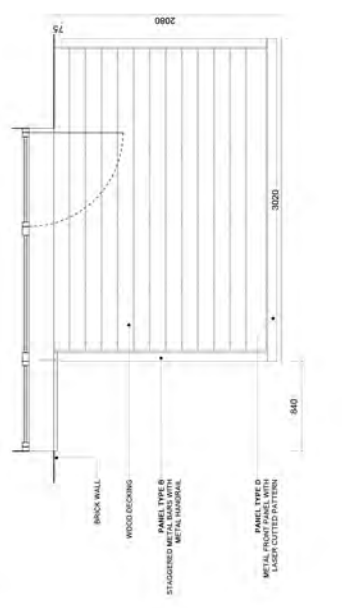
LEFT ELEVATION

BALCONY TYPE A2
CANAL STREET

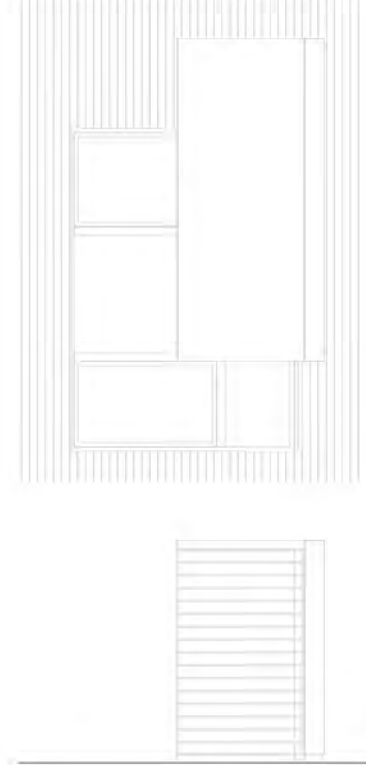
PATTERN STUDY
PERFORMATIONS



Chart	Type	Color
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B2	3000x3000mm	MA Material 2
C2	3000x3000mm	MA Material 3
D2	3000x3000mm	MA Material 4
E2	3000x3000mm	MA Material 5
F2	3000x3000mm	MA Material 6
G2	3000x3000mm	MA Material 7
H2	3000x3000mm	MA Material 8
I2	3000x3000mm	MA Material 9
J2	3000x3000mm	MA Material 10
K2	3000x3000mm	MA Material 11
L2	3000x3000mm	MA Material 12
M2	3000x3000mm	MA Material 13
N2	3000x3000mm	MA Material 14
O2	3000x3000mm	MA Material 15
P2	3000x3000mm	MA Material 16
Q2	3000x3000mm	MA Material 17
R2	3000x3000mm	MA Material 18
S2	3000x3000mm	MA Material 19
T2	3000x3000mm	MA Material 20
U2	3000x3000mm	MA Material 21
V2	3000x3000mm	MA Material 22
W2	3000x3000mm	MA Material 23
X2	3000x3000mm	MA Material 24
Y2	3000x3000mm	MA Material 25
Z2	3000x3000mm	MA Material 26
AA2	3000x3000mm	MA Material 27
AB2	3000x3000mm	MA Material 28
AC2	3000x3000mm	MA Material 29
AD2	3000x3000mm	MA Material 30
AE2	3000x3000mm	MA Material 31
AF2	3000x3000mm	MA Material 32
AG2	3000x3000mm	MA Material 33
AH2	3000x3000mm	MA Material 34
AI2	3000x3000mm	MA Material 35
AJ2	3000x3000mm	MA Material 36
AK2	3000x3000mm	MA Material 37
AL2	3000x3000mm	MA Material 38
AM2	3000x3000mm	MA Material 39
AN2	3000x3000mm	MA Material 40
AO2	3000x3000mm	MA Material 41
AP2	3000x3000mm	MA Material 42
AQ2	3000x3000mm	MA Material 43
AR2	3000x3000mm	MA Material 44
AS2	3000x3000mm	MA Material 45
AT2	3000x3000mm	MA Material 46
AU2	3000x3000mm	MA Material 47
AV2	3000x3000mm	MA Material 48
AW2	3000x3000mm	MA Material 49
AX2	3000x3000mm	MA Material 50
AY2	3000x3000mm	MA Material 51
AZ2	3000x3000mm	MA Material 52
BA2	3000x3000mm	MA Material 53
BB2	3000x3000mm	MA Material 54
BC2	3000x3000mm	MA Material 55
BD2	3000x3000mm	MA Material 56
BE2	3000x3000mm	MA Material 57
BF2	3000x3000mm	MA Material 58
BG2	3000x3000mm	MA Material 59
BH2	3000x3000mm	MA Material 60
BI2	3000x3000mm	MA Material 61
BJ2	3000x3000mm	MA Material 62
BK2	3000x3000mm	MA Material 63
BL2	3000x3000mm	MA Material 64
BM2	3000x3000mm	MA Material 65
BN2	3000x3000mm	MA Material 66
BO2	3000x3000mm	MA Material 67
BP2	3000x3000mm	MA Material 68
BQ2	3000x3000mm	MA Material 69
BR2	3000x3000mm	MA Material 70
BS2	3000x3000mm	MA Material 71
BT2	3000x3000mm	MA Material 72
BU2	3000x3000mm	MA Material 73
BV2	3000x3000mm	MA Material 74
BW2	3000x3000mm	MA Material 75
BX2	3000x3000mm	MA Material 76
BY2	3000x3000mm	MA Material 77
BZ2	3000x3000mm	MA Material 78
CA2	3000x3000mm	MA Material 79
CB2	3000x3000mm	MA Material 80
CC2	3000x3000mm	MA Material 81
CD2	3000x3000mm	MA Material 82
CE2	3000x3000mm	MA Material 83
CF2	3000x3000mm	MA Material 84
CG2	3000x3000mm	MA Material 85
CH2	3000x3000mm	MA Material 86
CI2	3000x3000mm	MA Material 87
CJ2	3000x3000mm	MA Material 88
CK2	3000x3000mm	MA Material 89
CL2	3000x3000mm	MA Material 90
CM2	3000x3000mm	MA Material 91
CN2	3000x3000mm	MA Material 92
CO2	3000x3000mm	MA Material 93
CP2	3000x3000mm	MA Material 94
CQ2	3000x3000mm	MA Material 95
CR2	3000x3000mm	MA Material 96
CS2	3000x3000mm	MA Material 97
CT2	3000x3000mm	MA Material 98
CU2	3000x3000mm	MA Material 99
CV2	3000x3000mm	MA Material 100



PLAN



RIGHT ELEVATION

FRONT ELEVATION

LEFT ELEVATION



MA 103
 FORMER NESTLE FACTORY - BAYES
 BLOCK B - Fourth & Fifth Floor Plan
 SCALE: 1:100
 DATE: 10/10/18
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

FIFTH FLOOR PLAN



MA 103
 FORMER NESTLE FACTORY - BAYES
 BLOCK B - Fourth & Fifth Floor Plan
 SCALE: 1:100
 DATE: 10/10/18
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

FOURTH FLOOR PLAN



MA 101
 FORMER VESTLE FACTORY - BAYS
 BLOCK B - Ground & First Floor Plan
 SCALE: 1:200
 DATE: 10/2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

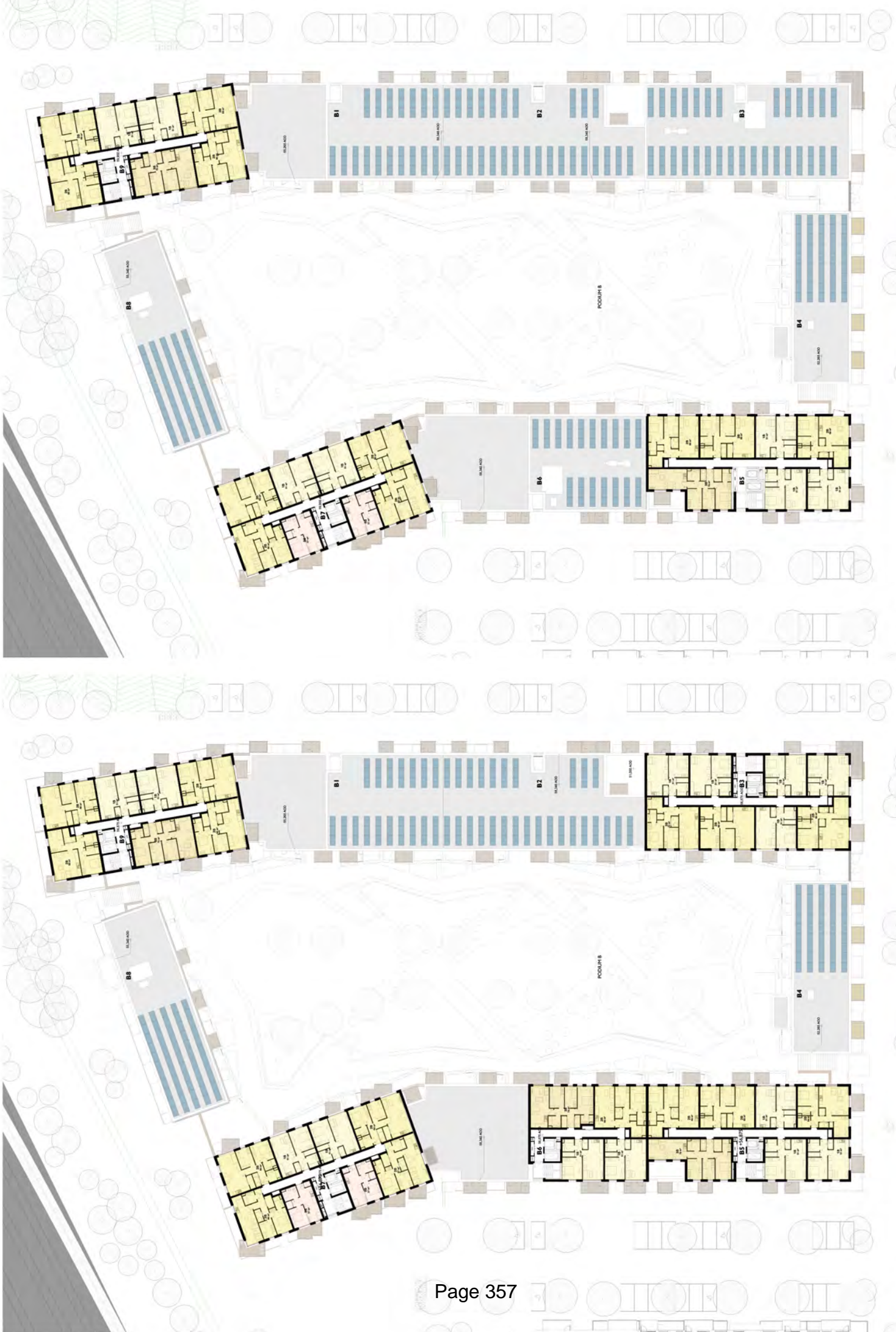
FIRST FLOOR PLAN



GROUND FLOOR PLAN
 BARRATT
 - LONDON -
 SEGR0









MA 106
 PRINER VENTILE FACTORY - BAYS
 BLOCK B1 - Tenth & Roof Plan
 SCALE 1:1000
 DATE 10/10/17
 DRAWN BY [unreadable]
 CHECKED BY [unreadable]
 PROJECT NO. [unreadable]
 SHEET NO. [unreadable]

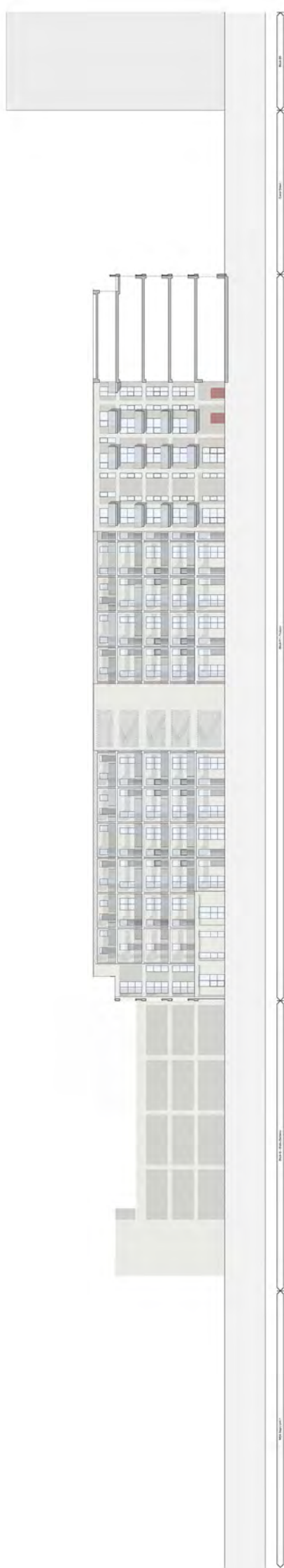
ROOF PLAN



TENTH FLOOR PLAN
 BARRATT
 - LONDON -
 SEGRO



- Use Type Key**
- Back
 - 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Accessory Unit



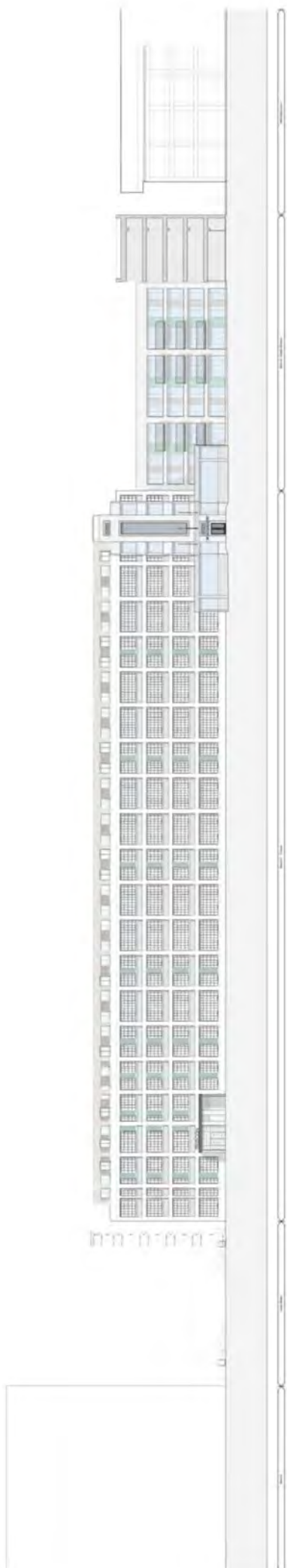
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0' 0" 10' 0" 20' 0" 30' 0" 40' 0" 50' 0" 60' 0" 70' 0" 80' 0" 90' 0" 100' 0"



NO.	DATE	DESCRIPTION
1	12/10/2021	ISSUED FOR PERMIT
2	01/10/2022	ISSUED FOR PERMIT
3	02/10/2022	ISSUED FOR PERMIT
4	03/10/2022	ISSUED FOR PERMIT
5	04/10/2022	ISSUED FOR PERMIT
6	05/10/2022	ISSUED FOR PERMIT
7	06/10/2022	ISSUED FOR PERMIT
8	07/10/2022	ISSUED FOR PERMIT
9	08/10/2022	ISSUED FOR PERMIT
10	09/10/2022	ISSUED FOR PERMIT
11	10/10/2022	ISSUED FOR PERMIT
12	11/10/2022	ISSUED FOR PERMIT
13	12/10/2022	ISSUED FOR PERMIT
14	01/11/2023	ISSUED FOR PERMIT
15	02/11/2023	ISSUED FOR PERMIT
16	03/11/2023	ISSUED FOR PERMIT
17	04/11/2023	ISSUED FOR PERMIT
18	05/11/2023	ISSUED FOR PERMIT
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24	11/11/2023	ISSUED FOR PERMIT
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98	01/06/2030	ISSUED FOR PERMIT
99	02/06/2030	ISSUED FOR PERMIT
100	03/06/2030	ISSUED FOR PERMIT





SEGRO UNIT 4

BLOCK G

SANDOW WALK

SANDOW YA

BLOCK F2

SEGRO UNIT 4



BLOCK G

BLOCK F2

SEGRO UNIT 4

BLOCK F2

F1-05
28.3P
74.1sqm

F1-06
28.3P (A)
74.1sqm

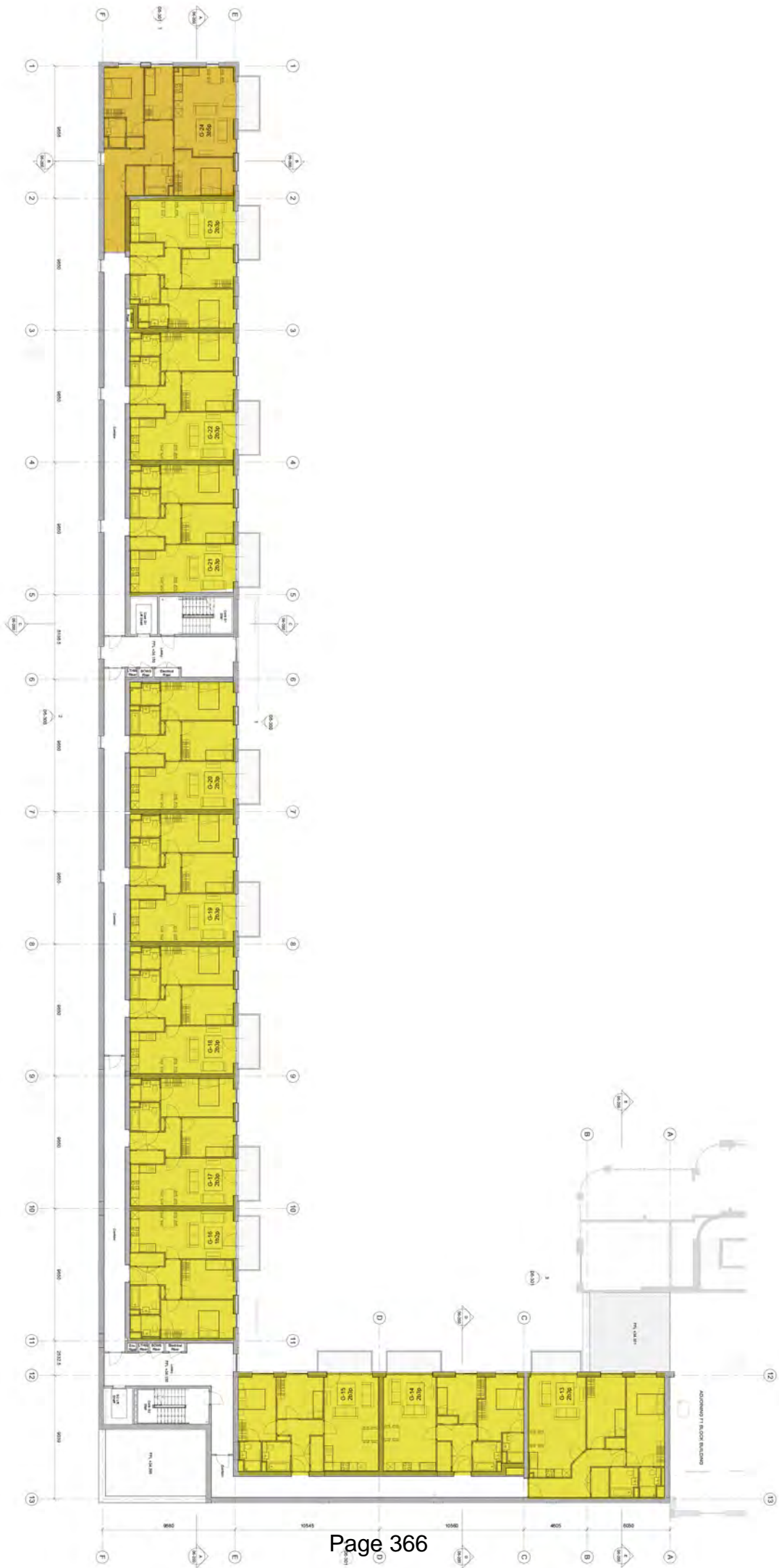
F1-08
28.3P
68.0sqm

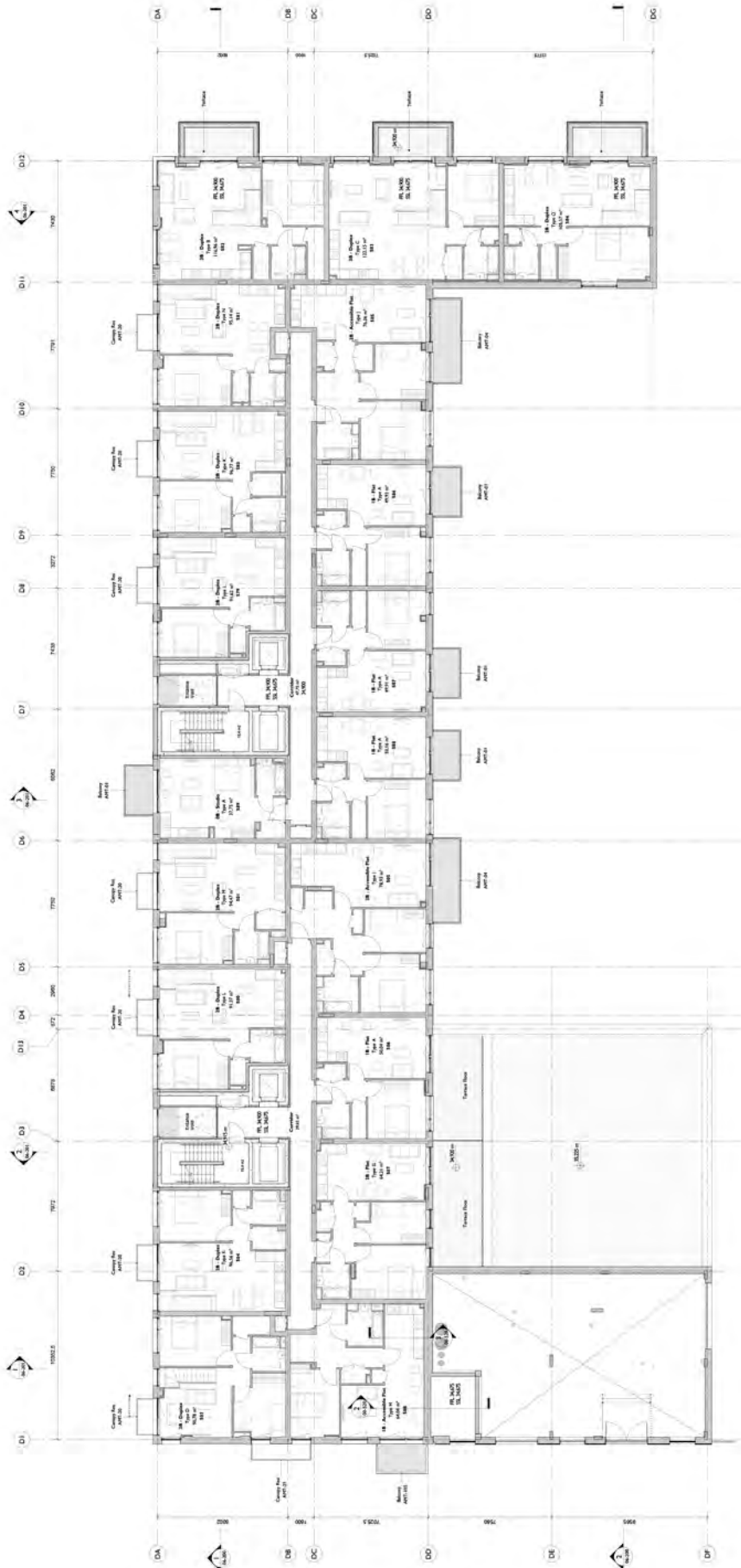


BLOCK G





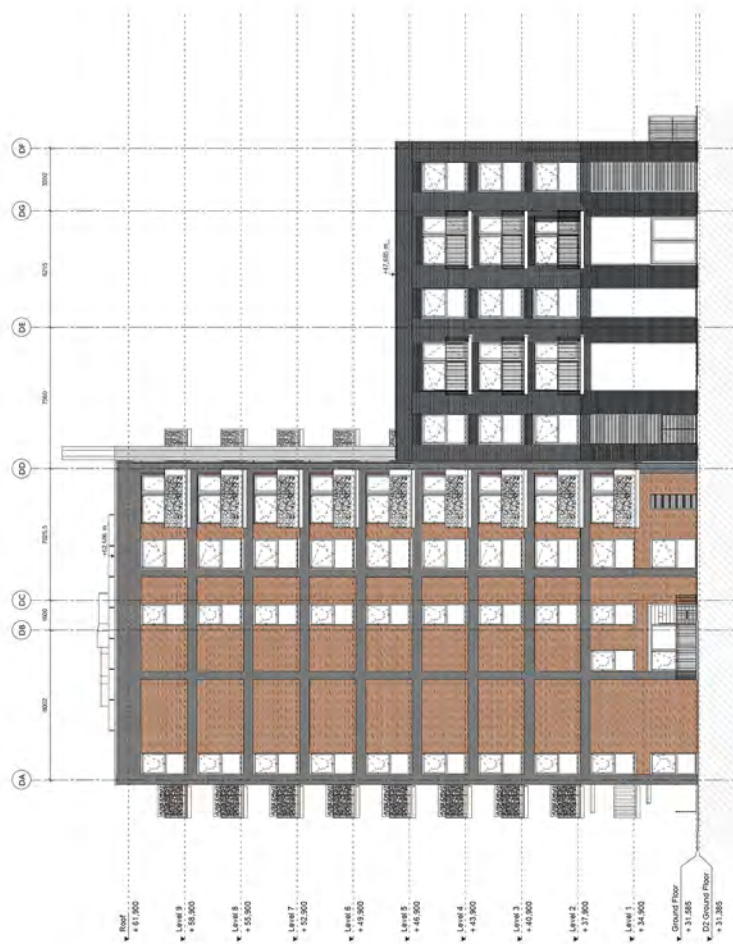




GA 01 Floor Plan
1:100



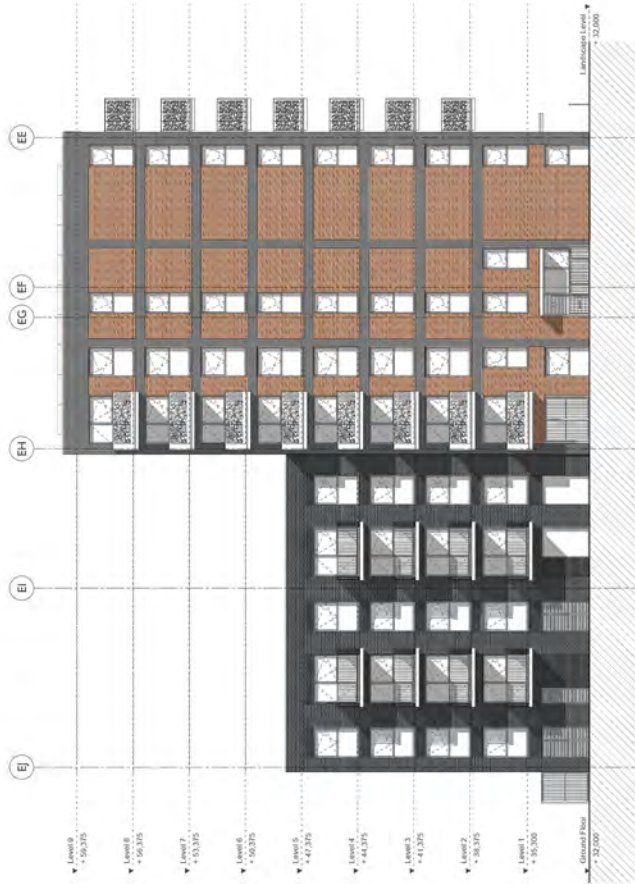
South Elevation
1:100



North Elevation
1:100



Elevation 7
1:100



Elevation 8
1:100



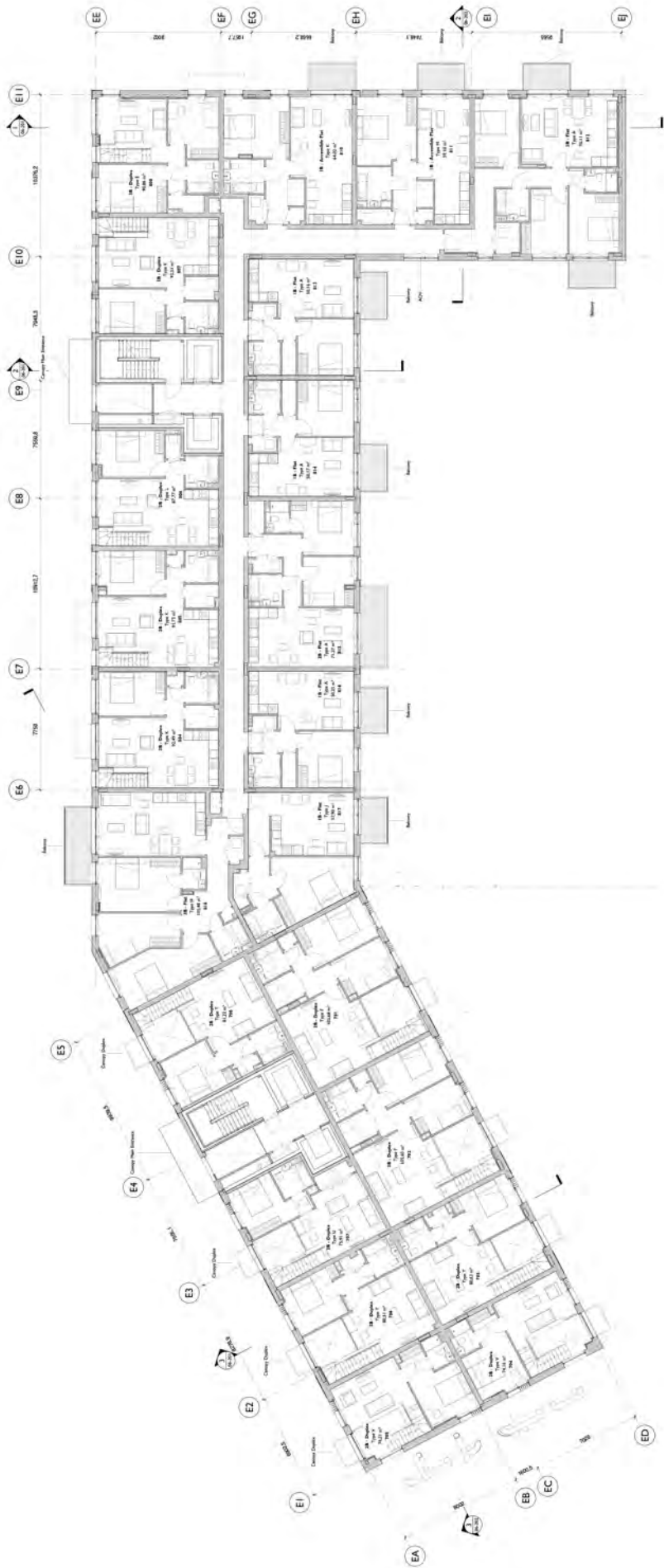
Elevation 2
1:100

Elevation 1
1:100





PROVIDED
 273 BIKES
 - 254 Standard Bikes
 - 19 Acc Bikes (1%)
 - 7 Visitors Bikes
 24 x 1,100 Euro Bikes



PROJECT: [unreadable] SHEET: [unreadable]
 ARCHITECT: [unreadable]
 DATE: [unreadable]
 SCALE: 1/8" = 1'-0"
 DRAWN BY: [unreadable]
 CHECKED BY: [unreadable]
 APPROVED BY: [unreadable]



GA 00 Floor Plan
1/10

NOTE: ALL CHANGE LAYOUTS REFER TO MEP ENGINEERS DRAWINGS
 REFER TO S.E. DRAWING: FNF-AD-00-CO-00-001
 REFER TO STRUCTURAL DRAWING: FNF-HYD-G-00-233-5-101

DATE: 01/14/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]
 ARCHITECT: [Name]
 FIRM: [Name]

PROJECT: [Name]
 LOCATION: [Name]
 CLIENT: [Name]
 SCALE: 1/8" = 1'-0"

DATE: 01/14/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]
 ARCHITECT: [Name]
 FIRM: [Name]

PROJECT: [Name]
 LOCATION: [Name]
 CLIENT: [Name]
 SCALE: 1/8" = 1'-0"

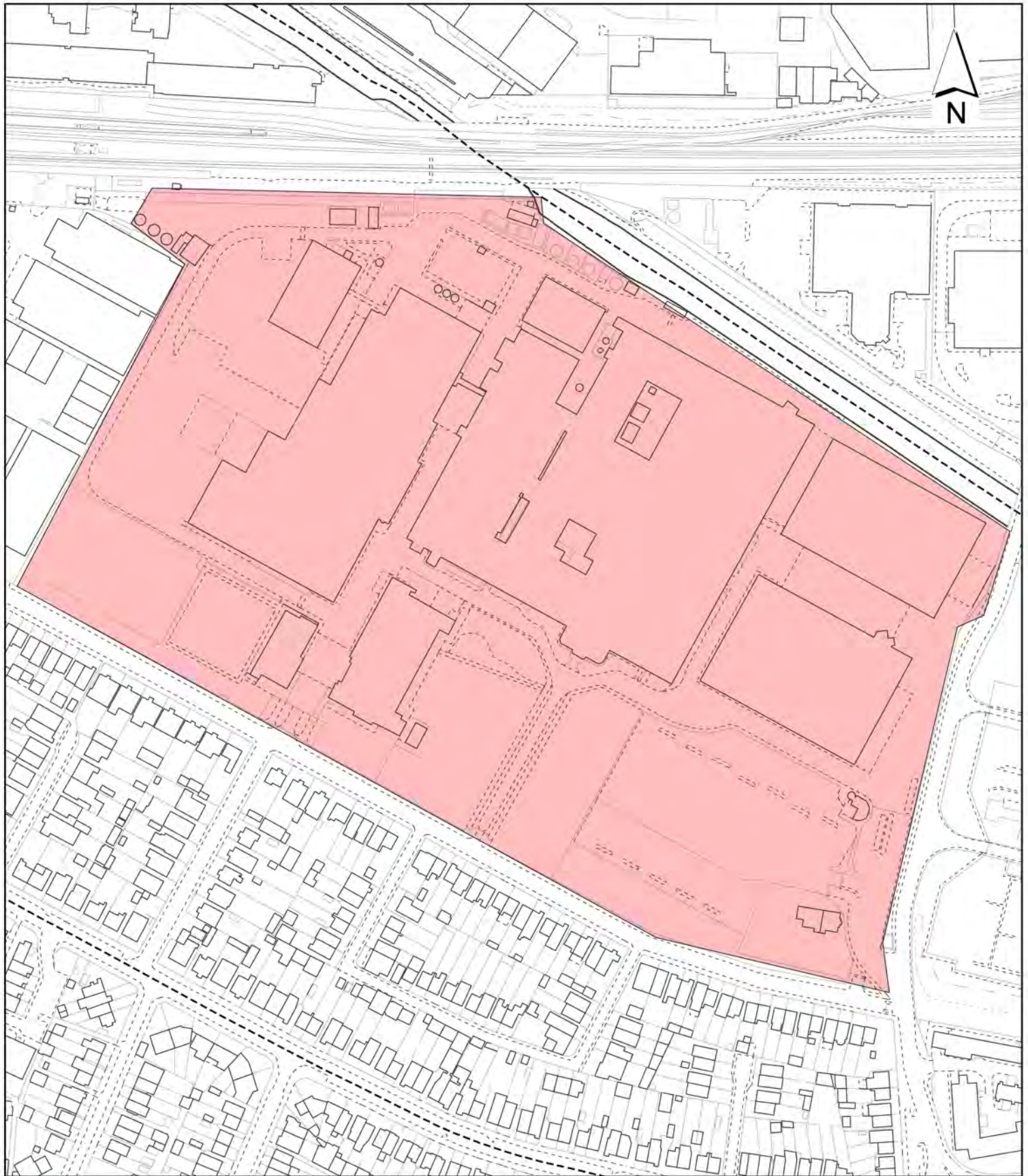
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 CHECKED BY: [Name]
 PROJECT: [Name]
 ARCHITECT: [Name]
 FIRM: [Name]

PROJECT: [Name]
 LOCATION: [Name]
 CLIENT: [Name]
 SCALE: 1/8" = 1'-0"





Roof	+ 81.1400
Level 9	+ 58.000
Level 8	+ 55.800
Level 7	+ 52.000
Level 6	+ 49.000
Level 5	+ 45.000
Level 4	+ 42.000
Level 3	+ 40.000
Level 2	+ 37.000
Level 1	+ 34.000
Ground Floor	+ 31.3405



Notes:

 Site boundary

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Site Address:
**Former Nestle Factory
 Nestles Avenue
 Hayes**

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

Planning Application Ref:
1331/APP/2019/1666

Scale:
1:2,600

Planning Committee:
Major Page 379

Date:
May 2020



Report of the Head of Planning, Transportation and Regeneration

Address FRAYS COURT, 71-73 COWLEY ROAD UXBRIDGE

Development: Change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 19 residential units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

LBH Ref Nos: 13010/APP/2020/1006

Date Plans Received: 26/03/2020

Date(s) of Amendment(s):

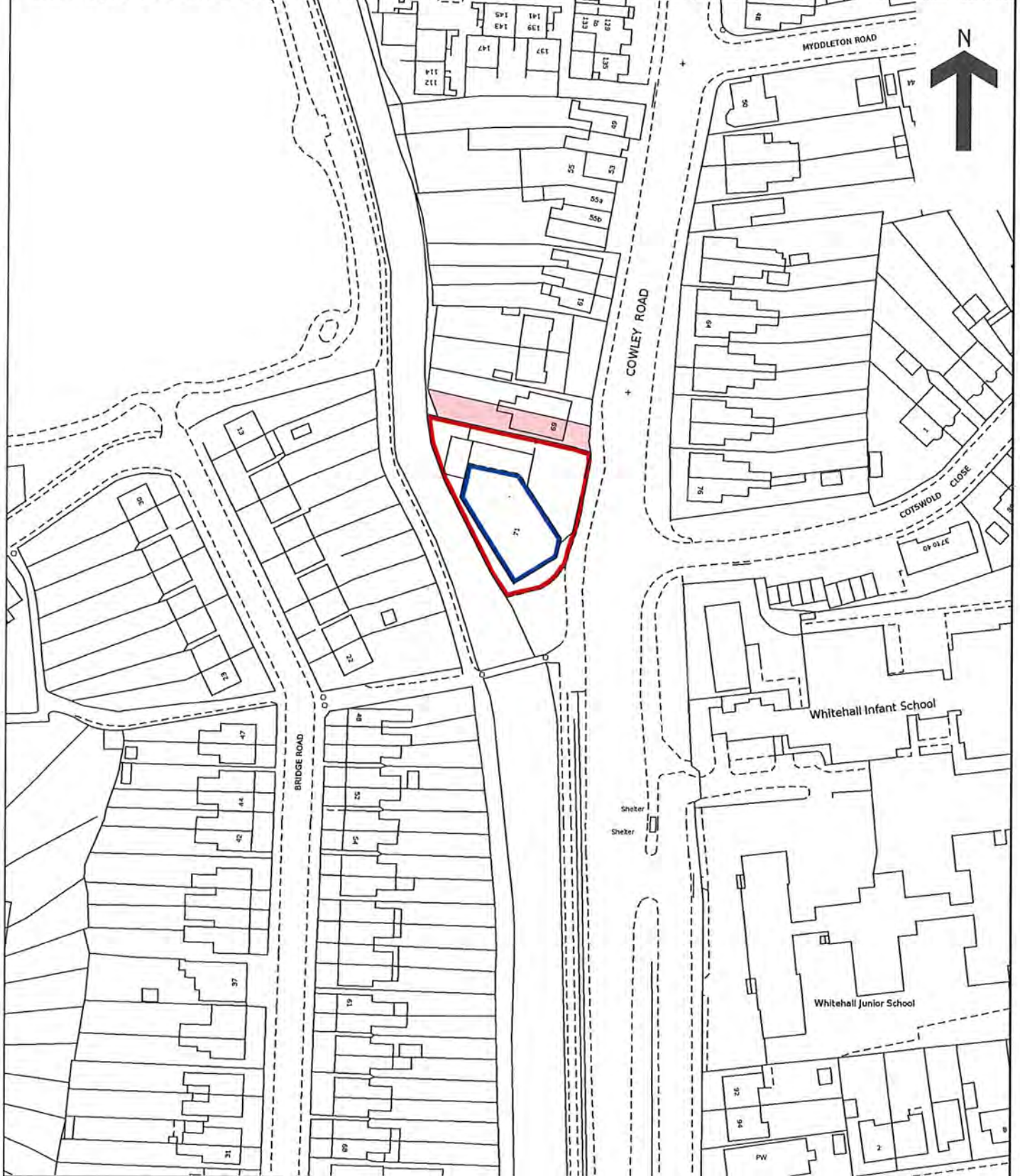
Date Application Valid: 26/03/2020

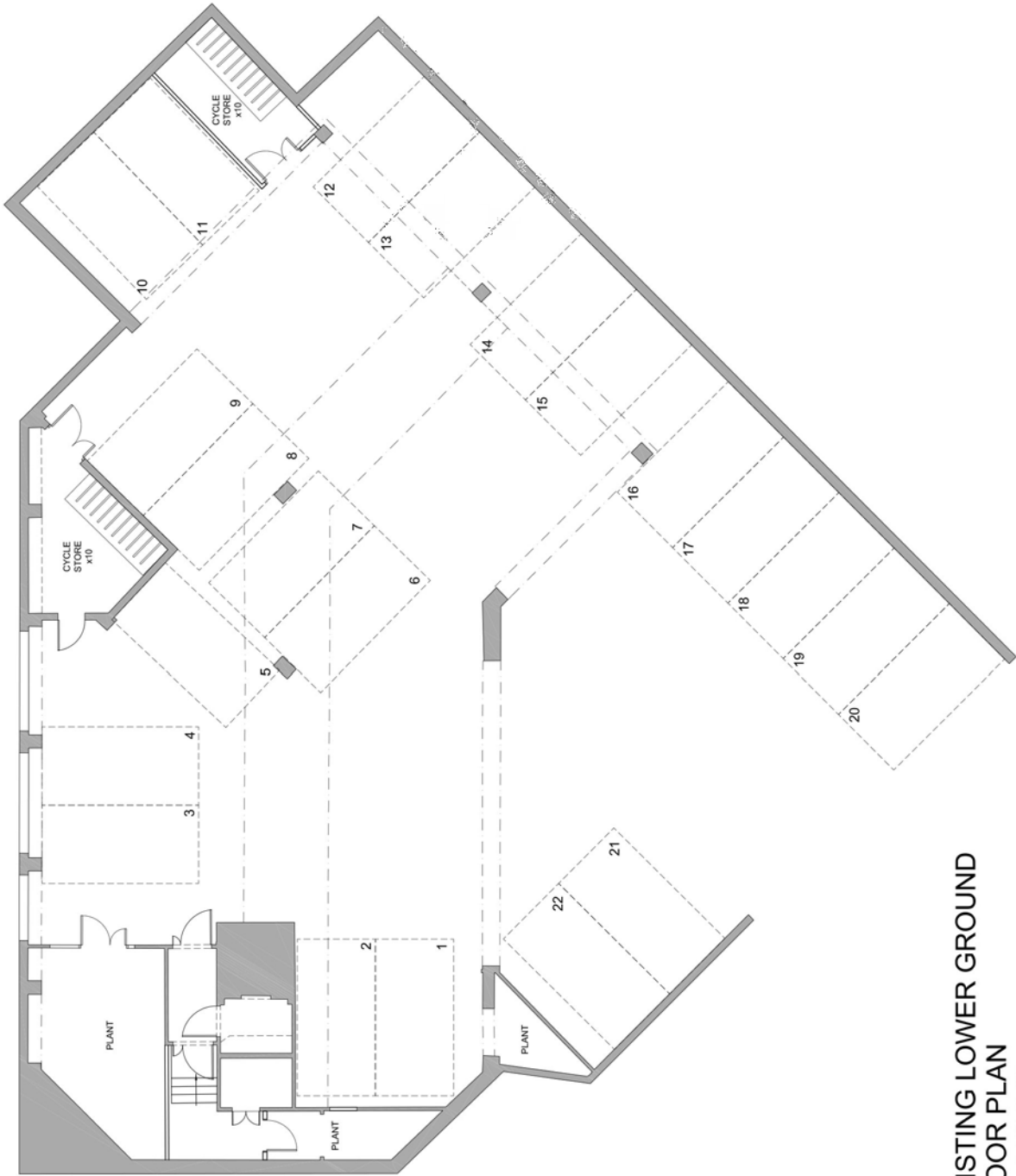
HM Land Registry
Official copy of
title plan

Title number **AGL7191**
Ordnance Survey map reference **TQ0583NW**
Scale **1:1250**
Administrative area **Hillingdon**

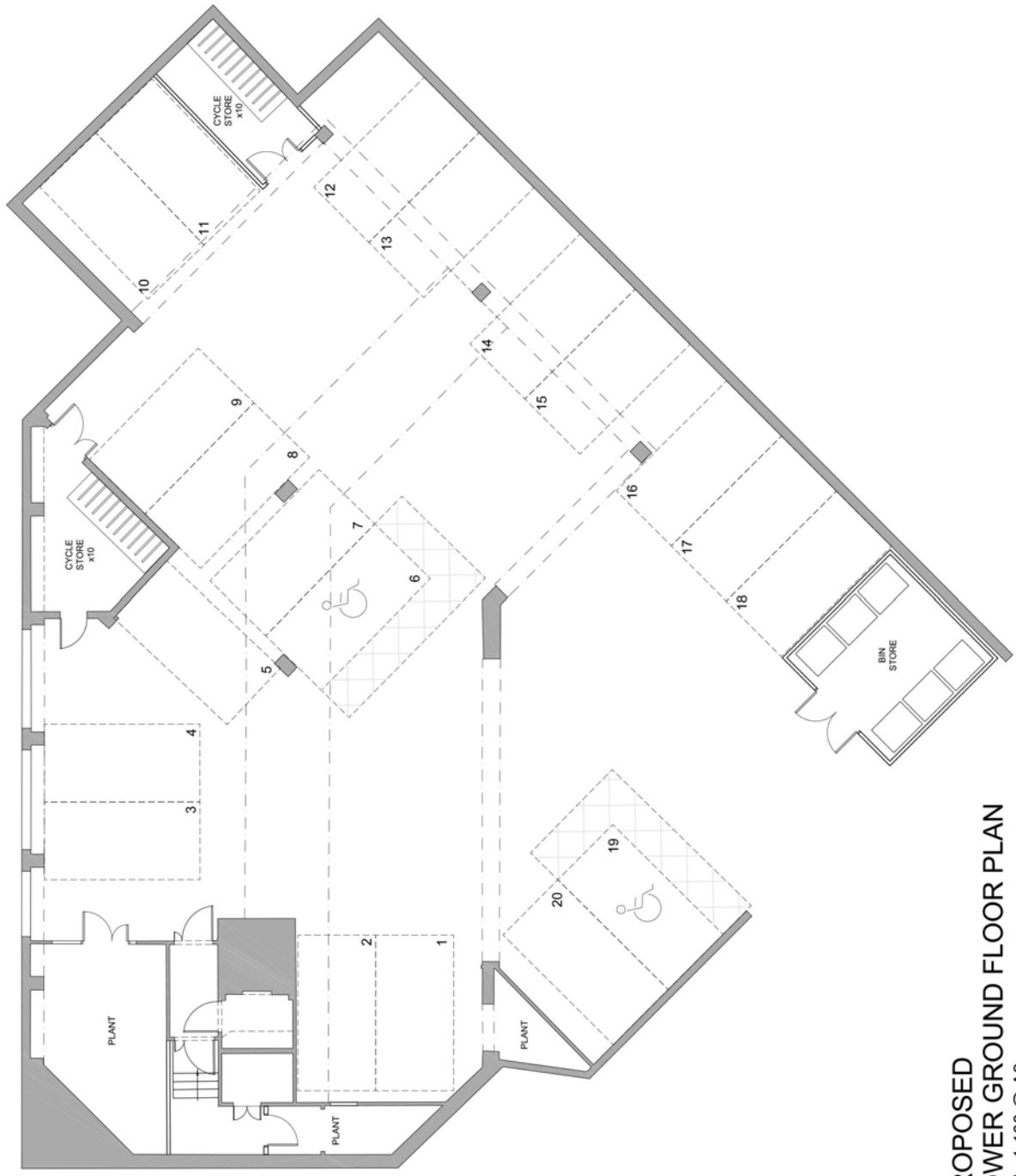


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**EXISTING LOWER GROUND
FLOOR PLAN**
Scale 1:100 @ A2



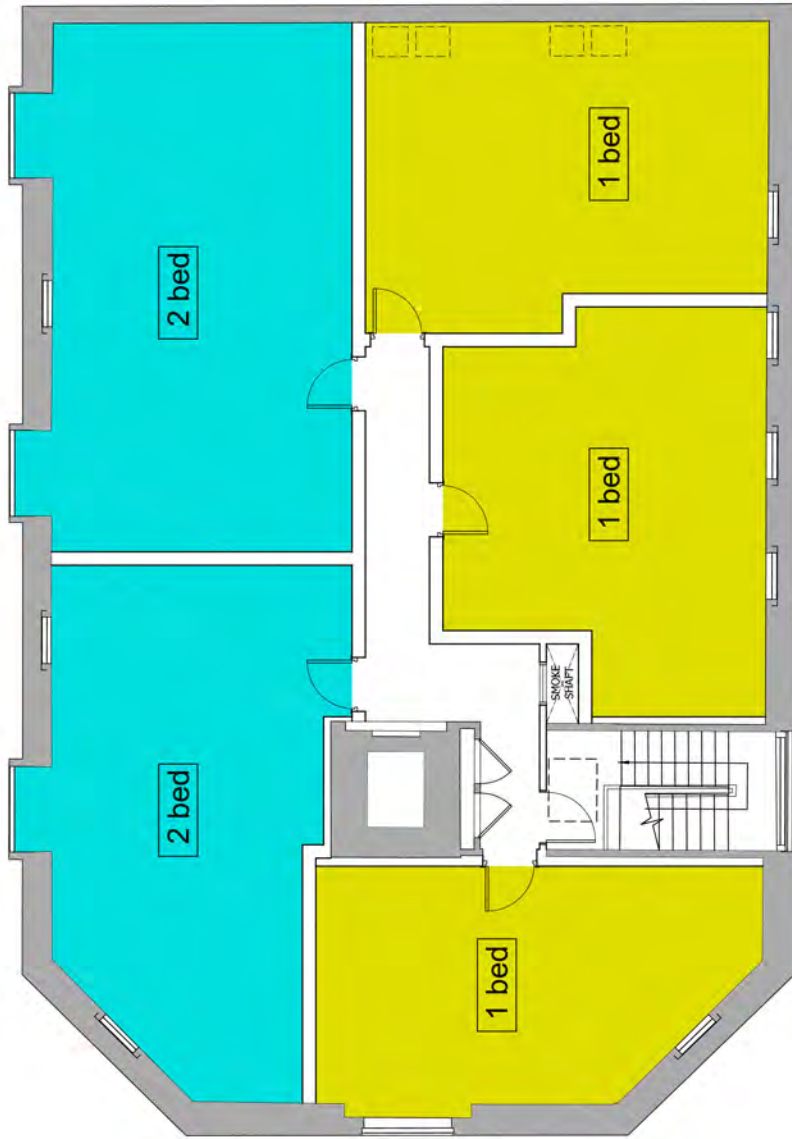
**PROPOSED
LOWER GROUND FLOOR PLAN**
Scale 1:100 @ A2



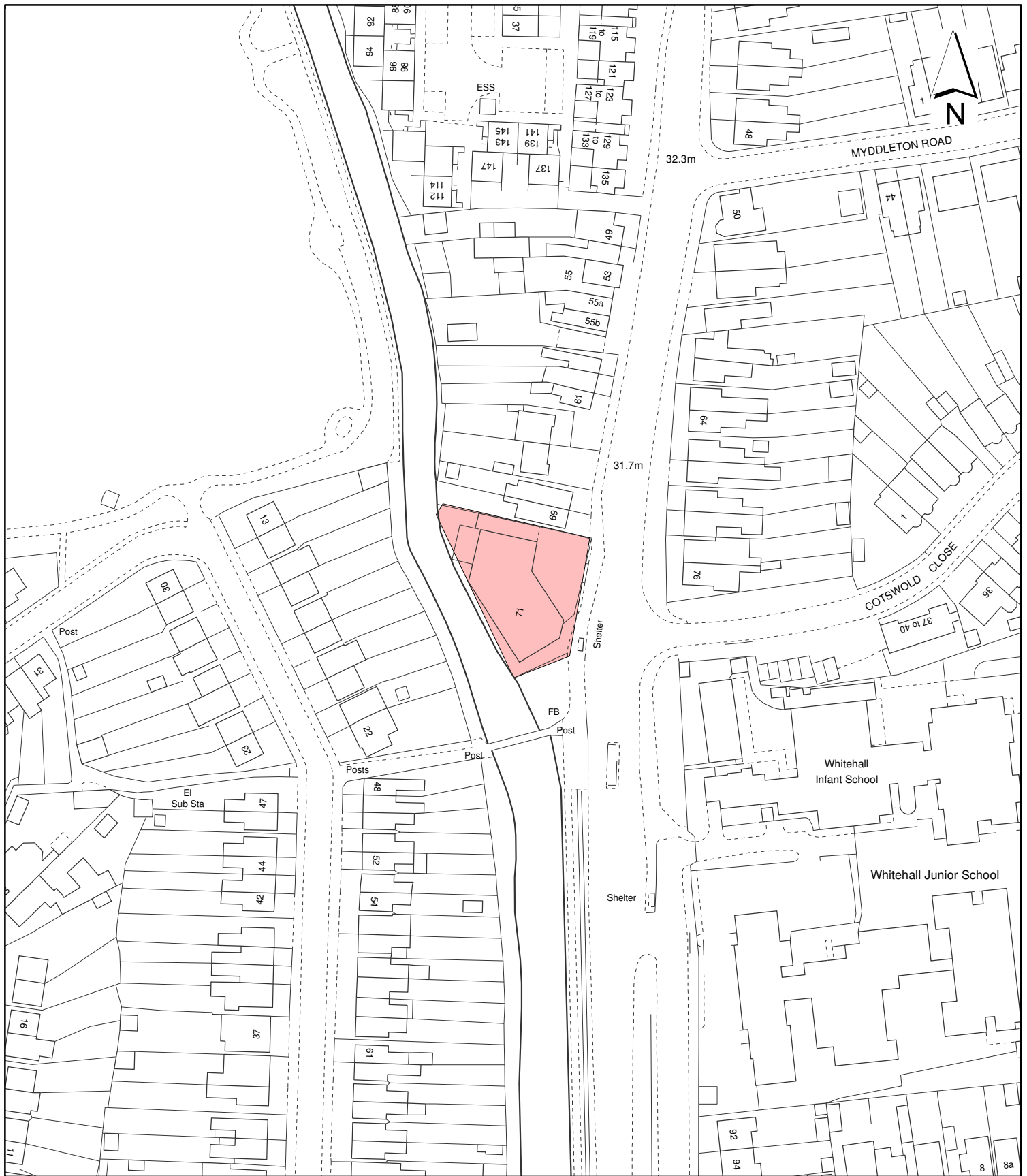
GROUND FLOOR PLAN
Scale 1:100 @ A3



FIRST FLOOR PLAN
Scale 1:100 @ A3



SECOND FLOOR PLAN
Scale 1:100 @ A3



Notes:

 Site boundary

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Site Address:

**Frays Court
 71-73 Cowley Road
 Uxbridge**

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

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

Planning Application Ref:

13010/APP/2020/1006

Scale:

1:1,250

Planning Committee:

Major Page 387

Date:

May 2020



Report of the Head of Planning, Transportation and Regeneration

Address RIVERVIEW HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

LBH Ref Nos: 40050/APP/2020/1001

Date Plans Received: 24/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/03/2020

General Notes

DO NOT SCALE. All dimensions must be provided in all views.

Contractors must refer to the relevant contract documents and specifications for full details and location of services. Structural columns are indicative only and should be revised by Structural Engineer.

Colour Code

- studio
- 1b-2p
- 2b-3p
- 2b-4p
- residential lobby
- plant
- circulation

Scale 1:200 @ A1

10m 20m 30m 40m 50m

Issue Record By Chk Date

Project Xerox Campus

Title Riverside House
Construction
Floor plans

Scale 1:200 @ A1 1:400 @ A3

Status

For information

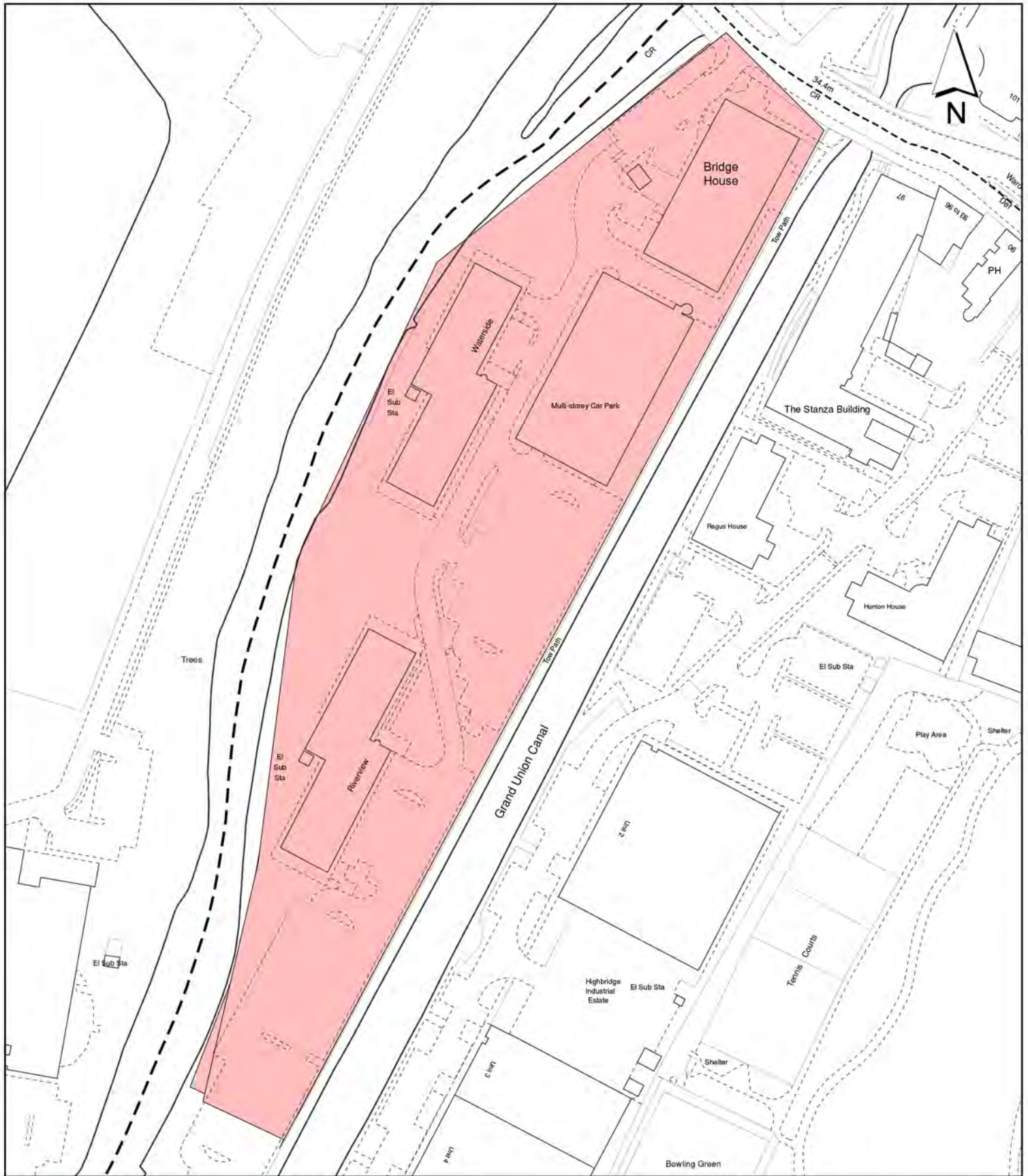
Drawing Number 568-PTA-RV-ZZ-DR-A-0004 P01

Revision

Patel Taylor
48 Raweston Street
London EC1V 7ND
T +44 (0)20 7278 2323
www.patel-taylor.co.uk



Type	Percentage	Average size
Studio	9%	41 sqm
1b-2p	16%	53 sqm
2b-3p	7%	62 sqm
2b-4p	68%	73 sqm
Total		43 homes



Notes:

 Site boundary

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Site Address:

**Riverview House
 Oxford Road
 Uxbridge**

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

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

Planning Application Ref:

40050/APP/2020/1001

Scale:

1:1,600

Planning Committee:

Major Page 391

Date:

May 2020



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address RIVERVIEW HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

LBH Ref Nos: 40050/APP/2020/1009

Date Plans Received: 24/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/03/2020

General Notes
 DN NOT SCALE. All drawings shall be prepared on A3 sheets.
 All drawings shall be subject to copyright. Unless otherwise agreed in writing, all rights in these drawings are subject to the copyright of the author. The drawings are subject to the conditions of the contract and shall not be used for any other purpose without the written consent of the author. The author shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of these drawings, whether or not such loss or damage could have been reasonably foreseen at the time of the contract. The author shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of these drawings, whether or not such loss or damage could have been reasonably foreseen at the time of the contract.

Key Plan

Drawing Notes
 For details of parking spaces, in connection with Watford/Riverview House and Bridge House shall be agreed prior to occupation via a Parking Allocation Agreement (PA) with Watford Council. Reference: 48056/AP/2015/1737 and 48056/AP/2015/1880.



Issue Record By Chk Date

1/1	15/10/2015	JK	15/10/2015
-----	------------	----	------------

Title
 Riverview House
 Option 01
 Site Plan

Project
 Xerox Campus

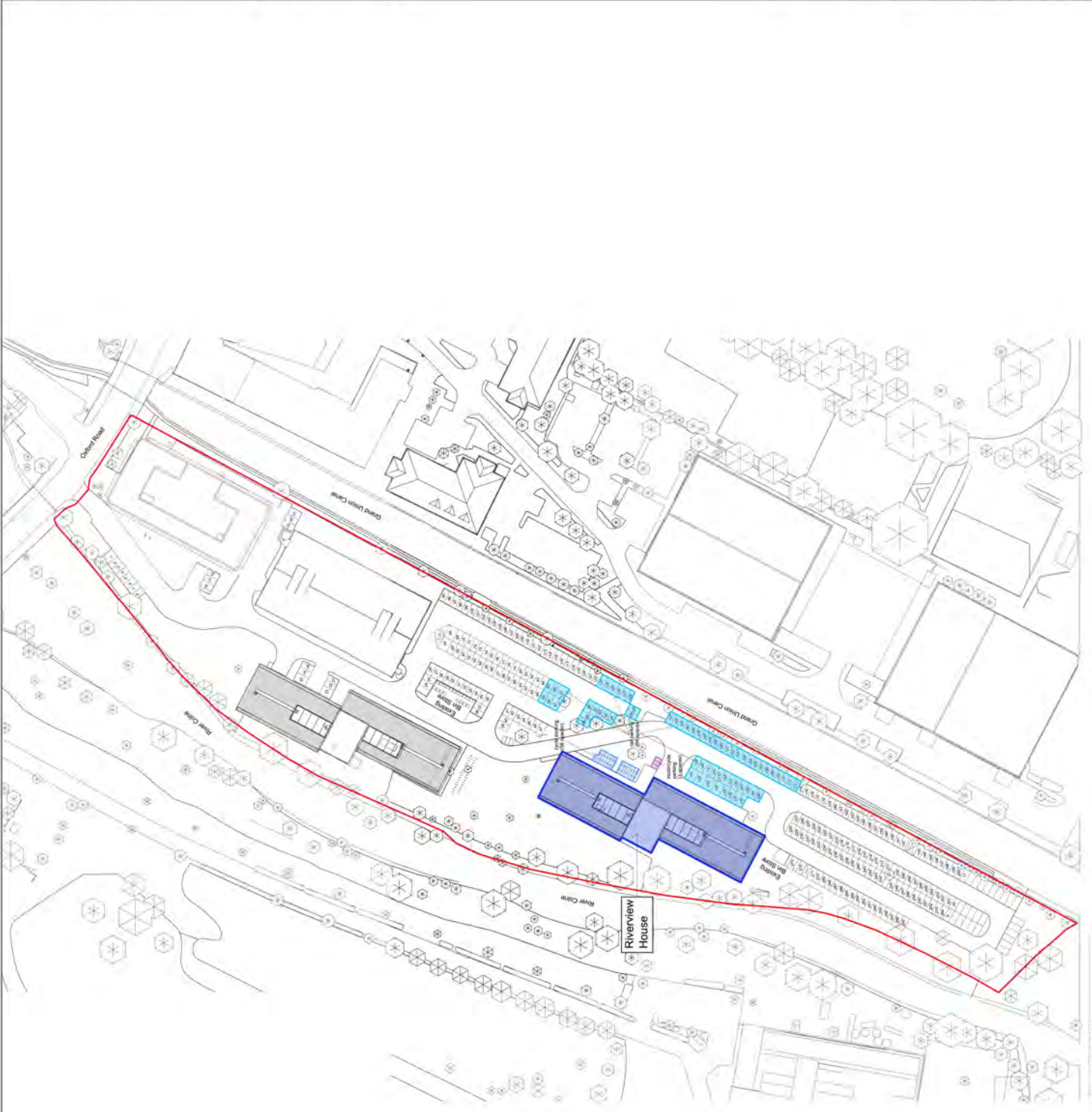
Scale
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Status
 For information

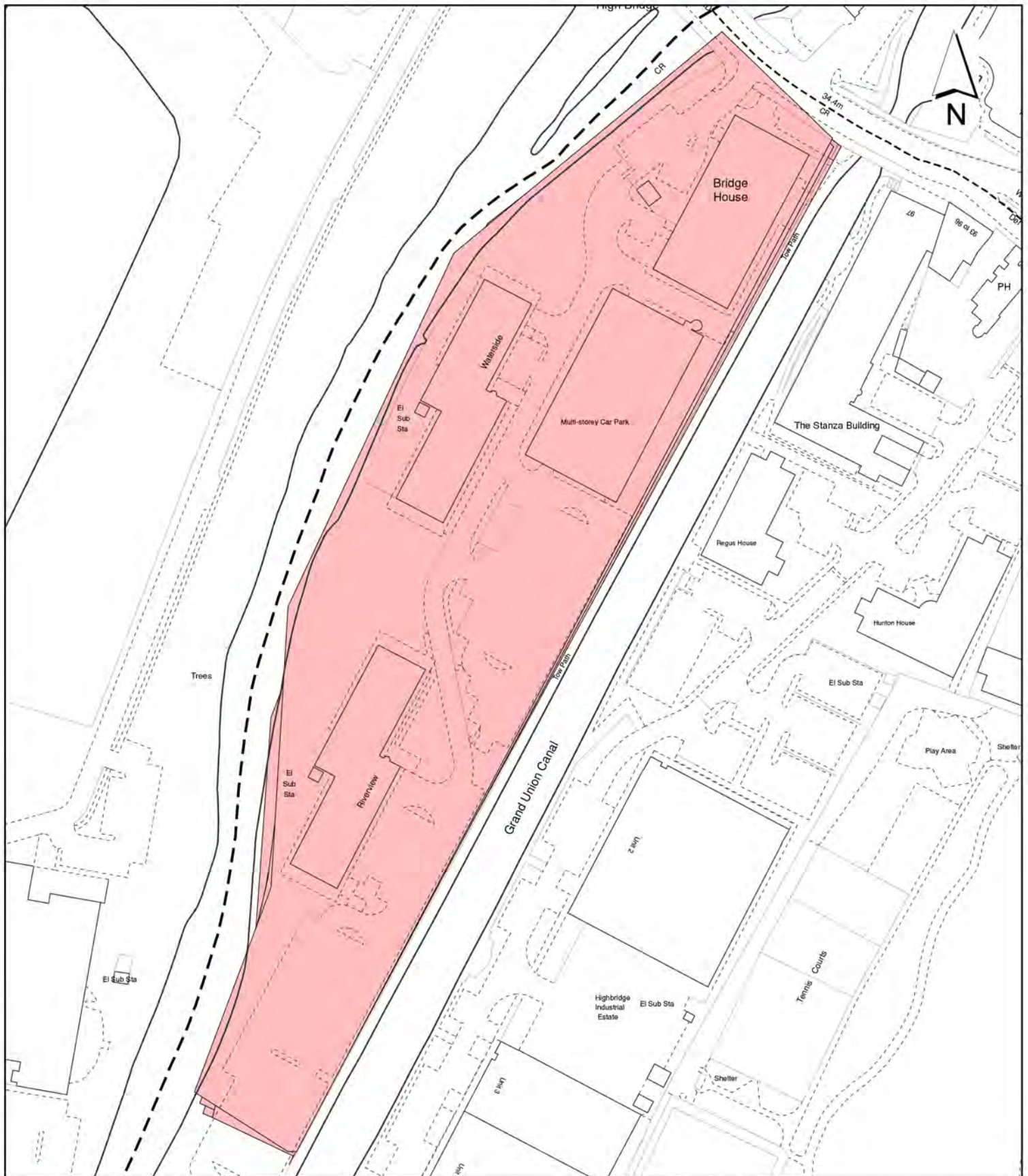
Drawing Number
 568-PTA-RV-ZZ-DR-A-0001

Revision
 P01

Patel Taylor
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 www.patel-taylor.co.uk



01 Option 01
 58 homes



Notes:

 Site boundary

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Site Address:

**Riverview House
 Oxford Road
 Uxbridge**

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

Planning Application Ref:

40050/APP/2020/1009

Scale:

1:1,600

Planning Committee:

Major Page 395

Date:

May 2020



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address WATERSIDE HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

LBH Ref Nos: 40050/APP/2020/999

Date Plans Received: 24/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/03/2020

General Notes
 DN1 NOT SCALE. All dimensions must be checked on site.
 All dimensions are subject to change. Unless otherwise stated, all dimensions are in meters.
 All dimensions are subject to change. Unless otherwise stated, all dimensions are in meters.
 All dimensions are subject to change. Unless otherwise stated, all dimensions are in meters.
 All dimensions are subject to change. Unless otherwise stated, all dimensions are in meters.

Key Plan

Drawing Notes
 For details of parking spaces, in connection with Waterside/Review House and Bridge House shall be agreed prior to occupation via a Parking Allocation Agreement (PA) with the relevant authority.

Scale 1:750 @ A1

Issue Record By Chk Date

01/11/2020

Title
 Waterside House
 Option 01
 Site Plan

Project
 Aerox Campus

Scale
 1:750 @ A1 1:1500 @ A3

Status
 For information

Drawings Number
 568-PTA-WS-ZZ-DR-A-0001 P01

Revision
 P01

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01 Option 01
 58 homes

General Notes
 1. All drawings must be prepared on A3 paper.
 2. All drawings must be submitted to the client for approval.
 3. All drawings must be submitted to the client for approval.
 4. All drawings must be submitted to the client for approval.
 5. All drawings must be submitted to the client for approval.
 6. All drawings must be submitted to the client for approval.
 7. All drawings must be submitted to the client for approval.
 8. All drawings must be submitted to the client for approval.
 9. All drawings must be submitted to the client for approval.
 10. All drawings must be submitted to the client for approval.

Key Plan

Drawing Notes
 Changes refer to areas where changes have been made to the original design. The location of revisions is indicated by a red line.
 Structural columns are indicative only and should be revised by Structural Engineer.

Colour Code

studio	residential lobby
1b 2p	plant
2b 3p	circulation
2b 4p	

Scale 1:200 @ A1
 0m 5m 10m 15m

Issue Record By Chk Date

Project Xerox Campus
 Scale 1:200 @ A1 1:400 @ A3
 Status

Title Waterside House
 Client
 Floor plans

Drawing Number
 For information
 568-PTA-WS-ZZ-DR-A-0002 P01
 Revision

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03 Third floor plan

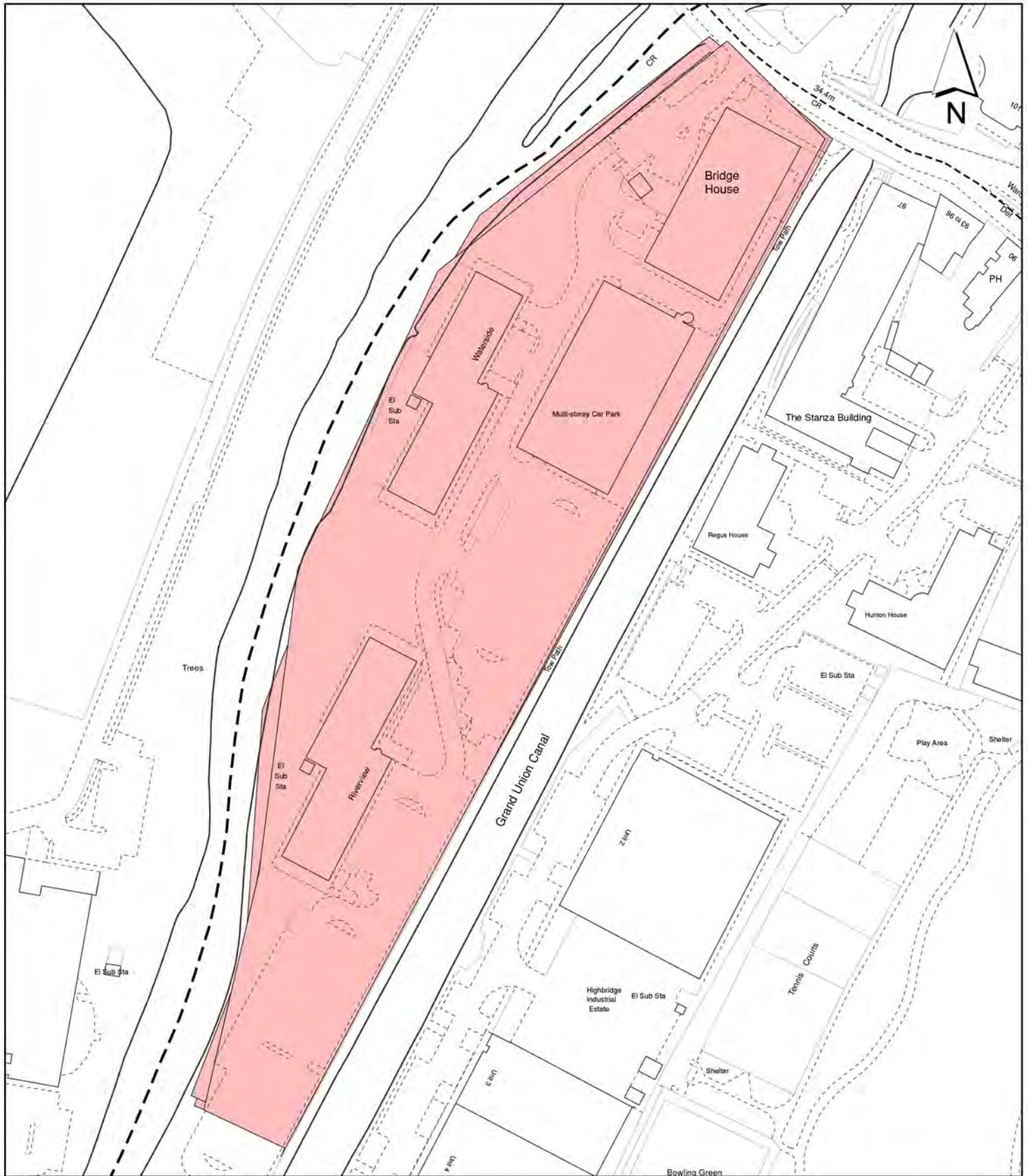


02 First and second floor plan



01 Ground floor plan

Type	Percentage	Average size
Studio	2%	37 sqm
1b 2p	96%	49 sqm
2b 4p	2%	74 sqm
Total		58 homes



Notes:

 Site boundary

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Site Address:

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 Oxford Road
 Uxbridge**

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

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

Planning Application Ref:

40050/APP/2020/999

Scale:

1:1,600

Planning Committee:

Major Page 399

Date:

May 2020



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address WATERSIDE HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

LBH Ref Nos: 40050/APP/2020/1000

Date Plans Received: 24/03/2020

Date(s) of Amendment(s):

Date Application Valid: 24/03/2020

General Notes
 1. All drawings shall be prepared in A3, unless otherwise stated.
 2. All drawings shall be prepared in metric units, unless otherwise stated.
 3. All drawings shall be prepared in black ink on white paper, unless otherwise stated.
 4. All drawings shall be prepared in a standard format, unless otherwise stated.
 5. All drawings shall be prepared in a standard orientation, unless otherwise stated.
 6. All drawings shall be prepared in a standard scale, unless otherwise stated.
 7. All drawings shall be prepared in a standard font, unless otherwise stated.
 8. All drawings shall be prepared in a standard line weight, unless otherwise stated.
 9. All drawings shall be prepared in a standard line style, unless otherwise stated.
 10. All drawings shall be prepared in a standard line color, unless otherwise stated.

Key Plan


Drawing Notes
 1. The proposed development is shown in blue.
 2. The proposed development is shown in blue.
 3. The proposed development is shown in blue.
 4. The proposed development is shown in blue.
 5. The proposed development is shown in blue.
 6. The proposed development is shown in blue.
 7. The proposed development is shown in blue.
 8. The proposed development is shown in blue.
 9. The proposed development is shown in blue.
 10. The proposed development is shown in blue.

Scale 1:750 @ A1

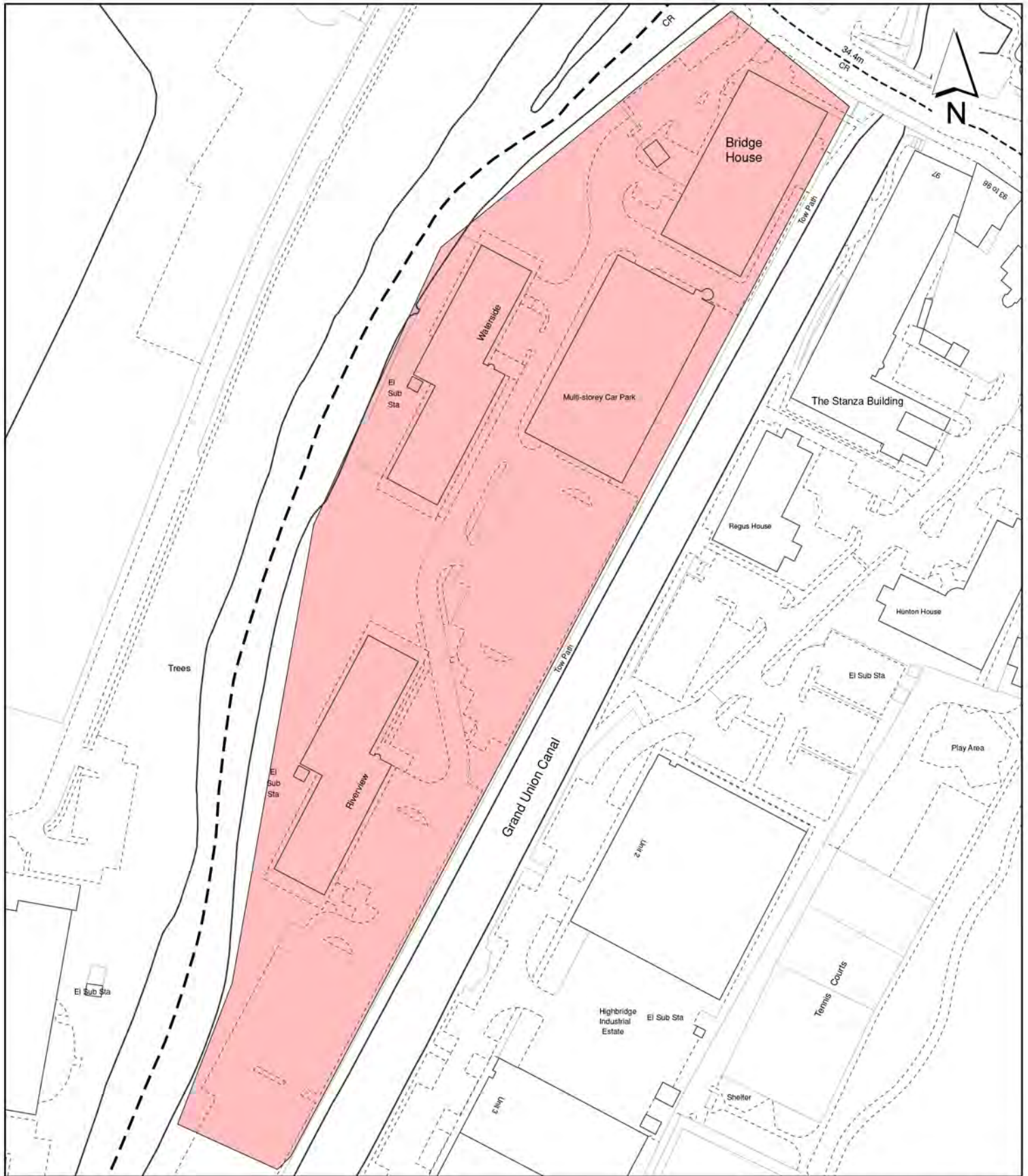

Issue Record
 By: [Name] Date: [Date]

Title: Waterside House
 Option 02
 Site Plan
 Project: Aerox Campus
 Scale: 1:750 @ A1
 Status: For information
 Drawing Number: 568-PTA-WS-ZZ-DR-A-0003 P01
 Revision: [Revision]

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01 Option 02
 43 homes



Notes:

 Site boundary

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 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

40050/APP/2020/1000

Scale:

1:1,500

Planning Committee:

Major Page 403

Date:

May 2020



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 LONDON

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